

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 ([Equality Intranet page](#)).

HUMAN RIGHTS ACT - refer to the [Equality Intranet page](#)

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 - refer to the [Equality Intranet page](#).

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

Safety at Street Works and Road Works: A Code of Practice

Is this an existing, revised or a new policy?

Safety at Street Works and Road Works: A Code of Practice 2026 will be a revision of the Safety at Street Works and Roads Works 2013.

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

The code of practice serves as official guidance for organisations and individuals working for utility companies and authorities involved in maintaining and repairing highways or roads and installing, repairing and maintaining underground utilities infrastructure on public roads.

The code of practice applies to all utility companies and highway or road authorities in England, Scotland, Wales, and Northern Ireland (NI), except motorways and high-speed dual carriageways (50 miles per hour or more).

The primary aims of the code of practice are to:

- ensure the safety of workers by implementing appropriate signage, barriers and lighting
- protect road users, including motorists, cyclists, pedestrians and vulnerable road users
- provide clear and practical instructions for setting up and managing work sites effectively

- mitigate risks associated with street and road works, preventing accidents and injuries
- minimise traffic disruption while ensuring a smooth flow of vehicles.

The code of practice must be followed by:

- highway or roads authorities carrying out maintenance and repair work, and their contractors.
- utility companies installing or repairing infrastructure in the road and their contractors.
- private contractors working on behalf of public or private organisations under licences issued under Article 25 of the Street Works (NI) Order 1995

By standardising safe working practices, the code of practice reduces the likelihood of accidents, injuries, and fatalities. It also provides instructions on how to handle emergency situations, special site conditions and considerations for vulnerable road users, reinforcing the commitment to accessibility and inclusivity.

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

Yes

If so, explain how.

The proposed revisions to the Safety at Street Works and Road Works Code of Practice is expected to have a positive impact, particularly for the Section 75 categories of Disability, Age and Persons with Dependents.

The introduction of enhanced requirements for accessible pedestrian routes, improved temporary walkways, stronger provisions for disabled and vulnerable road users and clearer signage and layouts should improve accessibility and safety during street and road works.

Who initiated or wrote the policy?

The Safety at Street Works and Road Works Code of Practice is a statutory code jointly developed by the Department for Transport (DfT), the devolved administrations of Scotland, Wales and NI and key industry stakeholders.

It is issued under relevant street works legislation in each jurisdiction and provides guidance on the signing, lighting and guarding of street and road works

Who owns and who implements the policy?

The Safety at Street Works and Road Works Code of Practice is jointly owned and issued by DfT, the Scottish Government, the Welsh Government and the Department for Infrastructure (DfI) in NI.

The Code is to be used by roads authorities, utility companies and their contractors when undertaking street works and road works on the public road network. Compliance with the code helps ensure that works are carried out safely and consistently, protecting workers, road users and pedestrians.

Background

The Safety at Street Works and Road Works Code of Practice is statutory guidance issued by:

- DfT
- Transport Scotland
- the Welsh Government
- DfI

It sets out requirements and guidance for signing, lighting and guarding of street and road works sites on public highways.

The code of practice provides guidance on:

- risk assessment
- site management and traffic control
- ensuring that street and road works are conducted with minimal disruption and maximum safety.

The code of practice serves as official guidance for organisations and individuals working for utility companies and authorities involved in maintaining and repairing highways or roads and installing, repairing and maintaining underground utilities infrastructure on public roads.

The code of practice applies to all utility companies and highway or road authorities in England, Scotland, Wales, and NI, except motorways and high-speed dual carriageways (50 miles per hour or more). Guidance on some situations not covered by the code can be found in

chapter 8 of the traffic signs manual
(<https://www.gov.uk/government/publications/traffic-signs-manual>).

In England and Wales, the code of practice is issued under section 65 of the New Roads and Street Works Act 1991 and section 174 of the Highways Act 1980.

In Scotland, the code of practice is issued under section 124 of the New Roads and Street Works Act 1991, and section 60A of the Roads (Scotland) Act 1984.

In NI, DfI issues the safety at street works and road works code of practice under Article 25 of the Street Works (Northern Ireland) Order 1995, which covers the use of temporary warning devices and signs for danger on public roads.

Failure to comply with the code is evidence of failure to fulfil your legal obligations to sign, light and guard works. Compliance with the code will be taken as compliance with the legal requirements to which it relates.

Implementation factors

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

If yes, are they (please delete as appropriate)

Legislative

Main stakeholders affected

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

- Staff
- Service users
- Other public sector organisations

- Voluntary/Community
- Other: Utility Companies, Contractors

Other policies with a bearing on this policy

- what are they?

- Street Works (NI) Order 1995
- Road Traffic Regulation (NI) Order 1997
- Health & safety at work (NI) Order 1978
- Disability Discrimination Act 1995 as amended
- Section 75 of the Northern Ireland Act 1998
- Traffic Signs Manual (Chapter 8)

- who owns them?

- Street Works (NI) Order 1995- owned by Department for Infrastructure
- Road Traffic Regulation (NI) Order 1997- owned by DfI
- Health & safety at work (NI) Order 1978- owned by HSENI
- Disability Discrimination Act 1995 as amended- UK government wide
- Section 75 of the Northern Ireland Act 1998
- Traffic Signs Manual (Chapter 8)- Department for Transport

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](#). Also refer to the [Equality Intranet page](#) for some evidence sources.

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:

In the 2021 Census, out of a population of 1.9 million the following statistics were recorded for the main current religions in NI: Catholic 45.7%, Protestant and other Christian (including Christian related) 43.5%, Other Religions 1.5% and No Religion 9.3%.

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Political Opinion evidence / information:

In the General Election Results 2024 the following statistics were recorded for political opinion in NI; 'Unionist' (40.6%), 'Nationalist' (40.2%) and 'Other' (19.2%).

No evidence has been identified in relation to this s75 category and differential impact. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Racial Group evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were

recorded for ethnic groups in NI: White 96.6%, Asian 1.7%, Black 0.6%, Mixed 0.8%, Other 0.4%.

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Age evidence / information:

The 2021 Census provides an age breakdown on all usual NI residents. A total of 19.19% were between 0-15 years 20.4%, 16-24 years 10.6%, 25-34 years 12.7%, 35-44 years 13.1%, 45-54 years 13.3%, 55-64 years 12.7%, 65+ years 17.2%.

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Marital Status evidence / information:

In the 2021 Census out of a population of 1.5 million (those aged 16 and over), the following statistics were recorded for marital status in NI: single (38.1%), married (45.6 %), in a civil partnership (0.2%), Separated (3.8%), divorced / dissolved partnership (6%) and widowed (6.4%).

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Sexual Orientation evidence / information:

In the 2021 Census out of a population of 1.5 million (those aged 16 and over),

the following statistics were recorded for sexual orientation in NI: straight or heterosexual (90%), gay, lesbian, bisexual or other (2%), prefer not to say or not stated (7.9%).

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Men & Women generally evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for gender in NI: females were 50.8% of the population and males were 49.2% of the population.

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Disability evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for disabilities in NI: 24.3% of people have a long-term health problem or disability and 44.9% of households in NI have one or more people in the household with a long-term health problem or disability.

Northern Ireland Statistical Research Agency (NISRA) Transport Accessibility statistics published in March 2024 state that 24% of people living in a household whose day to day activities are limited do not have a car or van available for use.

The Transport Accessibility Statistics NI report published in March 2024 stated people whose day-to-day activities are limited are more than twice as likely to have no access to a car or van (24.3% compared with 10.1%). It is recognised that obstacles on streets and pavements can make journeys difficult or impossible for disabled people. Those with mobility difficulties make fewer

journeys and are more dependent upon the accessibility of the transport network.

The Code applies equally across the road network and regulates operational safety requirements and road management.

Dependants evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for dependents in NI: 30.7% per cent of households contained at least one dependent child and 44.9% contained at least one person with a long-term health problem or disability; made up of those households with dependent children (10.1%) and those with no dependent children (34.8%).

No evidence has been identified in relation to this s75 category and this policy. Should any be identified, this form can be reviewed and updated at any stage, as required.

The Code applies equally across the road network and regulates operational safety requirements and road management.

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

The needs, experiences and priorities across all Section 75 (s75) categories relate to safe, accessible and convenient movement through areas affected by street and road works. The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The proposed revisions to the Code do not identify any specific needs or priorities unique to this particular s75 group.

The updates being considered on the Safety at Street Works and Roads Works: Code of Practice will see to changes to:

- Maintaining safe and accessible pedestrian routes around works including minimum footway widths, the length of restricted widths and improved standards for temporary walkways.
- Managing cycle routes affected by works, including updated guidance and a clearer hierarchy of options.
- The introduction of hard and soft road closures.
- Strengthened requirements to support disabled people and other vulnerable road users.
- Updated diagrams and technical content to support clearer understanding, including how signs and layouts are presented.
- Expanded and updated guidance on mobile and short duration works and on working near level crossings and tramways.

- Changes to the language used in the code, to ensure that it more accurately reflects underlying legal duties and the distinction between mandatory requirements and advisory guidance.

Should any other needs, priorities or experiences be identified for this s75 category this form can be reviewed and updated at any stage, as required.

Political Opinion

See above in Religious belief.

Racial Group

See above in Religious belief.

Age

All age groups require safe, accessible and convenient movement through areas affected by street and road works.

Older people in particular can be affected by temporary footway closures, reduced pedestrian widths, uneven surfaces and altered crossing arrangements due to higher rates of mobility impairment and reduced walking speed. Children and young people may be more vulnerable to conflicts with traffic and to difficulties navigating temporary diversions.

The enhanced safety, accessibility and traffic management measures including the proposed revisions, particularly those concerning minimum footway widths, temporary walkways and enhanced pedestrian management will support the needs of people in all age groups.

Marital status

See above in Religious belief.

Sexual orientation

See above in Religious belief.

Men and Women Generally

See above in Religious belief.

Disability

The needs, experiences and priorities for people within the Disability category relate to safe, accessible and convenient movement through areas affected by street and road works.

Persons with disabilities maybe more affected by roadworks as they may experience barriers arising from temporary traffic management arrangements which they be trying to navigate around. Temporary footway closures, reduced footway widths, inaccessible diversions and changes to crossing arrangements can increase journey times and reduce safety.

The enhanced safety, accessibility and traffic management measures including the proposed revisions, particularly those concerning minimum footway widths, temporary walkways and enhanced pedestrian management will support the needs of people with a disability.

Dependants

The needs, experiences and priorities for the Dependant category relates to safe, accessible and convenient movement through areas affected by street and road works.

Persons with dependants maybe more affected by roadworks because they are more likely to undertake escorted journeys involving children, elderly relatives or disabled family members. Temporary footway closures, reduced footway widths, inaccessible diversions and changes to crossing arrangements can increase journey times and reduce safety for those travelling with pushchairs, wheelchairs or accompanying dependants.

The enhanced safety, accessibility and traffic management measures including the proposed revisions, particularly those concerning minimum footway widths, temporary walkways and enhanced pedestrian management will support the needs of people with dependants or those who are a dependant.

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 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).

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The considered changes has no particular relevance to this group; it is applied equally to all s75 groups.

What is the level of impact? **None**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The considered changes has no particular relevance to this group and is applied equally to all s75 groups.

What is the level of impact? **None**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The considered changes has no particular relevance to this group and is applied equally to all s75 groups.

What is the level of impact? **None**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The considered changes will be of particular benefit to older people who may be more vulnerable to slips, trips and accessibility barriers. Children and younger people would benefit from safer and clearer routes around works.

What is the level of impact? **Minor Positive**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The considered changes have no particular relevance to this group and are applied equally to all s75 groups.

What is the level of impact? **None**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

The considered changes have no particular relevance to this group and are applied equally to all s75 groups.

What is the level of impact? **None**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group they belong.

Both men and women will benefit equally from improved temporary traffic management arrangements, better pedestrian facilities and safer works sites.

The considered changes has no particular relevance to this group and is applied equally to all s75 groups.

What is the level of impact? **None**

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

The enhanced safety, accessibility and traffic management measures are expected to benefit all road users equally, regardless of which s75 group the belong.

The proposed changes to are specifically intended to remove barriers and improve accessibility for disabled people, including individuals with mobility impairments, visual impairments and other disabilities.

What is the level of impact? **Minor Positive**

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

The proposed changes for improved footway widths, safer pedestrian routes and better management of works maybe of greater benefit to people travelling with dependants move safely through affected areas.

What is the level of impact? **Minor Positive**

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).

Religious Belief - If Yes, provide details:

If No, provide reasons:

No, the proposed changes are concerned with road safety, accessibility and traffic management. There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

Political Opinion - If Yes, provide details:

If No, provide reasons:

No, the proposed changes are concerned with road safety, accessibility and traffic management, There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

Racial Group - If Yes, provide details:

If No, provide reasons:

No, the proposed changes are concerned with road safety, accessibility and traffic management, There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

The introduction of clearer diagrams, improved layouts, updated technical content and simplified language may improve understanding and accessibility for people from diverse racial and ethnic minority backgrounds.

Age - If Yes, provide details:

If No, provide reasons:

No, the proposed changes are concerned with road safety, accessibility and traffic management, There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

Improved pedestrian routes, minimum footway widths, safer temporary walkways and stronger protections for vulnerable road users provide greater safety and accessibility for older people, children and young people who may be more affected by barriers created by road and street works.

Marital Status - If Yes, provide details:

If No, provide reasons

No, the proposed changes are concerned with road safety, accessibility and traffic management, There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

Sexual Orientation - If Yes, provide details:

If No, provide reasons:

No, the proposed changes are concerned with road safety, accessibility and traffic management, There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

Men and Women generally - If Yes, provide details:

If No, provide reasons:

No, the proposed changes are concerned with road safety, accessibility and traffic management, There have been no opportunities identified to better promote equality for this s75 category. The policy aims to be of benefit to all road users.

Improvements to pedestrian facilities, signage, temporary traffic management arrangements and overall site safety will enhance accessibility and safety for both men and women using the road network.

Disability - If Yes, provide details:

If No, provide reasons:

Yes, opportunities to promote equality of opportunity through strengthened requirements for disabled people and vulnerable road users, improved pedestrian accessibility, minimum footway widths, enhanced temporary walkways and clearer signage.

These measures are intended to reduce barriers and improve independent access for disabled people.

Dependants - If Yes, provide details:

If No, provide reasons:

Yes, improved accessibility and safer pedestrian routes will benefit parents, guardians and carers travelling with children, prams, pushchairs, elderly relatives or disabled dependants, helping them move safely around works sites.

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**:

The proposed changes relate to the safe management of street and road works and do not affect, target or differentiate between individuals or communities based on religious belief.

The policy applies equally to all road users and is not expected to impact on good relations between people within this s75 category.

What is the level of impact? None

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

The proposed changes relate to the safe management of street and road works. The policy applies equally to all road users and is not expected to impact on good relations between people within this s75 category.

What is the level of impact? **None**

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

The proposed changes are operational and technical in nature. They concern road safety, accessibility and traffic management arrangements, by improving accessibility and usability of public spaces for all road users.

The policy applies equally to all road users and is not expected to impact on good relations between people within this s75 category.

What is the level of impact? **None**

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:

If No, provide reasons:

No.

There have been no opportunities to better promote good relations between people within this s75 category identified. The proposed changes relate to the operational management of street and road works.

Political Opinion - If Yes, provide details:

If No, provide reasons

No.

There have been no opportunities to better promote good relations between people within this s75 category identified. The proposed changes relate to the operational management of street and road works.

Racial Group - If Yes, provide details:

If No, provide reasons

No,

There have been no opportunities to better promote good relations between people within this s75 category identified. The proposed changes relate to the operational management of street and road works.

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?

(Every citizen belongs to more than one group - For example: disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).

Yes.

Generally, everyone is of multiple identities as everyone belongs to more than one s75 category. There is potential positive impact on the policy for people with multiple identities.

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

The proposed changes may have a positive impact on individuals with multiple identities, particularly where disability intersects with age, racial group, gender or caring responsibilities.

Improvements to pedestrian accessibility, temporary walkways, signage, and provisions for disabled and vulnerable road users may help reduce barriers experienced by those who belong to more than one s75 category.

No adverse impacts on people with multiple identities have been identified from these proposed changes.

Part 3. Screening decision

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

The Department considered the available evidence and is content that no EQIA is necessary for this policy.

The proposed changes are intended to improve safety, accessibility and the effective management of street and road works.

Measures such as improved pedestrian routes, minimum footway widths, enhanced temporary walkways, strengthened provisions for disabled people and other vulnerable road users, and clearer signage and guidance are expected to deliver positive benefits, particularly for people with disabilities, older and younger people and persons with dependants.

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 of this consideration.

Considered, no mitigation measures or alternative policy options are considered necessary at this stage, as the screening assessment has not identified any adverse impacts on equality of opportunity or good relations.

The proposed changes are expected to have minor positive impacts by improving accessibility, safety and inclusion for road users, particularly disabled people, older and younger people, and persons with dependants. The position will be kept under review throughout the consultation process and during implementation of the revised Code.

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

N/A

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?

No alternative or amended policy is considered necessary, as the proposed changes already seek to improve safety, accessibility and inclusion for all road users, particularly disabled people, older and younger people, and persons with dependants.

DfI will monitor feedback, street works complaints, accessibility-related complaints and any equality issues that may arise, should any new evidence be available, this form can be reviewed and updated, at any stage where appropriate.

Should any evidence be identified at any stage, this form can be reviewed and updated, as appropriate

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

N/A

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 [choose 1 2 or 3 if a full EQIA is to take place]

Effect on equality of opportunity and good relations **Rating 1, 2 or 3**

Social need **Rating 1, 2 or 3**

Effect on people’s daily lives **Rating 1, 2 or 3**

Relevance to a public authority’s functions **Rating 1, 2 or 3**

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?

N/A

If yes, please provide details.

N/A

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.

Part 5 - Approval and authorisation

Screened by: [Raphael Odunze](#)
Position/Job Title: [HPTO/Environment and Safety Adviser](#)
Date: [7 September 2026](#)

Approved by: [David Porter](#)
Position/Job Title: [G5/Director of Engineering and Transformation](#)
Date: [1 October 2026](#)

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: [07/09/2026](#) [16/09/2026](#)
Amendments Requested: [Yes](#)
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