# 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

Everyday Active Travel: The Urban Delivery Plan

Is this an existing, revised or a new policy?

New policy (following public consultation on a draft plan)

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

The Everyday Active Travel Urban Delivery Plan outlines how high-quality, safe, accessible and well-connected walking, wheeling and cycling infrastructure will be prioritised and delivered across urban areas over the next decade, with the aim of encouraging more active travel journeys. It complements the Belfast Cycling Network Delivery Plan and the Strategic Plan for Greenways to provide a firm basis for future investment in active travel infrastructure.

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

Yes

If so, explain how.

All Section 75 categories should benefit from this plan. It aims to provide improved facilities for pedestrians and cyclists allowing for safer and more inclusive walking, wheeling and cycling environments in towns and cities.

Who initiated or wrote the policy?

Department for Infrastructure (DfI)

Who owns and who implements the policy?

DfI owns the policy. DfI will implement the policy with assistance from relevant delivery partners, such as local Councils, where appropriate.

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**Background**

Section 22 of the Climate Change Act (Northern Ireland) 2022 mandates the development of sectoral plans for transport that set a minimum spend on active travel from the overall transport budgets of 10%. Meeting this requirement will require a significant increase in investment and the Department for Infrastructure must ensure that this investment is targeted to maximise the benefits that can be achieved.

Recent survey results show that active travel makes up around a quarter of all journeys Northern Ireland, but most of these are walking journeys. Cycling could replace many more journey, especially those too long to walk, but only if the infrastructure is safe and attractive. That is why expanding high quality cycling networks in the places where people live is key to increasing active travel overall.

The Everyday Active Travel Urban Delivery Plan sets out how the Department will develop, prioritise, and deliver well designed, connected, high quality active travel networks within urban settlements over the next ten years and beyond.

**Implementation factors**

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

If yes, are they (please delete as appropriate)

Financial - Availability of funding to implement the Everyday Active Travel Urban Delivery Plan.

Legislative - The Roads (Northern Ireland) Order 1993
Climate Change Act (Northern Ireland) 2022

other, please specify – Social license

## Main stakeholders affected

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

service users (general public using the road network, in particular cyclists and pedestrians)

other public sector organisations, including Councils

private sector such as businesses

other, please specify - None

## Other policies with a bearing on this policy

- what are they?
    - Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland (2015)
    - Exercise – Explore – Enjoy: A Strategic Plan for Greenways 2016
    - Planning for the Future of Transport – Time for Change (2021)
    - Making Belfast an Active City - Belfast Cycling Network 2021
    - Belfast Cycling Network Delivery Plan 2022-31

- who owns them?

The Department for Infrastructure

## 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.

**General Evidence:**

The 2022 and 2023 Travel Survey for Northern Ireland shows that of all modes of transport walking was at 22% while cycling was at 1% (Public Transport 4%). Aside of better weather, respondents said they would be encouraged to walk more with better lighting at night (9%), better maintained and more footways (8%), and more pleasant or wider footways (8% and 7%)

Among the most popular incentives highlighted by cyclists that would encourage them to cycle more often were "more cycle lanes" (37%), "cycle lanes separated from roads" (34%), "better weather" (28%) and "safer cycling routes" (28%). **https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-tsni-depth-report-2021**

By providing adequate space for pedestrians and wheelers, and giving cyclists a dedicated provision, footpaths are made safer. In June 2020, a pop-up type cycle lane was created on the Dublin Road, Belfast, which was a new provision. A survey carried out in April 2021 **https://www.infrastructure-ni.gov.uk/publications/review-active-travel-pop-cycle-lanes,** showed that 85% of those surveyed, who walked and cycled on the Dublin Road or Grosvenor Road routes, felt that 'the addition of the cycle lane had made walking and cycling more accessible'

The 2021 Census shows that for Northern Ireland, 28% of people travel a distance of less that 5km to work and 62% of people travel a distance of less than 5km to study. Of those, 7 % walked or cycled to work and 21% walked or cycled to study.

Health benefits of pedestrian and cyclist commuting: evidence from the Scottish Longitudinal Study **https://bmjpublichealth.bmj.com/content/2/1/e001295**

The recommendations in IMTAC's paper on 'A new approach to travel, our streets and our places' were considered when developing the ATDP. **https://www.imtac.org.uk/new-approach-travel-our-streets-and-our-places**

Evidence from the Knowledgebase on Sustainable Urban Land use and Transport (KonSULT) **http://www.konsult.leeds.ac.uk/pg/46/** suggests that segregated cycle facilities can contribute to increasing cycling and reducing use of motorised vehicles, particularly when implemented as part of a comprehensive cycle network.

This screening form has also been informed by responses to the public consultation on the draft Active Travel Delivery Plan. A summary of responses is included in the consultation report.

**Religious belief** evidence / information:
The 2021 Census shows the following religious denomination for Northern Ireland: Catholic (42%), Presbyterian (17%), Church of Ireland (12%), Methodist (2%), other Christian religions (7%), other religions (1%) and no religion/not stated 19%)

**Political Opinion** evidence / information:
In the 2024 General Election the vote share was Sinn Fein (27.0%) DUP (22.1%%), Alliance (15.0%), UUP (12.2%) SDLP (11.1%), TUV (6.2%) Independent (3.0%) Green Party (1.1%) PBPA (1.1%) Aontú (1.0%) Conservative (0.1%) and Cross-Community Labour Alternative (0.1%).
Results for the UK general election on 4 July 2024 - Northern Ireland - by party

**Racial Group** evidence / information:
The 2021 Census shows that for Northern Ireland shows that 97% of respondents are White and 3% of respondents are from Other Ethnic Groups.

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**Age** evidence / information:
The 2021 Census shows that for Northern Ireland shows that 0-14 years old make up 19% of the population, 15-39 years old make up 31% of the population, 40-64 years old are 32% of the population and 17% of the population are 65+ years old.

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**Marital Status** evidence / information:
The 2021 Census shows that the martial and civil partnership status of those

living in Northern Ireland are Single (38%), Married or in a Civil Partnership (46%), Separated (4%), Divorced or Formerly in a Civil Partnership (6%) or Widowed or Surviving Partner from a Civil Partnership (6%).

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**Sexual Orientation** evidence / information:
The 2021 Census shows that for Northern Ireland shows that 90% of the population are straight/heterosexual, 2% are gay/lesbian/bisexual/other sexual orientation and 8% prefer not to say or not stated.

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**Men & Women generally** evidence / information:
The 2021 Census shows that for Northern Ireland 51% of the population are women and 49% are men.

In the Young Life and Times Survey 2022, 75% of girls experienced street harassment at least once in their lifetime. **Strategic Framework – EVAWG**
High quality pedestrian and cycling infrastructure can contribute to improving perception of safety. Women and girls | Living Streets

Research shows that road safety concerns and perceptions of safety in public places disproportionality impact on women when considering cycling.

**https://www.walkwheelcycletrust.org.uk/media/2879/2879.pdf**

**https://lcc.org.uk/wp-content/uploads/2024/01/P1252-LCC-Womens-Cycling-Campaign-Report_FINAL_2.pdf**

**Disability** evidence / information:
The 2021 Census shows figures for those with long term health problems or disability in Northern Ireland. Figures presented state that for 71% of the population their activities are not limited, 13% of the population are limited a little and 11% of the population state that they are limited a lot.

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**Dependants** evidence / information:
The 2021 Census shows that for Northern Ireland 69% of the population have no dependent children, 12% of the population have one dependent child, 12% have two dependent children and 7% have three or more dependent children.

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## 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**

There is no evidence of specific needs, experiences and priorities for this Section 75 Group.

**Political Opinion**

There is no evidence of specific needs, experiences and priorities for this Section 75 Group.

**Racial Group**

There is no evidence of specific needs, experiences and priorities for this Section 75 Group.

**Age**

The 2021 Census shows that for Northern Ireland 62% of people travel a distance of less than 5km to study. Of those, 21% walked or cycled to study.

Nobody under the age of 17 has driving licence. As such, the provision of high-quality pedestrian and cycling infrastructure is likely to meet the needs and priorities of this group to a greater extent than general. The 2021 Census shows that 21% of people walk or cycle to study compared with 7% who cycle or walk to work and just 6% of people drive to study compared with 63% who drive to work.

Younger and older pedestrians are more likely to be killed or serious injuries than other age groups. Between 2019 and 2023, 24% of pedestrian KSIs were 0-15 years and 22% were 65+.

Pedestrian KSI Casualties in Northern Ireland 2019-2023

**Marital status**

There is no evidence of specific needs, experiences and priorities for this Section 75 Group.

**Sexual orientation**

There is no evidence of specific needs, experiences and priorities for this Section 75 Group.

**Men and Women Generally**
Females (10%) are less likely to cycle short journeys than males (22%).
**Walking and Cycling in Northern Ireland 2024/2025**

This gender difference isn't apparent in cities with a coherent network of high-quality cycling infrastructure, indicating that the provision of high-quality infrastructure is particularly valued by females, and that lack of it disproportionately impacts them. **https://theconversation.com/from-walking-to-cycling-how-we-get-around-a-city-is-a-gender-equality-issue-new-research-175014**

Research shows that road safety concerns and perceptions of safety in public places disproportionality impact on women when considering cycling.

**Disability**

People with disabilities benefit particularly from pavements that are step free and protected from motor traffic or inconsiderate parking. Improved access to cycling infrastructure can also improve accessibility for people who struggle to walk longer distances. Campaigning for inclusive cycling, Wheels for Wellbeing

However, research carried out by Guide Dogs tells us that interactions with cyclists can be stressful for people with visual impairments particularly at bus stops.

**Guide Dogs - designing-for-inclusion-full-report-sept-2024-final.pdf**

**Dependants**

In order to allow parents to have the confidence to allow children to travel independently, they need to feel that routes are safe. The provision of high-quality infrastructure could provide parents with the confidence to allow children to travel independently.

## 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**: None

   What is the level of impact? None

   Details of the likely policy impacts on **Political Opinion**: None

   What is the level of impact? +/- None

   Details of the likely policy impacts on **Racial Group**: None

   What is the level of impact? +/- None

   Details of the likely policy impacts on **Age**:
   Details of the likely policy impacts on **Political Opinion**: None
   What is the level of impact? None

   Details of the likely policy impacts on **Racial Group**: None
   What is the level of impact? None

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

   Connections to schools have been prioritised in our assessment framework. The introduction of improved active travel infrastructure will make walking, wheeling and cycling to school feel safer and more attractive. The improved infrastructure should also have a beneficial impact on independence for young people making other trips.

   Improved active travel infrastructure also benefits older people particularly pedestrian infrastructure that is protected from motor traffic or inconsiderate parking.

   What is the level of impact? Minor Positive

   Details of the likely policy impacts on **Marital Status**: None

What is the level of impact? +/- None

Details of the likely policy impacts on **Sexual Orientation**: None

What is the level of impact? None

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

The introduction of improved active travel infrastructure will help to make walking, wheeling and cycling in the area feel safer and more attractive for women, who are less likely to cycle than men. Research shows that this gender imbalance is less prevalent in cities with high quality cycling infrastructure. (**https://theconversation.com/from-walking-to-cycling-how-we-get-around-a-city-is-a-gender-equality-issue-new-research-175014**)

What is the level of impact? Minor Positive

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

Provision of high-quality pedestrian and cycling infrastructure is likely to meet the needs and priorities of this group to a greater extent than general, particularly for those using wheelchairs, adapted cycles or other mobility aids.

We recognise that some elements of active travel infrastructure such as shared use areas where cyclists and pedestrians share space, or bus stop bypasses where the definition of pedestrian priority is particularly important may have an impact on those with a disability. The Active Travel Delivery Plan outlines the connections needed to create comprehensive walking, wheeling, and cycling networks that link communities to key destinations however, it does not specify the exact nature of the infrastructure required.

All schemes will be designed using the best available current guidance and, as each individual scheme is developed, we will undertake further engagement with key stakeholders, including disability organisations, to ensure that the designers understand how proposals may affect various user groups in that context. Feedback gathered through this engagement will be carefully considered and will directly inform design development. Each scheme progressed from the plan will be subject to a separate EQIA screening.

What is the level of impact? Minor Positive

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

The introduction of improved active travel infrastructure will make walking, wheeling and cycling to school feel safer and more attractive. The improved facilities should have a beneficial impact on parents and guardians of young people by giving those young people greater opportunities to travel independently.

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 – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Political Opinion -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Racial Group -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Age -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Marital Status -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Sexual Orientation -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Men and Women generally -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Disability -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Dependants -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

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.

This policy is unlikely to specifically impact on good relations between these groups however active travel can play a significant role in promoting social equality and inclusivity. By providing attractive and accessible travel options, we ensure that everyone has the freedom to move around easily and independently.

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

This policy is unlikely to directly impact on good relations between people of different religious belief as the policy relates solely to the provision of infrastructure to creation of improved active travel networks.

What is the level of impact? None

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

This policy is unlikely to directly impact on good relations between people of different political opinion as the policy relates solely to the provision of infrastructure to creation of improved active travel networks.

What is the level of impact? None

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

This policy is unlikely to directly impact on good relations between people of different racial groups as the policy relates solely to the provision of infrastructure to creation of improved active travel networks.

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 – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Political Opinion -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

**Racial Group -** If Yes, provide details:

If No, provide reasons: No – This policy relates solely to the provision of infrastructure to creation of improved active travel networks.

## 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).*

No additional impacts have been identified for those with multiple identities.

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

**Part 3. Screening decision**

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

The decision is not to conduct a full EQIA. The screening above indicated that there is an overall minor impact in relation to the provision of infrastructure to create improved active travel networks.

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.

Mitigations to any potential impacts related to design will be considered as part screening process for the Active Travel Design Guide and at an individual scheme level.

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

Not applicable.

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.

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

Mitigations to any potential impacts related to design will be considered as part screening process for the Active Travel Design Guide and at an individual scheme level.

## 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 or3** |
| Social need | **Rating 1, 2 or3** |
| Effect on people's daily lives | **Rating 1, 2 or3** |
| 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: Joanne Veighey
Position/Job Title: DP
Date: 28 September 2026

Approved by: Peter McParland
Position/Job Title: Deputy Director for Active Travel
Date: 28 September 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: 6/11/2026

Amendments Requested: No

Date Returned to Business Area:

Date Final Version Agreed:

Date Published on DfI's Section 75 webpage: 16/11/26