

DEPARTMENT FOR INFRASTRUCTURE

SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

The purpose of this form is to help you to consider whether a new policy (either internal or external) or legislation will require a full equality impact assessment (EQIA). Those policies identified as having significant implications for equality of opportunity must be subject to full EQIA.

The form will provide a record of the factors taken into account if a policy is screened out, or excluded for EQIA. It will provide a basis for quarterly consultation on the outcome of the screening exercise, and will be referenced in the biannual review of progress made to the Minister and in the Annual Report to the Equality Commission.

Further advice on completion of this form and the screening process including relevant contact information can be accessed via the Department for Infrastructure (DfI) Intranet site.

HUMAN RIGHTS ACT

When considering the impact of this policy you should also consider if there would be any Human Rights implications. Guidance is at:

- <https://www.executiveoffice-ni.gov.uk/articles/human-rights-and-public-authorities>

Should this be appropriate you will need to complete a Human Rights Impact Assessment. A template is at:

- <https://www.executiveoffice-ni.gov.uk/publications/human-rights-impact-assessment-proforma>

Don't forget to Rural Proof.

Part 1. Policy scoping

The first stage of the screening process involves scoping the policy under consideration. The purpose of policy scoping is to help prepare the background and context and set out the aims and objectives for the policy, being screened. At this stage, scoping the policy will help identify potential constraints as well as opportunities and will help the policy maker work through the screening process on a step by step basis.

Public authorities should remember that the Section 75 statutory duties apply to internal policies (relating to people who work for the authority), as well as external policies (relating to those who are, or could be, served by the authority).

Information about the policy

Name of the policy

Eastern Transport Plan 2035 (ETP 2035)

Is this an existing, revised or a new policy?

Revised policy - this is the development of a new transport plan, that supersedes Belfast Metropolitan Transport Plan 2015 as well as the following Technical Supplements of the Sub Regional Transport Plan 2015:

- Antrim Borough Council
 - Ards Borough Council
 - Ballymena Borough Council
 - Larne Borough Council
-

What is it trying to achieve? (intended aims/outcomes)

ETP 2035 is one of a suite of new Transport Plans being prepared which are intended to set out the framework for transport policy and investment decisions in Northern Ireland up until 2035. The ETP will set out DfI's proposals for the future transport network in the ETP area. By way of example these may include:

- New walking infrastructure including crossing facilities and traffic calming
- New cycling routes including dedicated cycling lanes parallel to roads and off-road cycleways

- New public transport services (including associated enabling infrastructure such as enhanced bus stops and new or extended bus lanes)
- New traffic management and parking schemes involving changes to road configurations and parking charges and location of spaces

The ETP's vision is to *'Deliver an integrated and re-balanced transport network in favour of sustainable, efficient modes, which connects communities creating an accessible, inclusive, safe and prosperous economic region by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.'*

Are there any Section 75 categories which might be expected to benefit from the intended policy?

If so, explain how.

The objectives for the ETP include:

1. Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning.
2. Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes.
3. Promote healthy and inclusive communities by developing safe sustainable travel modes that respect the local built and natural environment.
4. Reduce unnecessary use of the private car by implementing effective demand management measures.
5. Improve air quality and the environment by encouraging the use of sustainable travel modes and vehicles which utilise sustainable fuels.
6. Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.
7. Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to airports and ports.

If the Vision and Objectives of the Plan are realised, it is likely ETP will benefit / have a positive impact on all those who walk, wheel and cycle as well as users of public transport, both existing and new. The following Section 75 categories are expected to benefit the most:

- **Age:** Children and young people, plus the older population¹, are less likely to have access to a private car than other sections of the population and can therefore be expected to particularly benefit from the improved transport services². In addition, both children and the elderly will benefit from enhancements to, and expansion of, existing walking, wheeling and cycling networks (improved health and well-being). It is also recognised that elderly people may benefit particularly from enhanced regional connectivity which would allow greater access to health services and work to reduce inequalities in health. It is further noted that the ETP, which seeks to encourage a modal shift to sustainable travel modes and reduce reliance on the private car, will contribute to an improvement in the urban environment by reducing emissions and noise pollution which is likely to result in health improvements. Wider issues around health will be explored in more detail through a Health Impact Assessment (HIA).
- **Disability:** persons with disabilities are less likely to have access to a private car than other sections of the population^{3 4} and can therefore be expected to particularly benefit from the improved transport services whether for work or leisure to advance their opportunities or lifestyle. In addition, ETP will support the creation of People and Movement Places (liveable or 15-minute neighbourhoods) to encourage local living which will particularly benefit persons with disabilities.
- **Dependants:** people with dependents (caring for children, elderly or people with disabilities) will benefit from enhancements to and expansion of existing walking, wheeling and cycling networks, as well as supporting the creation of People and Movement Places to encourage local living and community safety.
- **Race:** It is reported that some health issues and risk factors for ill health are more prevalent in minority ethnic communities⁵. However, it is likely that minority ethnic communities will particularly benefit from improved transport services to access health and social care services.

Who initiated or wrote the policy?

¹ https://www.ageuk.org.uk/siteassets/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf

² <https://www.walkwheelcycletrust.org.uk/media/5057/the-role-of-transport-in-supporting-a-healthy-future-for-young-people.pdf>

³ <https://www.transportforall.org.uk/the-issues/private-transport/car/>

⁴

https://www.motabilityfoundation.org.uk/media/k3xlfrek/research_summary_building_a_better_understanding_of_the_transport_lives_of_disabled_people_motability-1.pdf

⁵ https://www.kingsfund.org.uk/insight-and-analysis/long-reads/what-are-health-inequalities?gad_source=1&gad_campaignid=857200945&gclid=EAlaIQobChMIgMq9_cfLkAMVApNQBh1UETJxEAAYASAAEgJH1vD_BwE

Department for Infrastructure (DfI).

Who owns and who implements the policy?

The Department for Infrastructure is responsible for the implementation of the plan.

Background

The Department has identified a need to prepare a new Transport Plan which encompasses the following ‘five councils’:

1. Antrim and Newtownabbey Borough Council (ANBC);
2. Ards and North Down Borough Council (ANDBC);
3. Belfast City Council (BCC);
4. Lisburn and Castlereagh City Council (LCCC); and
5. Mid and East Antrim Borough Council (MEABC)

The ETP is required to support the preparation of Local Policy Plans (LPPs) for each council area as well as setting out DfI’s proposals for the framework for transport policy and investment decisions up until 2035 in the ETP area. The ETP is expected to remain in Draft form for some time, with final adoption unlikely before 2027.

A number of common issues across the five council areas were identified which ETP 2035 must seek to address⁶. This includes the over reliance on use of the private car⁷, uneven and variable public transport provision and inconsistent provision of safe, quality active travel infrastructure leading to accessibility and sustainability challenges. The importance of town centres and community spaces has also been highlighted and the dominance of the private car and substantial provision of parking is seen as a barrier to the connectivity and vibrancy of these places. On reflection it could be suggested that the public experience of Covid related lockdown routines may have further raised aspirations for enhanced local facilities and new hybrid working arrangements⁸ have reduced the need for daily travel to workplaces for many⁹.

Implementation factors

⁶ <https://www.belfasthealthycities.com/wp-content/uploads/2025/06/25013-Transport-Poverty-Report.pdf>

⁷ <https://www.qub.ac.uk/sites/cardep/Filestore/Filetoupload,1748559,en.pdf>

⁸ <https://www.ulster.ac.uk/epc/pdf/2022/remote-working-in-northern-ireland/UUEPC-Future-of-Remote-Working-in-NI-February-2022-Full-Report.pdf>

⁹ <https://iclrld.org/wp-content/uploads/2023/02/ADesmond-ICLRDWebinar-What-Next-for-Remote-Working-in-NI-Nov22.pdf>

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

There are a series of challenging external factors, such as the cost-of-living crisis, general Government expenditure challenges and uncertainties around issues such as climate change, which could all ultimately bring a level of uncertainty to the implementation of the Plan. This uncertainty will be considered as part of the ETP development.

Main stakeholders affected

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon? (please delete as appropriate)

The plan is concerned with the transport network across the plan area, as such the policies will impact on all citizens to include:

- Users of walking, wheeling and cycling networks
- Users of public transport services both current passengers and future new passengers
- Car users
- Freight traffic

Other policies with a bearing on this policy

The key policies considered to date are:

- Strategic Planning Policy Statement (SPPS) and Planning Act (Northern Ireland) 2011
- Northern Ireland Climate Change Bill
- Programme for Government/Outcomes Delivery Plan
- Regional Development Strategy (RDS) 2035
- Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation
- Planning for the Future of Transport – Time for Change
- Transport Strategy 2035 (draft)
- Belfast Urban Area Plan 2001 Adopted Dec 1990
- Draft Belfast Metropolitan Area Plan (BMAP) 2015

- Belfast Metropolitan Transport Plan (2015)
- Antrim and Newtownabbey Borough Council LDP Plan Strategy
- Ards and North Down Borough Council Plan Strategy (draft)
- Belfast City Council LDP Plan Strategy
- Lisburn Castlereagh City Council LDP Plan Strategy
- Mid and East Antrim Borough Council LDP Plan Strategy
- Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland, (2015)
- Exercise Explore Enjoy: A Strategic Plan for Greenways (2016)
- Making Belfast an Active City – Belfast Cycling Network (2021)
- Belfast Cycling Network Delivery Plan 2022–31
- Draft Northern Ireland Active Travel Delivery Plan
- Public Transport Reform (Department for Infrastructure).

A full range of appropriate plans and policies will be considered as part of an Integrated Sustainability Appraisal.

Available evidence

Evidence to help inform the screening process may take many forms. Public authorities should ensure that their screening decision is informed by relevant data. The Commission has produced this guide to [signpost to S75 data](#).

What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

Religious belief evidence / information:

From the Census 2021, approximately 926,155 of the ETP region residents gave an indication of their religious faith.

- There was a decrease in the population reporting as 'Christian' from 77.5% in 2011 to 72.6% in 2021, which represents decrease of 4.9 percentage points. This was mainly due to a rise in religious affiliation as those residents responding with 'no religion' increased by 9.4 percentage points to 23.8%, from 14.4%.
 - The number of residents reporting as other religion was 1.9% in the ETP region.
-

Political Opinion evidence / information:

At the last UK General elections (12 December 2019), the following parties took the following seats in NI:

- Democratic Unionist Party (DUP): 8 seats (30.6% share of votes)
- Sinn Féin (SF): 7 seats (22.8% share of votes)
- Social Democratic & Labour Party (SDLP): 2 seats (14.9%)
- Alliance Party (APNI): 1 seat (16.8% share of votes)

10 of NI's 18 constituencies fall within the ETP area. The following identifies the lead political party in each constituency:

- Belfast East – DUP
- Belfast North – SF
- Belfast South – SDLP
- Belfast West – SF
- East Antrim – DUP
- South Antrim – DUP
- North Down – APNI
- Strangford – DUP

- Lagan Valley – DUP
 - Upper Bann - DUP
-

Racial Group evidence / information:

- The overwhelming majority of the ETP population in 2021 identified themselves as White with 900,967 people (95.6%).
- People from black and minority ethnic backgrounds make up 41,874 of the ETP region population, with 8,707 not able to speak English well or at all.
- In each ETP Council area the percentage of total population of Black and Minority Ethnic Population was:
 - Antrim and Newtownabbey Borough Council 3.28%
 - Ards and North Down Borough Council 2.3%
 - Belfast City Council area 7.05%
 - Lisburn Castlereagh City Council 3.93%
 - Mid and East Antrim Borough Council 2.22%

The percentage of population Northern Ireland wide is 3.45% black and minority ethnic backgrounds and 1.10% who are not able to speak English well or at all.

Age evidence / information:

Elderly people have a greater potential to feel more sensitive when walking, wheeling, cycling or using public transport. They also often have an increased need to seek health services. Their continuing independence at home is often dependent on having a range of transport mode and route options available.

	NI	BCC		ANBC		ANDBC		LCCC		MEABC	
0-4 years	6.2%	21,097	6.2%	8,535	5.9%	8,279	5.1%	8,923	6.1%	7,756	5.6%
5-15 years	14.7%	47,094	13.7%	21,303	14.8%	21,720	13.4%	20,642	14.1%	19,071	13.7%
16-24 years	10.6%	44,760	13.1%	14,891	10.4%	14,539	9.0%	13,796	9.4%	13,489	9.7%
25-64 years	51.6%	178,359	52.1%	74,506	51.8%	82,421	50.9%	77,244	52.7%	72,203	51.8%
65 years and over	16.9%	51,250	15.0%	24,521	17.1%	35,097	21.7%	25,847	17.6%	26,924	19.3%

Marital Status evidence / information:

In 2021 there were 7,692 marriages in Northern Ireland. This was over twice the number in 2020 due to the Covid-19 restrictions, but still 4.8% less than 10

years previous in 2011. This figure includes both opposite and same sex marriages with same-sex marriage legalised on 13 January 2020. Of the marriages 2.0% were male marriages, 3.0% female marriages and 95.0% opposite-sex marriages.

There were 37 civil partnerships registered in 2021 which was six fewer than in 2020. Of the 37, three were male partnerships (8.1%), six female partnerships (16.2%) and 28 opposite-sex partnerships (75.7%).

There were 5,232 religious marriages in 2021. Around two in every three religious marriages (67.7%) were held in a religious building. Three fifths (60.4%) of civil marriages were held in a registry office.

Sexual Orientation evidence / information:

This relates to whether a person's sexual attraction is towards their own gender, the opposite gender, or to both genders. Currently there is no best source of information on the numbers of Lesbian, Gay, Bisexual, Transgender, Queer/Questioning+ (LGBTQ+) people living in the local population. The 2021 Census offered a picture of the number of couples living in same sex civil partnerships, but this is an incomplete picture with only approximately 9 of the 37 registered same sex.

ONS have indicated that some 1.2% of the household population in Northern Ireland identify as LGBTQ+. ONS published a 2020 estimate of the UK population's sexual identity based on age, gender and ethnicity.

Men & Women generally evidence / information:

Based on NISRA Mid-2020 Population Estimates, the ETP region has a higher ratio of females than males with 51.2% females and 48.8% males of all ages. In terms of breakdown by Council area this is provided as follows:

- Antrim and Newtownabbey ratio of females (51.2%) and males (48.8%) of all ages
- Ards and North Down ratio of females (51.4%) and males (48.6%) of all ages
- Belfast ratio of females (51.3%) and males (48.7%) of all ages
- Lisburn and Castlereagh ratio of males (50.9%) and females (49.1%) of all ages
- Mid and East Antrim ratio of males (50.9%) and females (49.1%) of all ages

In Northern Ireland as a whole, males outnumber females each year from 0 to 29 and females outnumber males from age 30 upwards.

Disability evidence / information:

People who are disabled and/or with physical and/or mental illnesses or impairments may not be able to access many forms of transport or need special arrangements and/or support to access these. They are more likely to find it difficult to walk, wheel or travel independently and can also be disadvantaged by the cost of transport. Any changes in access, such as greater travel distances, diversions or replacement services during construction would have particular impacts on this group.

In a Labour Force Survey, 21.7% of respondents aged 16-64 in Northern Ireland (Apr-Jun 2017) reported a long-term illness and a disability. In the UK overall the figure was 17.4%. The definition of disability covers people who report a physical or mental health condition or illnesses lasting or expected to last 12 months or more where this reduces their ability to carry out day-to-day activities.

With Northern Ireland equating to 100, the standardised ratios of people with a long-term health problem or disability (excluding mental health problems) as of the NIMDM17 for each Council area are:

- Antrim and Newtownabbey has a ratio of 98.0,
 - Ards and North Down has a ratio of 95.8,
 - Belfast City council area has a ratio of 109.8,
 - Lisburn and Castlereagh has a ratio of 93.7 and
 - Mid and East Antrim has a ratio of 95.9.
-

Dependants evidence / information:

Children and adolescents

Within the population of the ETP region in mid-2020, children between the ages of 0-15 make up 184,420 of the population (20.9% of total population). In terms of each Council:

- Antrim and Newtownabbey 20.8%
- Ards and North Down 18.5%
- Belfast city council 19.9%
- Lisburn and Castlereagh 20.2%

- Mid and East Antrim 19.2%

Children and adolescents constitute a sensitive population group due partly to their need to be able to move around freely to and from school, open space, greenspace and recreational activities. They lack the experience and judgement displayed by adults when moving around in traffic and public spaces and when using public transport and related infrastructure.

Hence, children and adolescents as walkers, wheelers and cyclists are at elevated risk from danger distributed by motorised transport.

Furthermore, children are more sensitive than adults to air pollution, noise, odour and other environmental factors and their bodies and minds are less able to deal with them.

Particularly susceptible children are those from low-income and/or black and minority ethnic (BME) backgrounds and/or living in deprived areas.

Of the 449,000 children in Northern Ireland in 2019/20, 36,000 were identified as falling below thresholds of low income and material deprivation (8%).

In 2013 (best available data), the proportion of children in low-income families in Northern Ireland was 21.4% with the following breakdowns for each of the following relevant Local Government Districts:

- Antrim – 15.2%
- Ards – 16.8%
- Ballymena – 16.6%
- Belfast – 32.4%
- Carrickfergus – 17.7%
- Castlereagh – 12.8%
- Down – 19.3%
- Larne – 17.2%
- Lisburn – 19.7%
- Newtownabbey – 17.8%
- North Down – 13.7%

Pregnancy / maternity:

The number of live births per 1,000 population in 2017 was 12.3 in Northern Ireland. This was higher than the UK as a whole at 11.4 per 1,000. There were 23,177 registered births to Northern Ireland residents in 2017, 102 of these were still births.

In Northern Ireland in 2017/18, births to teenage mothers represented almost 3% of all births. Following a year on year increase in the proportion of births to mothers aged 40 and over, the percentage started to decrease in 2016/17 with a further decrease in 2017/18 (3.7%). Across Northern Ireland Court District

Electoral Area, Belfast City Council, had the highest proportion of teenage mothers at 6.5%.

In 2018 in Northern Ireland 61.2% of mothers attempted breastfeeding. In 2018, 44.8% of mothers aged 20-24 years attempted to breastfeed compared to 66.4% of mothers aged 30-34 years. Young mothers can often lack access to key sources of information such as antenatal classes and peer support programmes, friends with children, family and other support networks which enable breastfeeding. There is also an association between deprivation and breastfeeding with 46.8% of mothers living in the 20% most deprived Super Output Areas (SOAs) in Northern Ireland were reported as having attempted to breastfeed during the postnatal stay compared to 74.9% of those from the 20% least deprived SOAs. Of the council areas within the ETP area, Lisburn and Castlereagh as the highest rate of breastfeeding at discharge from hospital with 58.3%.

Needs, experiences and priorities

Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision?

Specify details of the needs, experiences and priorities for each of the Section 75 categories below:

Religious belief

Religious beliefs in the ETP area have resulted in cultural segregation¹⁰. It is important that the impacts of the ETP are balanced between Northern Ireland's two main communities – Roman Catholic and Protestant.

Political Opinion

Political opinion in the ETP area has resulted in cultural segregation. Of the 10 constituencies that fall within the ETP area, six are held by DUP, two are held by SF, one by SDLP and one by the Alliance Party (2019 General elections). At the 2024 election, these constituencies returned three held by DUP, two held by SF, two Ulster Unionist Party and one each by SDLP, TUV and Alliance Party. While the results of elections may lead to slightly different political representation, it nevertheless remains important that the impacts of the ETP are balanced between all political communities.

Racial Group

It is reported that some health issues and risk factors for ill health are more prevalent in minority ethnic communities¹¹. Some of the difficulties encountered by minority ethnic communities in trying to access health and social care services, and which would also have implications related to transport, include:

- Language difficulties;
 - Lack of awareness and lack of appropriate information on the services available.
-

Age

¹⁰ <https://storymaps.arcgis.com/stories/b554a3ebd65b43849103188673c0bf9a>

¹¹ <https://healthallianceni.com/health-social-wellbeing/bme-groups/>

Elderly people often have mobility and sensory difficulties whilst not being formally registered as disabled¹². These can make walking, wheeling, cycling and using public transport more difficult. They also often need to seek health services. Their continuing independence at home is often dependent on having available a range of transport mode and route options.

Children and adolescents constitute a sensitive population group¹³ due partly to their need to be able to move around freely to and from school, open space, greenspace and recreational activities, whilst they lack the experience and judgement displayed by adults when moving around in traffic and public spaces and when using public transport and related infrastructure¹⁴¹⁵.

Hence, children and adolescents as walkers, wheelers and cyclists are at elevated risk from danger distributed by motorised transport.

Furthermore, children are more sensitive than adults to air pollution¹⁶, noise, odour and other environmental factors and their bodies and minds are less able to deal with them.

Particularly susceptible children are those living in more deprived areas (which tend to suffer worst air pollution) and it is important to note that those from low-income and/or black and minority ethnic (BME) backgrounds are more likely to reside in such areas¹⁷.

Marital status

No issues have been identified.

Sexual orientation

It is reported¹⁸ that one in five LGBTQ+ people and two in five trans people have experienced a hate crime or incident because of their sexual orientation and/or gender identity in the last 12 months. It is reported that many LGBTQ+ people endure poor treatment while using public services, including public transport services.

Men and Women Generally

¹² <https://research.hscni.net/research-study-highlights-challenges-facing-older-people-northern-ireland>

¹³ <https://hesiglobal.org/wp-content/uploads/2020/08/RISK-ASSESSMENT-FOR-SENSITIVE-POPULATIONS-SUBCOMMITTEE.pdf>

¹⁴ <https://assets.childrenscommissioner.gov.uk/wpuploads/2017/07/CCO-TP2-Defining-Vulnerability-Cordis-Bright-2.pdf>

¹⁵ <https://www.youngtransnet.org.uk/keeping-safe-on-public-transport/>

¹⁶ <https://www.eea.europa.eu/en/analysis/publications/air-pollution-and-childrens-health>

¹⁷ <https://airqualitynews.com/fuels/bame-children-exposed-to-greater-levels-of-air-pollution/>

¹⁸ https://www.stonewall.org.uk/system/files/lgbt_in_britain_hate_crime.pdf

Looking at 2021 results from the Travel Survey for Northern Ireland the following journeys per person by main mode was recorded:

- Walk – Men 23%, Women 26%
- Bicycle – Men 2%, Women 0%
- Car – Men 67%, Women 71%
- Public Transport – Men 2%, Women 2%

Looking at those aged 16 and over, men made a similar number of journeys to women in 2021 (men: 830 journeys, women: 868 journeys). However, men travelled 24% further than women, averaging 5,846 miles per year, compared to 4,725 miles for women.

The car was the most commonly used main mode of transport for both men (67%) and women (71%). There was no real difference between men and women comparing the proportion of journeys made by car.

A similar proportion of journeys were made on foot by men (23%) and women (26%).

The Travel Survey found no difference in the proportion of journeys made by public transport. However, there are a range of issues that should be considered during the development of changes to public transport services. It is reported (2022) that women aged 16-34 years feel most unsafe of any age and sex group using public transport alone after dark². As part of the Executive Office's Strategic Framework to End Violence against Women and Girls¹⁹, the Women's Night Safety Charter NI is a commitment by organisations and businesses operating at night to support the campaign to End Violence Against Women and Girls. The framework seeks collaborative working to identify innovative solutions to improve safety in public spaces.

The Department's Audit of Inequalities cites evidence that fewer women than men hold driving licences and may, thus, be more reliant on affordable public transport than men. The Gender Equality Strategy Expert Advisory Panel Report also notes that greater dependence on public transport puts women at an economic disadvantage to men and highlights cost and availability of public transport services (in rural areas in particular) as a barrier to women's participation in society and civic life. The Department's Audit also highlights that safety and perceptions of safety against gender-based crime on public transport is more of a barrier to use of public transport for women than men. The Audit, together with the Women's Resource and Development Agency (WRDA) also notes that women are also more likely to have care-giving responsibilities that can necessitate trip-chaining and thus more multiple short journeys during a

¹⁹ <https://www.executiveoffice-ni.gov.uk/topics/ending-violence-against-women-and-girls>

day. Overall, women are ‘25% more likely to trip-chain as a function of caring responsibilities’, ‘this figure rises to 39% if there is a child older than nine in the household. The Audit highlights that the typical “hub and spoke” design of public transport systems which may present challenges to these travel patterns.

Disability

People who are disabled and/or with physical and/or mental illnesses or impairments may not be able to access many forms of transport or need special arrangements and/or support to access these. They are more likely to find it difficult to walk, wheel or travel independently and can also be disadvantaged by the cost of transport. Any changes in access, such as greater travel distances, diversions or replacement services during construction would have particular impacts on this group. In addition, disabled people are less likely to feel safe using public transport alone, than non-disabled people, particularly after dark²⁰.

Dependants

Persons with personal responsibility for the care of a child; for the care of a person with a disability; or the care of a dependent older person, are more likely to have difficulty accessing forms of transport. Key facts from the Northern Ireland Continuous Household Survey show that respondents without dependents were more likely to normally walk to or from work than those with dependents.

Part 2. Screening questions

Introduction

In making a decision as to whether or not there is a need to carry out an equality impact assessment, the public authority should consider its answers to the questions 1-4 which are given on pages 66-68 of this Guide.

If the public authority’s conclusion is **none** in respect of all of the Section 75 equality of opportunity and/or good relations categories, then the public authority may decide to screen the policy out. If a policy is ‘screened out’ as

20

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/perceptionsofpersonalsafetyandexperiencesofharassment/greatbritain/16februaryto13march2022>

having no relevance to equality of opportunity or good relations, a public authority should give details of the reasons for the decision taken.

If the public authority's conclusion is **major** in respect of one or more of the Section 75 equality of opportunity and/or good relations categories, then consideration should be given to subjecting the policy to the equality impact assessment procedure.

If the public authority's conclusion is **minor** in respect of one or more of the Section 75 equality categories and/or good relations categories, then consideration should still be given to proceeding with an equality impact assessment, or to:

- measures to mitigate the adverse impact; or
- the introduction of an alternative policy to better promote equality of opportunity and/or good relations.

In favour of a 'major' impact

- a) The policy is significant in terms of its strategic importance;
- b) Potential equality impacts are unknown, because, for example, there is insufficient data upon which to make an assessment or because they are complex, and it would be appropriate to conduct an equality impact assessment in order to better assess them;
- c) Potential equality and/or good relations impacts are likely to be adverse or are likely to be experienced disproportionately by groups of people including those who are marginalised or disadvantaged;
- d) Further assessment offers a valuable way to examine the evidence and develop recommendations in respect of a policy about which there are concerns amongst affected individuals and representative groups, for example in respect of multiple identities;
- e) The policy is likely to be challenged by way of judicial review;
- f) The policy is significant in terms of expenditure.

In favour of 'minor' impact

- a) The policy is not unlawfully discriminatory and any residual potential impacts on people are judged to be negligible;

- b) The policy, or certain proposals within it, are potentially unlawfully discriminatory, but this possibility can readily and easily be eliminated by making appropriate changes to the policy or by adopting appropriate mitigating measures;
- c) Any asymmetrical equality impacts caused by the policy are intentional because they are specifically designed to promote equality of opportunity for particular groups of disadvantaged people;
- d) By amending the policy there are better opportunities to better promote equality of opportunity and/or good relations.

In favour of none

- a) The policy has no relevance to equality of opportunity or good relations.
- b) The policy is purely technical in nature and will have no bearing in terms of its likely impact on equality of opportunity or good relations for people within the equality and good relations categories.

Taking into account the evidence presented above, consider and comment on the likely impact on equality of opportunity and good relations for those affected by this policy, in any way, for each of the equality and good relations categories, by applying the screening questions given overleaf and indicate the level of impact on the group i.e. minor, major or none.

Screening questions

1. What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories?

Please provide details of the likely policy impacts and determine the level of impact for each S75 categories below i.e. either minor, major or none.

At this stage of preparation of the ETP the likely impact of individual schemes or the Plan in total can only be estimated.

The vision for the ETP is:

'Deliver an integrated and re-balanced transport network in favour of sustainable, efficient modes, which connects communities creating an accessible, inclusive, safe and prosperous economic region by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.'

Therefore at this stage the ETP is expected to include a range of measures which should provide positive impacts across all S75 groups but especially Age and Disability:

- New walking and wheeling infrastructure including crossing facilities and traffic calming
- New cycling routes including dedicated cycling lanes parallel to roads and off-road cycleways
- New public transport services (including associated enabling infrastructure)
- New traffic management and parking schemes involving changes to road configurations and parking charges and location of spaces

Details of the likely policy impacts on **Religious belief**:

Potentially there could be differential impacts by religious belief arising from the location of the schemes proposed.

What is the level of impact? Minor (Positive)

Details of the likely policy impacts on **Political Opinion**:

Potentially there could be differential impacts by political opinion arising from the location of the schemes proposed.

What is the level of impact? Minor (Positive)

Details of the likely policy impacts on **Racial Group**:

Potentially there could be differential impacts by racial group arising from the location of the schemes proposed.

What is the level of impact? Minor (Positive)

Details of the likely policy impacts on **Age**:

Improved walking, wheeling and cycling infrastructure and improved public transport network (route and mode options) will benefit both elderly people and younger children and adolescents. Furthermore, an increase in the use of sustainable travel modes (active travel and public transport) and reduction in reliance on the private car, will reduce air and noise pollution benefiting the elderly and young children in particular. The detailed design of any improvements will be important to the realisation of benefits to this group.

What is the level of impact? Major (Positive)

Details of the likely policy impacts on **Marital Status**:

N/A

What is the level of impact? None

Details of the likely policy impacts on **Sexual Orientation**:

Potentially there could be differential impacts by Sexual Orientation group arising from the detailed specification of schemes proposed as well-designed transport schemes that prioritise safe, well-lit, and accessible routes can reduce harassment risks and improve feelings of security.

What is the level of impact? Minor (Positive)

Details of the likely policy impacts on **Men and Women**:

N/A.

What is the level of impact? None

Details of the likely policy impacts on **Disability**:

Improved walking, wheeling and cycling infrastructure as well as an improved public transport network and vehicles (route and mode options) will benefit people with mobility and sensory disabilities. Furthermore, an increase in the use of sustainable travel modes (active travel and public transport) and

reduction in reliance on the private car, will reduce air and noise pollution benefiting people with cardio-respiratory disabilities in particular. The detailed design of any improvements will be important to the realisation of benefits to this group.

What is the level of impact? Major (Positive)

Details of the likely policy impacts on **Dependants**:

What is the level of impact? Major (Positive)

Improved walking, wheeling and cycling infrastructure as well as an improved public transport network and vehicles (route and mode options) will benefit those people caring for elderly people and younger children and adolescents, plus disabled persons. Furthermore, an increase in the use of sustainable travel modes (active travel and public transport) and reduction in reliance on the private car, will reduce air and noise pollution benefiting the elderly and young children in particular. The detailed design of any improvements will be important to the realisation of benefits to this group.

2. Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?

Detail opportunities of how this policy could promote equality of opportunity for people within each of the Section 75 Categories below:

In general terms the proposals contained within the Draft ETP will be formulated to address society-wide issues and are expected to have major positive impacts across Age and Disability groups.

In moving from the Draft ETP to the adopted ETP, there could be potential to promote equality of opportunity across other groups, as below, by confirming or refining the precise location(s) of the scheme(s) and the detailed design.

Religious Belief

Yes - Potentially equality of opportunity by religious belief could be promoted arising from the location of the schemes proposed.

Political Opinion

Yes - Potentially equality of opportunity by political opinion could be promoted arising from the location of the schemes proposed.

Racial Group

Yes - Potentially equality of opportunity by racial group could be promoted arising from the location of the schemes proposed.

Age Yes - Potentially equality of opportunity by age could be promoted arising from the location of the schemes proposed and their detailed design.

Marital Status

No equality of opportunity issues identified.

Sexual Orientation

Yes - Potentially equality of opportunity by sexual orientation could be promoted arising from the detailed design of schemes..

Men and Women generally

No equality of opportunity issues identified.

Disability

Yes - Potentially equality of opportunity by disability could be promoted arising from the location of the schemes proposed and their detailed design.

Dependants

Yes - Potentially equality of opportunity by dependent could be promoted arising from the location of the schemes proposed and their detailed design.

3. To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?

Please provide details of the likely policy impact and determine the level of impact for each of the categories below i.e. either minor, major or none.

Details of the likely policy impacts on **Religious belief**: A safer and more accessible transport network has the potential to reduce barriers between different religious communities, promote greater integration and build a more cohesive plan area.

What is the level of impact? Minor (Positive)

Details of the likely policy impacts on **Political Opinion**: A safer and more accessible transport network has the potential to reduce barriers between different political communities, promote greater integration and build a more cohesive plan area.

What is the level of impact? Minor (Positive)

Details of the likely policy impacts on **Racial Group**: A safer and more accessible transport network has the potential to reduce barriers between communities, promote greater integration and build a more cohesive plan area.

What is the level of impact? Minor (Positive)

4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?

Detail opportunities of how this policy could better promote good relations for people within each of the Section 75 Categories below:

Religious Belief - If Yes, provide details: A safer and more accessible transport network has the potential to reduce barriers between different religious communities, promote greater integration and build a more cohesive plan area.

If No, provide reasons: N/A

Political Opinion - If Yes, provide details: A safer and more accessible transport network has the potential to reduce barriers between different political communities, promote greater integration and build a more cohesive plan area.

If No, provide reasons: N/A

Racial Group - If Yes, provide details: A safer and more accessible transport network has the potential to reduce barriers between communities, promote greater integration and build a more cohesive plan area.

If No, provide reasons: N/A

Additional considerations

Multiple identity

Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities?

(For example; disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).

Some of the potential impacts on people with multiple identities have been set out above within the individual section 75 groups. It is also envisaged that the EQIA will also further investigate and report the multiple identity Section 75 categories.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.

As provided above.

Part 3. Screening decision

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced - please provide details.

If the decision is to subject the policy to an equality impact assessment, please provide details of the reasons.

An EQIA of the ETP is to be undertaken to identify and mitigate any potential equality impacts on any of the Section 75 categories as set out above.

All public authorities' equality schemes must state the authority's arrangements for assessing and consulting on the likely impact of policies adopted or proposed to be adopted by the authority on the promotion of equality of opportunity. The Commission recommends screening and equality impact assessment as the tools to be utilised for such assessments. Further advice on equality impact assessment may be found in a separate Commission publication: Practical Guidance on Equality Impact Assessment.

Mitigation

When the public authority concludes that the likely impact is 'minor' and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

If so, **give the reasons** to support your decision, together with the proposed changes/amendments or alternative policy.

N/A – EQIA to be conducted. The EQIA will recommend a suite of mitigation to lessen any identified negative equality impacts.

Timetabling and prioritising

Factors to be considered in timetabling and prioritising policies for equality impact assessment.

If the policy has been ‘**screened in**’ for equality impact assessment, then please answer the following questions to determine its priority for timetabling the equality impact assessment.

On a scale of 1-3, with 1 being the lowest priority and 3 being the highest, assess the policy in terms of its priority for equality impact assessment.

Priority criterion [Author pick 1 2 or 3 if a full EQIA is to take place]

Effect on equality of opportunity and good relations **Rating 1**

Social need **Rating 1**

Effect on people’s daily lives **Rating 1**

Relevance to a public authority’s functions **Rating 1**

Note: The Total Rating Score should be used to prioritise the policy in rank order with other policies screened in for equality impact assessment. This list of priorities will assist the public authority in timetabling. Details of the Public Authority’s Equality Impact Assessment Timetable should be included in the quarterly Screening Report.

Is the policy affected by timetables established by other relevant public authorities?

If yes, please provide details.

The ETP is being developed alongside each of the five constituent council’s Local Development Plan timescales. As such, the Plan will not be completed in full until all five councils have completed their LDPs.

Part 4. Monitoring

Public authorities should consider the guidance contained in the Commission's Monitoring Guidance for Use by Public Authorities (July 2007).

The Commission recommends that where the policy has been amended or an alternative policy introduced, the public authority should monitor more broadly than for adverse impact (See Benefits, P.9-10, paras 2.13 – 2.20 of the Monitoring Guidance).

Effective monitoring will help the public authority identify any future adverse impact arising from the policy which may lead the public authority to conduct an equality impact assessment, as well as help with future planning and policy development.

The ETP will contain an implementation plan which will also identify monitor and review periods.

Part 5 - Approval and authorisation

Screened by: [Damien McGrady](#)

Position/Job Title: [DP, Transport Planning and Modelling Unit](#)

Date: [27/11/2024](#)

Approved by: [Anthony Rafferty](#)

Position/Job Title: [G7, Eastern Transport Plan Project Manager](#)

Date: [27/11/2024](#)

Note: A copy of the Screening Template, for each policy screened should be 'signed off' and approved by a senior manager responsible for the policy, made easily accessible on the public authority's website as soon as possible following completion and made available on request.

For Equality Team Completion:

Date Received: [28/11/24](#)

Amendments Requested: [Yes](#)

Date Returned to Business Area: [06/12/24 & 12/12/25](#)

Date Final Version Received / Confirmed: [12/12/25](#)

Date Published on DfI's Section 75 webpage: [26/10/26](#)