

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

Transport Strategy to 2035

Is this an existing, revised or a new policy?

It is important to provide the context of this new Transport Strategy as it is highly relevant to this Section 75 (s75) Equality Screening.

In several areas, the draft Transport Strategy introduces new messaging or significantly updates a previous policy position. Examples of this include Reducing the Carbon Impact of Transport and the Vision and Validate Approach to Transport Planning.

In other areas, the draft Transport Strategy consolidates and draws upon existing policies and strategies. For instance, the road safety content is primarily drawn from the [Road Safety Strategy for Northern Ireland to 2030 | Department for Infrastructure](#) and the Road Safety Strategy will continue to provide detailed policy messaging for road safety issues.

Therefore, the draft Transport Strategy provides existing, revised and new policy. In most instances it is not possible (or desirable) to disaggregate the impacts of the Transport Strategy from the detailed underlying policy areas it covers. Additionally, where policy development work, referenced in the draft Transport Strategy is being, or is planned to be, undertaken, the Transport Strategy does not predetermine the outcome of that process. It only provides the context and vision which the Department is working towards.

Consequently, this screening will reflect the consideration and evidence from the development of the Strategy and underlying existing policy.

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

The previous Regional Transportation Strategy for Northern Ireland 2002 – 2012 was prepared to complement the Regional Development Strategy 2025 and the Transport Plans being prepared at that time. The Regional Development Strategy 2025 has subsequently been superseded by current [Regional Development Strategy 2035](#) (RDS).

There have been other significant changes in policy, notably the recognition of the Climate Emergency and the Executive's commitments in the Climate Change Act (Northern Ireland) 2022 (CCA). This alongside the reform of public administration in 2015, advances in best practice, the development of the Transport Network since 2002, has altered the context in which we must plan for and deliver transport here.

Since 2002, the Department's policy position has been updated through various strategies and policy documents.

This has led to key policy messages being spread across various publications. Consequently, it can be challenging for our stakeholders to access and understand. The Transport Strategy brings together the policy messages into one comprehensive and overarching Strategy. This is so stakeholders can have a clearer understanding of the context of the Departments decisions and of the Minister's vision for sustainable transport and the actions required by everyone to achieve this.

Another important role of the Strategy is to draw together the context and policy of different transport modes into a single strategic narrative. It looks beyond individual transport modes and asks decision makers to consider a multi-modal transport system, and how this can better support the wider needs of society.

Within this context, this Transport Strategy has an important role in providing the strategic context for the new suite of multi-modal Transport Plans being prepared.

Are there any Section 75 categories which might be expected to benefit from the intended policy? If so, explain how.

Yes. All s75 are expected to benefit. In most instances the benefits will be deriving from the existing underlying policies that are reiterated within this new Transport Strategy. For example, young people benefiting from the road safety policy and actions in the [Road Safety Strategy to 2030](#), or the Departments work as part of the [Strategic Framework to End Violence Against Women and Girls](#) .

Other benefits this Transport Strategy will be derived by the outworking of the detailed policy development in specific policy areas. For example, disabled people may benefit from the policy work being undertaken by Public Transport Division as part of the Review of Community Transport. While the Transport Strategy acknowledges this work, the potential benefits and their extent, will only be confirmed and quantified until the subsequent downstream policy development process being undertaken is advanced. It is not the intention of Transport Strategy to quantify these benefits in detail, that is not its purpose.

Who initiated or wrote the policy?

This new Transport Strategy has been prepared by the Transport Planning, Modelling and Data (TPMD) Directorate of the Transport Road Asset Management Group within the Department for Infrastructure (DfI)

This Transport Strategy covers a broad range of issues. It is a cross-Departmental effort with transport teams across the directorates, inputted into the Strategy, reflecting their respective policy areas. It was the role of TPMD to bring this collective input together into a coherent structure and format and undertake the other actions required to bring the Minister's Strategy to public consultation.

Who owns and who implements the policy?

The Transport Strategy is owned by the Department, and the Department will have a leading role in its implementation.

While publishing and monitoring of the Transport Strategy is owned by

TPMD Directorate, the underlying policy areas within the Strategy (and their implementation) remain the responsibility of the respective Directorates in the Department.

It is important to note the Strategy outlines the need for partnership working if the desired outcomes are to be realised. This includes working with other public authorities, stakeholders and the general public.

Key partners will include (but are not limited to), Translink, Local Government, Community and Voluntary Sector, The Inclusive Mobility and Transport Advisory Committee (IMTAC) etc.

Background

The information above provides background of the Strategy. In addition:

The Vision of this Strategy is:

To provide a sustainable, safe, accessible and effective transport system which meets the region's climate change requirements, serves the needs of urban and rural communities and supports economic growth.

The Strategy covers all the Department's transport functions. It can be considered as a 'daughter document' of the RDS. It is not a statutory document in the same way as the RDS, however it will be used, among other material considerations, to inform the Department's (and others) decision making functions.

The Draft Transport Strategy was launched by Minister Kimmins for consultation on 23 June 2025 until 30 September 2025. An online public engagement survey was made available, in addition, targeted face-to-face engagements and presentations were held with groups and stakeholders who requested an in-person meeting, ensuring that those who preferred direct dialogue had the opportunity to discuss their views and contribute meaningfully to the process. The engagement exercise demonstrated strong overall support for the draft Transport Strategy, including its Vision, Strategic Priorities and proposed direction of travel. The feedback showed strong support for the four strategic priorities: Transport is Resilient and Sustainable; Transport Supports Connected and Inclusive Communities; Transport is Safe and Healthy and Transport Supports Green Growth.

Respondents welcomed the ambition to create a more sustainable, inclusive and well-connected transport system. Overall, participants were positive about the direction of travel and offered constructive insights to help strengthen delivery.

[Transport Strategy to 2035 Engagement Report](#)

A total of 150 written responses were submitted via the Department's Citizen Space platform, consisting of 106 responses from individuals and 44 responses from organisations. In addition, 30 written responses were received via email submitted by a wide range of

contributors, including community groups, representative bodies, business, transport providers and statutory organisations.

Of the online survey responses, 70% of respondents were made by individuals and 30% on behalf of organisations. The individual respondents were invited to provide equality information allowing the Department to understand the demographic reached through the engagement process.

- The gender of respondents were 49% male, 24% female, 2% other and 25% not answered.
- The age of respondents were 18-24 - 2%, 25-34 - 13.33%, 35-44 - 20.67% 45-54 - 20%, 55-64 - 22.67%, 64 and over - 7.33% and 14% not answered.
- Respondents were asked, “Do you have a Disability?” receiving 13.33% - Yes, 66% - No, 1.33% - Don’t Know and 19.33% - Not answered responses.

Respondents endorsed the ambition for a greener, safer and more inclusive transport system. The importance of effective delivery, adequate funding, accessibility for disabled and older people and maintaining connectivity for rural communities was stressed. The feedback generally supported the strategic direction while seeking greater clarity on implementation and performance monitoring.

Many highlighted the need for balanced consideration of rural and urban areas, improved safety across the network, and better integration between transport modes, including rail, active travel and multimodal journeys.

Feedback also highlighted the importance of deliverability, investment and cross-departmental working, alongside stronger integration between transport and land use planning

Respondents recognised the key role of transport in addressing climate change, supporting decarbonisation and encouraging behavioural change, underpinned by reliable data and emerging technologies to support informed decision-making

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)

Financial: It is important to note that the Strategy does not dictate investment decisions, this is a matter for subsequent decision makers. The Strategy does however provide a Vision for the transport system that decision makers are working towards. Delivering the Vision is not a single path option and will be influenced and shaped by a range of decisions, both large and small. The Strategy outlines that the Department's budget is highly constrained and will likely remain so in the short to medium term. The Strategy outlines that difficult decisions will continue to need to be made in the allocation of resources.

Legislative: The Strategy outlines a range of policy areas that are/will be explored by the Department that may support the delivery of the Strategies Vision. However, the Strategy does not dictate what, if any, measures should be taken forward, this is a matter for subsequent decision makers. The Strategy provides, at a high level, the overarching context for these respective work areas as they undertake policy development.

Operational: The Strategy is intended to inform decision making across all the Departments (and others) transport functions to support achieving the Minister's Vision. This includes operational decisions. The Strategy does not dictate final decisions; this is a matter for subsequent decision makers and processes.

Other – Partnership: The Department will be unable to deliver the Vision in isolation. It will require the efforts and support from other public authorities, stakeholders, transport operators and the public. The Strategy sets out the important role of partnership and the Department's objectives to create a collaborative environment that supports and facilitates working in partnership.

Main stakeholders affected

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

Transport affects access to services, economic opportunities, amenities, and social activities for all people across all parts of Northern Ireland (NI). The Strategy will therefore affect any person in NI who:

- travels for any purpose and by any mode of transport;
- interacts with, or experiences barriers to accessing, the transport system, e.g. as a resident, worker or visitor;
- benefits from Improvements to the transport system and the resulting outcomes, including reduced inequality, climate sustainability, inclusive growth, and health and well-being.

Transport is an enabler of all aspects of society, supporting sustainability and inclusive economic growth. No sector is unaffected by transport. Reflecting the strategic, high-level purpose of the strategy, all components within it have been designed to apply universally rather than to target specific demographic groups. Given its scope, the Strategy is expected to have an impact on stakeholders in every part of society. This includes, but is not limited to:

- Staff
- Service providers
- Service users
- Voluntary/Community sector
- Other public sector organisations, including Executive Departments, the Police Service of Northern Ireland (PSNI), Local Councils and Arm's Length Bodies, Health Trusts etc
- Commercial businesses, including contractor and managed service providers working on behalf of the Department
- Wider economy

Other policies with a bearing on this policy

Other policies with a bearing on the Strategy include, but are not limited to:

- Programme for Government 2024-2027 'Our Plan: Doing What Matters Most' (NI Executive)
- Ending Violence Against Women and Girls Strategic Framework (The Executive Office/NI Executive)
- Environmental Improvement Plan for Northern Ireland (Department for Environment, Rural and Agricultural Affairs (DAERA) / NI Executive)
- Regional Development Strategy 2035 (DfI/ NI Executive)
- Moving Forward: Northern Ireland Transport Policy Statement (DfI)
- Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation (DfI)
- Planning for the Future of Transport – Time for Change (DfI)
- Environmental Mission Statement for Infrastructure Development and Management (DfI)
- DfI Strategic Framework (DfI)
- Decarbonising transport: a better, greener Britain (DfT United Kingdom Government (UKG))
- Work supporting the Union Connectivity Review (UKG)
- All-Island Strategic Rail Review (DfI / Dept of Transport Ireland)
- Energy Strategy – The Path to Net Zero Energy (DfE / NI Executive)
- Draft Green Growth Strategy for Northern Ireland (DAERA / NI Executive)
- DfI Equality Scheme (DfI)
- Strategic Planning Policy Statement (SPPS) and retained Planning Policy Statements (DfI)

- Local Development Plans (extant and forthcoming) (local councils) and other relevant council documents, including Community Plans.
- Inclusive Mobility- A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT UKG)
- Everyday Active Travel: The Urban Delivery Plan
- Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland (2015) (DfI)
- Exercise – Explore – Enjoy: A Strategic Plan for Greenways 2016 (DfI)
- Making Belfast an Active City - Belfast Cycling Network 2021 (DfI)
- Belfast Cycling Network Delivery Plan 2022-31 (DfI)
- City and Growth Deals (NI Executive / councils / UKG)
- UK Marine Policy Statement (Department for Environment, Food and Rural Affairs (DEFRA) UKG)
- Infrastructure 2050, The Investment Strategy for Northern Ireland - draft Consultation Document (Strategic Investment Board (SIB) / NI Executive)
- Tackling Rural Poverty and Social Isolation (DAERA)
- Jet Zero strategy: delivering net zero aviation by 2050 (Department for Transport (DfT) UKG)
- Maritime 2050: navigating the future (DfT UKG).
- Road Safety Strategy for Northern Ireland to 2030 (DfI)
- Road Maintenance Strategy 'Better Roads' (DfI)

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.

Census Data:

This screen utilises the evidence from the census and the embedded tables present both percentage data and numbers of individuals.

Both these figures provide important context. Percentages can show a higher-than-average number of individuals in households in a group with no cars or vans available, however it is important to [also consider](#) the total number of individuals within that group, as this may be a relatively small number.

Please note that the data shown in the tables has removed responses labelled 'no code required'. This data is not considered necessary as it represents a subset of the population where no response was expected.

Religious belief evidence / information:

Comparing journeys taken by both Protestants and Catholics, there were no real differences in the percentage of types of journeys taken and by any travel modes. The DfI Audit of Inequalities cites anecdotal evidence that religious belief may have some relevance in the provision of public transport services – particularly in respect of safety.

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%. The Census shows that when it comes to car or van availability, there is higher rate of individuals from non-Christian religions (23.4%) living in households that have no cars or vans available, higher than the NI average of 13.3%. This is shown in Table 1.

Breaking this down further in Table 2 this shows that Muslims and Hindus have the highest percentage of householders within their group with no cars or vans available (27.2% and

29.8% respectively), much higher than the NI average (13.3%). This means other religions can be more dependent on public transport and active travel connections.

An exception is those from the Orthodox Church who has an above average percentage of individuals living in households with no cars or vans available at 23.3%. This group includes, among others, Romanians and Ukrainians.

Asylum seekers and refugees are more likely to be from non-Christian faith and have restrictions obtaining a driver's licence, meaning they are more reliant on public transport.

Table 1 - Census 2021 – Overview religion by group with no cars or vans available

Household: Car or Van Availability	Catholic	Protestant and Other Christian (including Christian related)	Other religions	No religion/religion not stated
No cars or vans available	13.5%	11.7%	23.4%	15.3%
1 or more cars or vans available	85.6%	87.0%	73.7%	82.3%
No code required	0.9%	1.3%	2.9%	2.4%

Table 2 - Detailed religion by group with no cars or vans available

Religion - 19 Categories	Number in group with no cars or vans available	% in group with no cars or vans available
Christian: Catholic	108,637	13.5
Christian: Presbyterian Church in Ireland	36,270	11.5
Christian: Church of Ireland	26,679	12.1
Christian: Methodist Church in Ireland	5,933	13.3
Christian: Christian	2,130	9.5
Christian: Protestant	3,160	19.5
Christian: Baptist	933	5.8
Christian: Pentecostal	1,181	10.5
Christian: Free Presbyterian	487	5.8
Christian: Evangelical	531	7.5
Christian: Church of England	537	10.8
Christian: Orthodox Church	1,145	23.3
Christian: Brethren	326	6.7
Christian: Other Christian denominations	3,727	10.9
Other Religions: Muslim	2,952	27.2
Other Religions: Hindu	1,250	29.8
Other Religions: Other Religions	1,762	16.8
No religion	48,986	14.8
Religion not stated	6,343	20.8

The Northern Ireland Human Rights Commission's (NIHRC) [report](#) on the impact of public spending shows that the social housing stock is also highly segregated by religious community background, with around 90% of social housing estates being single identity.

The 2021 Census finds that 42% of people in social rented accommodation have no cars or vans available, significantly higher than the NI average of 13.3%. This means there could be specific geographical areas where a particular religious group is more dependent on public transport and active travel connections. However, it is worth noting the Strategy does not consider issues at local levels, this is a matter for other down-stream decision making processes (such as transport plans and individual project design).

People without a car can be limited to participating in activities within their local area, which were often not adequate for their needs. The reliance on public transport limits their ability to

deviate far from the main public transport routes, due to financial constraints and the poor connectivity of transport services. This makes it more difficult to reach opportunities outside their local area, thereby increasing their risk of social exclusion (UK Government Office for Science. Inequalities in Mobility and Access. 2019). This applies across all Section 75 groups.

Political Opinion evidence / information:

The Department or the Census does not collect data on individual political opinions or voting preferences. Inference can be drawn, with a high degree of caution, from national identity questions, with those identifying as British from a Unionist background and those identifying as Irish from a nationalist background.

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%). Excluding those classified as 'Other', the percentage of persons without access to a car or vans is broadly similar across these groups.

A similar observation may also be drawn, albeit with a high degree of caution, from the data on religious belief presented in the previous section. In broad terms, individuals identifying as Protestant or Other Christian are more likely to come from a Unionist community background, while those identifying as Catholic are more likely to come from a Nationalist community background. However, these associations are not absolute and should not be assumed to apply in all cases.

The issues highlighted in relation to religious belief are also relevant here. These include differing levels of reliance on public transport and the concentration of Section 75 groups within particular geographical areas, which can influence transport needs, accessibility and outcomes.

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%.

The DfI Audit of Inequalities highlighted evidence that safety and perceptions of safety against racial hate crime on public transport is a particular consideration for those from minority ethnic groups. The Audit also highlighted evidence that asylum seekers and migrant workers may be more heavily reliant on public transport, citing evidence that a high proportion of this cohort is reliant on benefits or employed in low-paid jobs, so affordability of transport is a particular factor. The Audit identified language issues as a potential barrier to usage of public transport for new migrants and asylum seekers.

Asylum seekers and refugees are more likely to be non-white and have restrictions obtaining a driver's licence, meaning they are more reliant on public transport.

This is reinforced by data from the 2021 Census that shows that all ethnic minority groups (except for Pakistani) have above average percentages of individuals in households with no cars or vans available. This is shown in Table 3. Caution is required however, as within the 'white' group there will be groups of people that also have above average percentages of individuals in households with no cars or vans available, for instance people whose national identity is Portuguese the figure is 43.5%.

Table 3 - Census 2021 data Ethnic Group numbers with no cars or vans available

Ethnic Group	No cars or vans available	% within group with No cars or vans available
White	235,994	12.8
Irish Traveller	754	28.9
Roma	775	50.7
Indian	2,303	23.3
Chinese	1,614	17.0
Filipino	930	20.9
Pakistani	148	9.3
Arab	574	31.6
Other Asian	1,755	33.5
Black African	2,929	36.3
Black Other	1,410	47.6
Mixed	2,832	19.7
Other ethnicities	954	26.7

Age evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for age groups in NI: 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%, this age group is also the most likely not to have access to cars or vans at 19.1% compared to an overall average of 13.3% as shown in Table 4

Table 4 - Census 2021 People without access to cars or vans by age group

Age Categories	Number in group with no cars or vans available	% of group with no cars or vans available
0-15 years	45,079	11.6
16-65 years	149,509	12.4
66+ years	58,384	19.1

The DfI Audit of Inequalities outlined that older people also tend to have lower incomes, are more benefit dependent and spend more on necessities than the rest of the population. They also experience other forms of exclusion, such as isolation from friends, relatives, services and facilities and increased fear of crime. Older people, particularly women and those living in isolated or marginalised areas, can experience particular difficulties in accessing public services.

The Audit of Inequalities highlights that older people tend to have a greater reliance on public transport to access services and remain independent. The audit also highlights typically lower incomes and greater dependence on benefits in older age categories with the result that continuing access to free public transport is likely to be of greater significance to this cohort.

In respect of roads and footpath maintenance, there is evidence from the Chartered Institution of Highways and Transportation (CIHT) and The AA to suggest that poor maintenance of pavements poses a particular difficulty to older people's ability to get out and about. CIHT particularly highlights that inadequate maintenance can lead to increased costs and reduced service life of highways, therefore potentially hindering accessibility for vulnerable users, including the elderly. They advocate for efficient street works to improve safety and accessibility for all road users.

There is also substantial anecdotal evidence from the Department's own advisory body, IMTAC, whose members typically identify poor maintenance of existing, and poor design of new, pedestrian infrastructure to be a major barrier to older people and people with a disability's ability to get around on foot.

There is a correlation between the older age group and disability. Unrepaired defects on a road or footpath could lead to tripping hazards and cause problems for those with a mobility related disability or visual impairment, therefore this group would have a greater need for roads and footpaths to be kept in good repair to make it easier for this group to safely access the walking environment.

Improvements to clear and identifiable signage, along with enhancements in public transport operations such as streamlining ticketing systems and accommodating more wheelchair users and mobility aids, would also improve the experience for those of an older age and/or with a disability.

A number of councils outline an aging population as a key consideration within their Community Plans. For example, Derry City and Strabane District Council (DCSDC) Community Plan recognises an aging population as a key issue and has an older people outcome that: *We have a caring society that supports people throughout their lives.* Improving public transportation services, routes and accessibility of services in dispersed rural areas is cited as a key action for this outcome. Fermanagh and Omagh District Council (FODC) also recognises the challenges from an aging population in their Community Plan, and also layers the additional challenges by rurality. Transport Poverty Research commissioned by FODC outlines that 1,837 people over 65 (or 9%) in FODC are at acute risk of experiencing transport poverty.

The Concessionary Fares Scheme was established to promote access to public transport for members of the community who are most at risk of social exclusion, through providing free and discounted travel on bus and rail services. As of June 2024, 369,478 Smart Passes were held by older people. Comparing this to the 2023 mid-year population estimate of those persons aged 60 and over (461,430 persons), there was an approximately 80% uptake of these Smart Passes. The number of passes used by older people in 2023-24 was 224,919, which represents approx. 61% of active passes held by this demographic.

Per the 2023-24 passenger analysis, older people make up approximately 17% of Metro passengers, 16% of NIR passengers and 11% of Ulsterbus passengers which equates to an overall 14% of Translink's 78.2m total passenger journeys.

This evidence is based on the journeys taken by people over 60 years old who hold concessionary fare passes. This overall percentage compares to the percentage of older people (60+) in NI which is 24% of the population based on NISRA population statistics.

Younger People

School children on average represent around 13% of Translink's total passenger journeys. Statistics for the Y Link card, (for those aged 16-23), show that in the 12-month period prior to the Covid-19 pandemic there were between 38,000 and 42,000 active Y Link cards. Translink statistics shows that at end January 2023 the number of active Y Link cards has increased to over 50,000.

The Travel Survey NI for 2021 also shows that young people (both 0-15 and 16-24) were more likely to make a higher percentage of journeys by public transport (particularly on buses) than other age groups.

When considering road traffic collisions often young drivers are overrepresented, and children are at risk in areas of social deprivation. While older people are much more vulnerable as road users, due to issues with mobility, worsening eyesight and frailty (less likely to survive a crash) as well as those road users with a physical impairment.

Statistics outline road fatalities for 2022-23 were 61 compared to 73 for 2023-24. The number of fatal and serious casualties i.e. the number of Killed or Seriously Injured (KSI) casualties overall stood at 995 in 2023-24, this was 60 more KSIs or a 6% increase on the previous year. In comparison with ten years ago, the number of fatal and serious collisions for 2023-24 was 178 more than 2014-15, with 188 additional KSI casualties. In 2024 nearly half (42%) of all people killed or seriously injured in road collisions were aged 34 or under; therefore, reductions to road safety may impact disproportionately on younger people.

Translink carries around 109k school children to school every school day, representing just over 28% (21.7m journeys) of its total 2023/24 passenger journeys. This is comparable with the 2023 NISRA population statistics indicating that those aged up to 19, make up 25% of the NI population.

Comparing the 0-24 age group with the 25-59 and 60+ age groups using data from the 2021 Travel Survey for Northern Ireland, shows that there is no real difference between these groups when looking at the percentage of journeys by walking (0-24 21%, 25-59 24%, 60+ 26%) or the percentage of journeys by cycling (0-24 2%, 25-59 1%, 60+ 1%). However, the 0-24 age group makes a higher percentage of their journeys by public transport (7%) than the other age groups (25-59 1%, 60+ 2%). Children and young people make the majority of their trips by bus, to get to school or college, leisure facilities and work. Therefore, affordability can be a barrier for older children and young people. Lack of provision in rural areas particularly affects young people who cannot drive.

The lack of public transport provision in rural areas can significantly impact young people who cannot drive, as they then often rely on private vehicles for transportation. This reliance on cars can create a cycle of dependency, where the costs of running a car and bus fares can become difficult for young people on a low or part-time employed income to maintain. Long wait times for transportation can also exacerbate the challenges faced by young people in rural areas, particularly those living in areas with the poorest accessibility to transport services and employment opportunities.

The Ending Violence Against Women and Girls: Experiences and attitudes of 16-year-olds in NI in 2024 found that 49% of those surveyed said they felt unsafe when using buses and trains by themselves. Public transport was the most common place for young women to feel unsafe.

Evidence and the Transport Plans and other decision making

This Strategy is strategic and considers issues at the regional scale. There are important linkages between this Strategy and local level plans, policy and decision making, for example, in the new Transport Plans currently being prepared. These plans explore data at a local level, for example in relation to age, disability, car ownership and demographics.

For example, the Fermanagh and Omagh Sub-Regional Transport Plan utilises the following:

- Supplementary Baseline Evidence Note 02: 2021 Census Data - showing spatially referenced census data on age, disability and car ownership.

- [Supplementary Baseline Evidence Note 01: TRACC Accessibility Models](#) - showing spatially referenced accessibility analysis to health facilities and other services.
- Other non-data sources such as this [Transport Poverty Research](#) commissioned by Fermanagh and Omagh District Council.

Marital Status evidence / information:

Table 5 outlines numbers and percentage of people by marital status without access to cars or vans. This shows that those in a married or civil partnership have a much higher likelihood of having access to cars or vans. All other groups have a higher rate of no access to cars and vans than NI average.

Those who are widowed or surviving partner from a civil partnership are the least likely to have access to cars or vans at 32.5%. This correlates to age as 24.7% of people over 65 are widowed or surviving partner from a civil partnership.

Table 5 - Census 2021, Marital and Civil Partnership Status and Access to Cars and Vans

Marital and Civil Partnership Status	Number in group with no cars or vans available	% in group with no cars or vans available
Single (never married or never registered a civil partnership)	108,575	18.8
Married or in a civil partnership	32,452	4.7
Separated (but still legally married or still legally in a civil partnership)	13,160	23.0
Divorced or formerly in a civil partnership which is now legally dissolved	22,391	24.6
Widowed or surviving partner from a civil partnership	31,315	32.5
No code required	45,079	11.6

Due to size of the achieved sample, 2017-2019 is the latest Travel Survey for NI data available for analysis by marital status. This data shows that there is no real difference in the percentage of journeys by cycling across the different marital status groups. Those who are married or in a civil partnership made a similar proportion of journeys by walking (15%) as

those who are cohabiting (17%) in 2017-2019. However, single people, those who are divorced or widowed made a higher percentage of their journeys by walking (single 26%, divorced 25%, widowed 22%) than those who are married or in a civil partnership (15%). Likewise, there was no real difference between the percentage of journeys by public transport taken by those who are married or in a civil partnership (3%) and those who are cohabiting (5%). However, single people, those who are divorced or widowed made a higher percentage of their journeys by public transport (single 9%, divorced 6%, widowed 7%) than those who are married or in a civil partnership (3%). The NIHRC' report on the impact of public spending changes in NI highlights that single parents are more likely to be on benefits, and therefore, more likely to rely on public transport or social housing and to be women.

The Gender Strategy Expert Advisory Panel Report explains that lone parents (the majority of whom are women) are even more vulnerable to poverty.

Sexual Orientation evidence / information:

Table 6 - Census 2021 Sexual Orientation and access to cars or vans Table 6 outlines the numbers and % of people by sexual orientation without access to cars or vans. This shows that straight or heterosexual people have a higher likelihood of having access to cars or vans than other groups.

Table 6 - Census 2021 Sexual Orientation and access to cars or vans

Sexual Orientation	Number in group with no cars or vans available	% of group with no cars or vans available
Straight or heterosexual	174,044	12.8
Gay, lesbian, bisexual, other sexual orientation	7,158	22.6
Prefer not to say/Not stated	26,691	22.4
No code required	45,079	11.6

The DfI Audit of Inequalities highlighted that LGBTQI+ people living in a rural area were three times as likely not to access services they are aware of because it is too far to travel compared to those living in an urban area. Seven in every eight LGBTQI+ people living in a rural area feel that it is important to have access to an LGBTQI+ support service in their local area.

Men & Women generally evidence / information:

Table 7 outlines the numbers and % of people by sex with no cars or vans available. NISRA population statistics indicate that males and females make up roughly equal parts of NI's population.

Table 7 - Census 2021 Numbers and % of people by sex with no cars or vans available.

Sex	Number in group with no cars or vans available	% in group with no cars or vans available
Female	138,693	14.3
Male	114,279	12.2

Of the responses to the Travel Survey for Northern Ireland (TSNI) in 2021 there were 1,520 respondents interviewed of which 712 (47%) were male and 808 (53%) females. The 2021 TSNI results show that cycle usage is higher among males: 35% of males had cycled in the last 12 months compared with 25% of females. Therefore, active travel spend promoting cycling may benefit men more.

The TSNI showed there is no real difference in how frequently males and females use public transport: 21% of males and 25% of females said they travel by bus or train at least once a month.

Looking at journeys taken by the 16+ age group using any form of transport, on average men made a similar number of journeys (830) to women (868) in 2021. However, men tend to travel further, averaging 5,846 miles per year, compared to 4,725 miles for women in 2021. Women tended to use grant funded Community Transport services in 2023-24 more than men, Dial-a- Lift (69%), the Disability Action Transport Scheme (54% of new members) and Shopmobility (58%). This highlights the importance of these services to women.

The Department's Audit of Inequalities cites evidence that fewer women 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 also notes that women are also more likely to have care-giving responsibilities that can necessitate multiple short journeys during a day. The Audit highlights that the typical “hub and spoke” design of public transport systems which may present challenges to these travel patterns.

The Expert Advisory Panel Report to the Social Inclusion Gender Strategy identifies that women are more likely to be on benefits and low paid insecure work or not work due to caring responsibilities. Women are generally more likely than men to live in poverty across their lifetimes. Lone parents (the majority of whom are women) are even more vulnerable to poverty. Welfare reform and austerity measures

The [NI Rural Women’s Network](#) note that “Women are much less likely to have access to their own private transport than men. This means that women depend much more on public transport and are at an economic disadvantage to men. The accessibility of education, training, work and childcare provision, and the cost of public transport, are factors in determining women’s participation, especially in rural areas. The economic disadvantages of lack of access to transport are compounded by the impeded ability to access basic services and social isolation”.

The Transport Poverty Report by Belfast Healthy Cities outlines broader patterns of vulnerability and systemic inequities, particularly a pronounced gender divide that shapes mobility and access to transport services. The report cites academic research (UK level) that finds women face unique challenges in their transport needs, largely influenced by societal norms that assign them a disproportionate share of unpaid household and caregiving responsibilities. These roles often require women to travel to multiple destinations within a day, such as schools, food shops, healthcare facilities and workplaces, leading to more complex and fragmented travel patterns compared to men.

The [Ending Violence Against Women and Girls: Experiences and attitudes of 16-year-olds in Northern Ireland in 2024](#) found that 49% of those surveyed said they felt unsafe when using buses and trains by themselves. Public transport was the most common place for young women to feel unsafe.

This is a reality for women and girls in NI which affects them fully participating and thriving in school, work, sport, further education, public life and online, all of which can negatively impact their mental health and wellbeing

Men, particularly young men are heavily represented in road traffic fatalities and are a key target audience along with other vulnerable road users such as pedestrians, children, and older motorcyclists. PSNI Road Fatalities statistics shows that of the 56 people killed on NI's roads in 2025, 39 were male and 17 were female.

The Disability Section also highlights the issue of unpaid carers. In the 2021 Census, 222,218 or 11.7% of the population provided unpaid care. Their access to a car or van is broadly similar to the NI average as indicated in Table 9, with more woman than men carrying out caring roles.

Disability evidence / information:

The 2021 Census indicates that nearly 45% of households in NI with one or more people in the household with a disability (40% for 2011 Census).

Table 8 - Census 2021 Numbers and % of people with long-term health problem or disability with no cars or vans available. Table 8 from the 2021 Census shows the numbers and % of people with a long-term health problem or disability with no cars or vans available. This shows that people with long-term health problems and disabilities are more likely to live in a household with no cars or vans available.

Table 8 - Census 2021 Numbers and % of people with long-term health problem or disability with no cars or vans available

Health Problem or Disability (Long-term)	Number in group with no cars or vans available	% in group with no cars or vans available
Day-to-day activities limited a lot	60,118	27.6
Day-to-day activities limited a little	48,604	19.8
Day-to-day activities not limited	144,250	10.0

Results from the TSNI in 2021 show that 20% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem. There was no difference between men and women (both 20%).

Difficulty with travel due to a physical disability or long-standing health problem increases with age: 6% of 16–34-year-olds had difficulty with travel compared to 35% of those aged 65 and over.

In 2021, there was no real difference between those with and those without a disability when considering the percentage of journeys by walking, cycling or public transport (26% for those with a disability, 27% for those without a disability).

People with a disability are key users of the grant funded Community Transport services in 2023-24 and Shopmobility (100%). A key condition of membership of the Disability Action Transport Scheme is that an individual finds it difficult or impossible to use mainstream public transport.

The [Disability Strategy Expert Advisory Panel Report](#) outlines how access to transport is a long-standing issue which can have a direct impact on the ability of d/Deaf and disabled people to exercise their rights to, for example, independent living, education, employment, health, and access to culture, arts and leisure. The Report also outlines that the physical inaccessibility of public transport has been recognised by the Committee on the Rights of Persons with Disabilities as a major factor in the ongoing marginalisation and exclusion of both disabled children and adults. While there have been improvements to public transport, many of the improvements have benefitted people travelling in the Greater Belfast area the most, with travel by public transport more challenging for people living in other areas.

Supporting some people who are disabled are unpaid carers. This also has relevance for S75 groups 'Men and Women generally' and 'Dependents'. In the 2021 Census, 222,218 or 11.7% of the population provided unpaid care. Of these 59% are women. As shown in Table 9 the percentage of these groups without access to a car or van is broadly similar to the NI average.

Table 9 - Census 2021 Numbers and % of people providing unpaid care with no cars or vans available

Provision of Unpaid Care	Number in group with no cars or vans available	% in group with no cars or vans available
Provides no unpaid care	215,360	13.7
Provides 1-19 hours unpaid care per week	6,199	6.2
Provides 20-49 hours unpaid care per week	6,766	12.8
Provides 50+ hours unpaid care per week	9,372	13.6

The issues pointed out in Religious Belief also apply here noting that people without a car can be limited to participating in activities their local area only which is often not adequate for their needs.

Dependants evidence / information:

The 2021 Census indicated that 34% per cent of households in NI contained dependent children and 40% contained at least one person with a long-term health problem or disability; made up of those households with dependent children (9.2%) and those with no dependent children (31%).

The Census shows that 9.9% of people with dependent children in their household live in a household without cars or vans available, slightly below the NI average (13.3%).

In respect of roads and footpath maintenance, there is evidence from the Chartered Institution of Highways and Transportation (CIHT) and The AA to suggest that poor maintenance of pavements poses a difficulty to all pedestrians but the latter highlights particularly the negative impact on those with young dependents who are reliant on using pushchairs or wheelchairs. There is also substantial research and anecdotal evidence from the Department's own advisory body, IMTAC, that poor maintenance of existing, and poor design of new, pedestrian infrastructure is a major barrier to people who use pushchairs for dependants to get around on foot.

Women are more likely than men to be a single parent and claiming benefits, or to be earning low incomes working in insecure employment. As such this presents challenges for expectant mothers or parents with young children with regards to affording public transport and/or the availability of public transport, as well as limitation in transport choice when travelling with a young child. These are similar experiences to disabled people and older people, the accessibility and design of physical spaces can also affect parents' ability to travel freely with small children, especially if using pushchairs (DfI Audit of Inequalities).

The Disability Section also highlights the issue of unpaid carers. In the 2021 Census, 222,218 or 11.7% of the population provided unpaid care. Their access to a car or van is broadly similar to the NI average as indicated in Table 9.

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:

The transport system supports our communities, our economy and our essential services. It is this physical (roads, railways, bridges etc.) and soft (policies, resources, and services, i.e., public transport) infrastructure that underpins society, thereby, allowing people to meet their personal needs and participate in broader societal and economic activity. This applies across all s75 groups.

Religious belief

The evidence identifies that people that are not Christian have a higher reliance on public transport or active travel as they within their groups there is a higher proportion that do not have access to cars and vans.

The DfI Audit of Inequalities highlighted evidence that safety and perceptions of safety against racial hate crime on public transport is a particular consideration for those from minority ethnic groups

A key priority for the strategy is for connected and inclusive communities. A balanced and sustainable transport system supports economic and social activity; therefore, infrastructure is essential to ensuring economic wellbeing for individuals and for society, including those more at risk of transport poverty, regardless of which s75 category they belong.

The evidence also points out that some communities can be dominated by one religion. Well-designed connectivity links, alongside other actions, can break down historical barriers (physical or otherwise) between segregated communities in NI.

The Transport Strategy sets out proposals designed to deliver positive outcomes for all road users, regardless of religious belief, through a transport network that is more sustainable, accessible and safe.

Should any further needs, experiences or priorities be identified at any stage, this form can be reviewed and updated, as appropriate.

Political Opinion

As Religious Belief.

Racial Group

The evidence identifies that people that are not white have a higher reliance on public transport or active travel as they within their groups there is a higher proportion that do not have access to cars and vans. The DfI Audit of Inequalities highlighted evidence that safety and perceptions of safety against racial hate crime on public transport is a particular consideration for those from minority ethnic groups. The Audit also highlighted evidence that asylum seekers and migrant workers may be more heavily reliant on public transport, citing evidence that a high proportion of this cohort is reliant on benefits or employed in low-paid jobs, so affordability of transport is a particular factor. The Audit identified language issues as a potential barrier to usage of public transport for new migrants and asylum seekers. However, it is noted what within the 'White' category there are pockets of higher individuals.

A key priority for the strategy is for connected and inclusive communities. A balanced and sustainable transport system supports economic and social activity; therefore, infrastructure is essential to ensuring economic wellbeing for individuals and for society, including those more at risk of transport poverty, such as those from minority race groups.

The Transport Strategy sets out proposals designed to deliver positive outcomes for all road users, regardless of racial group, through a transport network that is more sustainable, accessible and safe.

Should any further needs, experiences or priorities be identified at any stage, this form can be reviewed and updated, as appropriate.

Age

The evidence identifies that older and younger people have a higher reliance on public transport or active travel as they within their groups there is a higher proportion that do not have access to cars and vans. Access to healthcare can be a priority issue for older people.

Older people also rely on well designed and maintained active travel infrastructure as mobility impairments can make it harder to walk and this group can also be more sustainable to trips and falls due to defective and damaged walkways etc.

Reducing road collisions is important for all age groups, however, there needs to be a continued focus on protecting children and changing the behaviour of young adults, particularly young male drivers.

The Transport Strategy sets out proposals designed to deliver positive outcomes for all road users, regardless of age, through a transport network that is more sustainable, accessible and safe.

Should any further needs, experiences or priorities be identified at any stage, this form can be reviewed and updated, as appropriate.

Marital status

As Religious Belief.

Sexual orientation

As Religious Belief.

Men and Women Generally

Women may be less likely to drive and can also face complex journeys associated with roles undertaken in the home and related to caring responsibilities.

Many women do not feel safe using public transport and have safety fears in other areas. Ending violence against women and girls is a key priority for the Executive and is in the Programme for Government.

Addressing driving behaviour of young adult men, to reduce road collisions, is of high importance.

Should any further needs, experiences or priorities be identified at any stage, this form can be reviewed and updated, as appropriate.

Disability

Disabled people are more likely to live in a household with no cars or vans available, meaning they are more reliant on public transport and active travel.

Access to health care is a particular priority for this group. People with a disability have fewer transport options and make up a significant proportion of community transport users in rural and urban areas in 2023-24.

People with certain disabilities may have a greater need for good roads maintenance, design, and management – particularly active travel infrastructure, as they may be more susceptible to trips and falls or are reliant on travel aids such as wheelchairs, mobility scooters and walking aids.

There are 130,000 valid Blue Badges in NI which allow on-street parking concessions for people with disabilities.

The Programme for Government outlines that the Executive will work... to provide more accessible public transport for our rural and disabled communities.

Should any further needs, experiences or priorities be identified at any stage, this form can be reviewed and updated, as appropriate.

Dependants

People with dependents can face more complex journeys and travel choices, particularly in rural areas. People with dependants, particularly very young dependents have a greater need for good roads maintenance, design and management – particularly active travel infrastructure, as they may be more reliant on travel aids such as wheelchairs, pushchairs and buggies.

Should any further needs, experiences or priorities be identified at any stage, this form can be reviewed and updated, as appropriate.

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 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**:

As outlined in the *Error! Reference source not found.* and *Error! Reference source not found.* sections, a strength and purpose of this strategy is to bring together policy and practice as set out across a wide range of the Departmental (and other public authorities). This is to provide a coherent narrative, and to demonstrate the linkages, across policy and transport modes.

In most instances the Strategy is establishing new policy it is signposting or reinforcing existing policy or is pointing to work this is being, or will be, undertaken within the relevant policy areas within the Department.

While it is expected the Transport Strategy sets out a vision that will benefit all S75 groups, this is expected to be positive and minor.

This does not mean the Strategies vision is for only minor positive impacts. Rather it is that this new Transport Strategies impacts cannot be disaggregated for the detailed policy and plan work being undertaken or being planned to be undertaken. Overall transport interventions across the Department (and other public authorities) are expected have a major positive impact. These benefits may be though localised (spatial) actions as set out in the new suite of transport plans, or though regional policy development in a topic area. This Screening Assessment cannot predetermine or quantify these benefits.

Where policy development work is being, or is planned to be, undertaken – the Strategy does not predetermine the outcome of that process – it only provides the context and vision which the Department is working towards.

What is the level of impact? Minor positive.

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

As above.

What is the level of impact?

Minor positive.

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

As above.

What is the level of impact?

Minor positive

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

As above.

What is the level of impact?

Minor positive.

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

As above.

What is the level of impact?

Minor positive.

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

As above.

What is the level of impact?

Minor positive.

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

As above.

What is the level of impact?

Minor positive.

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

As above.

What is the level of impact?

Minor positive.

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

As above.

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? Yes/No

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:

Infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between communities. It is noted that the Transport Strategy has a Section titled Inclusive Transport that reinforces the importance of this and points to the actions of the Department (and our transport partners) in this area. The document is also clear that 'Inclusive Transport' is part of the whole Strategy and is not confined to any one section. This is reflected in the strategic priorities within the Transport Strategy.

As previously outlined, it is not possible to disaggregate the benefits of the Transport Strategy from the underlying policy the Strategy pulls together.

The evidence also points out that some communities can be dominated by one religion. Well-designed connectivity links, alongside other actions, can break down historical barriers (physical or otherwise) between segregated communities in NI.

Political Opinion - If Yes, provide details:

As above.

Racial Group - If Yes, provide details:

As above.

Age - If Yes, provide details:

As above although a key focus of the Transport Strategy is to develop and implement actions with aim to provide a better, safer, and more accessible transport network and services with greater options, choice and solutions that will address barriers to accessing the transport network for some in this Section 75 group, particularly the younger and older generations.

Reducing road collisions is important for all age groups, however, there needs to be a continued focus on protecting children, and changing the behaviour of young adults, particularly young male drivers.

Marital Status - If Yes, provide details:

As above.

Sexual Orientation - If Yes, provide details:

As above.

Men and Women generally - If Yes, provide details:

As above although the evidence shows us that in surveys women suggested that they may be more attracted to public transport if it was improve.

Disability - If Yes, provide details:

As above although a key focus of the Transport Strategy is to develop and implement actions with aim to provide a better, safer and more accessible transport network and services with greater options, choice and solutions that will address barriers to accessing the transport network for some in this Section 75 group, particularly the younger and older generations.

Dependants - If Yes, provide details:

As for Disability.

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**:

For all these groups, infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between communities. It is noted that the Transport Strategy has a Section titled '*Inclusive Transport*' that reinforces the importance of this and points to the actions of the Department (and our transport partners) in this area. The document is also clear that 'Inclusive Transport' is part of the whole Strategy and is not confined to any one section. This is reflected in the strategic priorities within the Transport Strategy.

As previously outlined, it is not possible to disaggregate the benefits of the Transport Strategy from the underlying policy the Strategy pulls together.

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

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

As above.

What is the level of impact?

Minor Positive.

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

As above.

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:

Infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between communities. It is noted that the Transport Strategy has a Section titled Inclusive Transport that reinforces the importance of this and points to the actions of the Department (and our transport partners) in this area. The document is also clear that 'Inclusive Transport' is part of the whole Strategy and is not confined to any one section. This is reflected in the strategic priorities within the Transport Strategy.

As previously outlined, it is not possible to disaggregate the benefits of the Transport Strategy from the underlying policy the Strategy pulls together.

The evidence also points out that some communities can be dominated by one religion. Well-designed connectivity links, alongside other actions, can break down historical barriers (physical or otherwise) between segregated communities in NI.

Political Opinion - If Yes, provide details:

As above.

Racial Group - If Yes, provide details:

As above.

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).

Throughout this Assessment it is acknowledged that people are often multiple identifies, should that be age and disability, or religious belief and ethnic origin. This is reflected in the Transport Strategy.

Infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between groups. It is noted that the Transport Strategy has a Section titled 'Inclusive Transport' that reinforces the importance of this and points to the actions of the Department (and our transport partners) in this area. The document is also clear that 'Inclusive Transport' is part of the whole Strategy and is not confined to any one section. This is reflected in the strategic priorities within the Transport Strategy.

As previously outlined, it is not possible to disaggregate the benefits of the Transport Strategy from the underlying policy the Strategy pulls together.

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

As above.

Part 3. Screening decision

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

As outlined previously, infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between groups. It is noted that the Transport Strategy has a Section titled 'Inclusive Transport' that reinforces the importance of this and points to the actions of the Department (and our transport partners) in this area. The document is also clear that 'Inclusive Transport' is part of the whole Strategy and is not confined to any one section. This is reflected in the strategic priorities within the Transport Strategy.

It is expected that the Transport Strategy will have a minor positive impact on all s75 Groups.

This does not mean the Strategy's vision is for only minor positive impacts. Rather the Transport Strategy's impacts cannot be disaggregated for the detailed policy and plan work being undertaken or being planned to be undertaken. Overall transport interventions across the Department (and other public authorities) are expected have a major positive impact. These benefits may be though localised (spatial) actions as set out in the new suite of transport plans, or though regional policy development in a topic area. This Screening Assessment cannot predetermine or quantify these benefits.

Where policy development work is being, or is planned to be, undertaken – the Strategy does not predetermine the outcome of that process – it only provides the context and vision which the Department is working towards. Therefore, an Equality Impact Assessment will not be undertaken.

The Strategy is strategically significant, it does not itself determine investment decisions, service changes, infrastructure schemes, prioritisation of geographical areas or eligibility criteria. Such decisions will be subject to separate policy development and equality assessment processes. The Transport Strategy will be subject to monitoring and evaluation. This is set out within the Transport Strategy document. This allows for a review of the Departments actions and their contribution towards the Transport Strategies Vision.

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.

This assessment has already outlined that it is the underlying policies and plans that the Transport Strategy pulls together that will be the driver of change, for example the new suite of Transport Plans, or the actions as part of the Road Safety Strategy to 2030.

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.

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?

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

N/A - The impacts both minor and major are considered to positively impact on all S75.

This will be determined in the development/application of the underlying policy areas the Transport Strategy pulls together.

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, 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?

If yes, please provide details.

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: [Roberta McLaughlin](#)
Position/Job Title: [Transport Strategy Project Officer / Deputy Principal](#)
Date: [13/08/2026](#)

Approved by: [David Sloan](#)
Position/Job Title: [G7 Transport Planning, Modelling & Data \(TPMD\)](#)
Date: [13/08/2026](#)

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: [10/09/2026](#)
Amendments Requested: [Yes](#)
Date Returned to Business Area: [24/09/2026](#)
Date Final Version Received / Confirmed: [30/09/2026](#)
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