

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>

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 Road Safety at Schools - RSPPG E070 v3.
Is this an existing, revised or a new policy? Revision of existing policy Road Safety at Schools - RSPPG E070 v2
What is it trying to achieve? (intended aims/outcomes) To provide guidance to Traffic Management Engineers on the assessment and implementation of road safety measures to increase driver awareness and achieve reductions in vehicle speeds outside and in the vicinity of schools. The guidance is aimed at all staff Department for Infrastructure staff involved in traffic management, road safety, sign provision and sign maintenance. The main purpose of the revision to the policy is allow for a more resilient and cost effective signing arrangement for the introduction of part-time 20mph speed limits at schools. This is intended to allow more schools to be treated with such measures. The anticipated benefits deriving from the implementation of this RSPPG include:- <ul style="list-style-type: none">• Provide a clear policy for the provision of road safety features at schools;• Consistency in approach by road traffic engineers to road safety measures at schools; and,• All the information for the installation of road safety measures at schools will be contained within one document 20mph part time speed reductions at schools may encourage and help parents, children and those with disabilities to travel more actively to schools by reducing

the speed vehicles travel at in and around schools; a significant reduction can be expected in rural settings where the national speed limit of 60mph normally applies.

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

Yes, Persons of different age, with a disability and persons without. Persons with dependants and persons without.

If so, explain how.

This revised version promotes traffic speed reduction at all schools. Primarily, the Section 75 Age category is expected to benefit mostly from this policy as this policy is aimed at schools and the needs and priorities of students will be most impacted.

The policy is to allow for a more resilient and cost effective signing arrangement for the introduction of part-time 20mph speed limits at schools. This is intended to allow more schools to be treated with such measures and make roads outside schools safer which may encourage and help children and parents to walk or cycle to school.

The NI Direct 'Walking' webpage states that people who walk are reported to have higher energy levels, higher stamina levels, reduced stress levels, decreased levels of illness and improved feeling of well-being. Walking helps to prevent osteoporosis, reduce the risk of heart disease and reduce the risk of certain cancers.

Walking also supports the environment by having no adverse effects on the environment, offering an alternative to car use - walking is sometimes ignored because public transport or cycling are more commonly encouraged, cutting down on traffic congestion and pollution, reducing road maintenance and car parking, if more people walked to work.

Cycling is not just beneficial for the individual, but has the potential to deliver benefits for wider society including, less congestion, fewer sick days, longer life expectancy, less wear and tear on the roads, less pollution and buoyant local economies. This range of benefits is reported in cities where bicycle use is high, such as Copenhagen. The Bicycle Account 2017, Copenhagen City of Cyclists, includes information to this end.

Who initiated or wrote the policy?

RSPPG E070 v3 has been written by Engineering Services, Traffic & Development Control Policy Branch, Department for Infrastructure.

Who owns and who implements the policy?

The policy is owned by the DfI Director of Engineering and implemented by DfI Network Services.

Background

Northern Ireland Road Safety Strategy to 2020

The Northern Ireland Road Safety Strategy to 2020 was published in 2011. This strategy established targets for reducing the number of people killed or seriously injured in road collisions. Two casualty reduction targets were specifically aimed at children and young people:

1. To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.
2. To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

To help meet the targets in the strategy a number of Action Measures were agreed. Some of these action measures can be implemented through developments in road safety at schools. These are:

- AM4 – Following the successful installation of pilot schemes at two primary schools and, subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. We will investigate options for more cost effective signing systems as an alternative to those used in pilots.”
- AM7 – We will continue to target traffic calming measures in those areas where vulnerable road users, such as children, are frequently crossing the road.”

A pre-consultation phase for the Northern Ireland Road Safety Strategy was carried out between March 2009 and February 2010. This involved engagement with 500+ stakeholders to identify key road safety issues and draft solutions.

An extensive public consultation was subsequently carried out in March 2010. This confirmed a general support for lower speed limits to help improve road safety.

At the time of issue of this policy and procedure guide consideration was being

given to what will succeed the Northern Ireland Road Safety Strategy to 2020.

Safer Routes to School Initiative - In October 2003 the Department for Regional Development Roads Service launched the Travelwise Northern Ireland initiative to promote sustainable means of transport as an alternative to the private car, i.e. walking, cycling, public transport and car sharing. This coincided with the aims and objectives of the Regional Transportation Strategy (2002-2012).

In 2005 the Safer Routes to School (SRS) initiative was developed by Travelwise as a sustainable transport initiative aimed at tackling issues surrounding the 'school run'. Participating schools received a range of education and awareness materials on sustainable travel issues and where appropriate, physical infrastructure improvements within the school grounds. In tandem with this, guidance for the installation of physical engineering measures such as enhanced signing and lining, footways or footpaths, lay-bys and refuge islands was issued.

The Department has made considerable investment in engineering measures to make the journey to and from school as safe as possible. These have included enhanced signing and road markings as well as other traffic calming measures such as central islands, set down areas and gateway features. Despite this, there remains widespread community and political perceptions that vehicle speeds remain too high outside schools and further measures should be considered.

Part-Time Speed Limits at Schools

In 2008 and 2009 part-time 20mph speed limits using electronic Variable Message Signs (VMS) to indicate the reduced speeds were introduced as trials at two rural and one urban school to investigate speed reducing measures appropriate for use at schools. The studies concluded that these signs were an effective system for speed reduction.

Before and after the implementation of each pilot, average vehicle speeds throughout the day and for both directions of travel were recorded. Marked speed reductions were noted at all schools during the operation of the enforceable 20mph speed limit. The full report is available here: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/20mph-part-time-speed-limits-report-on-pilot-projects-oct2018.pdf>

Installation and setup of the pilot part-time 20mph schemes were expensive and consequently a more cost effective arrangement of signs using a permanent 20mph roundel (diagram 670), flashing amber lights and a 'plated' message saying 'when lights flash' was trialled during the 2019/2020 school year.

The trial proved successful and in June 2020 the Department concluded that the new arrangement of fixed 20mph signs should be rolled out to other eligible schools based on need rather than where they are located. A scoring framework which calculates a score based on traffic speeds, traffic volumes, collision history and existing infrastructure will be used to select schools. This allows for a balance to be struck between schools on roads with higher speed limits (rural) against schools on roads where volumes are higher (urban). This framework is only intended to prioritise provision as the longer term aim is to treat all eligible schools in time.

The previous stipulation that schools need to be rural schools on roads where the National Speed Limits applies was removed and all schools can now be assessed and scored for part-time 20mph speed limits.

Full background information including costs and benefits is contained within the text of the policy and procedure guide, Road Safety at Schools - RSPPG E070v3.

The Draft Programme for Government Framework 2016-21 contains two indicators that the provision of improved infrastructure at schools could help meet, these are:

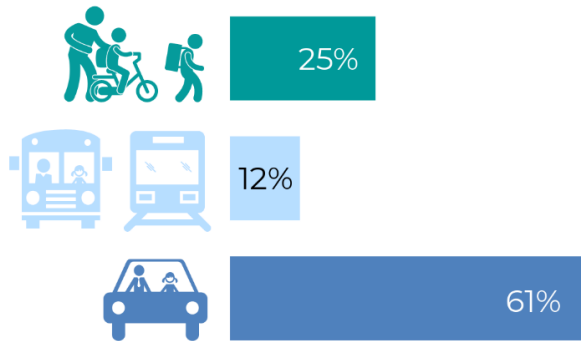
- 23. Improve transport connections for people, goods and services; and,
- 25. Increase the use of public transport and active travel

Any provision that encourages and help children and their parents to travel more actively has the potential to indirectly help meet the following indicators:

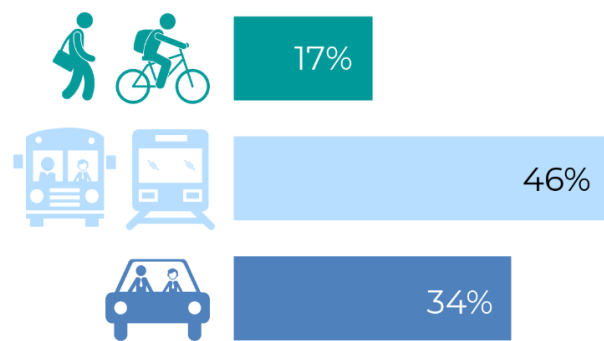
- Increase healthy life expectancy;
- Reduce preventable deaths;
- Improve mental health; and,
- 37. Improve air quality.

The Travel Survey for Northern Ireland Report 2016-2018 shows that for school travel walking and cycling is represented by 25% (4 – 11 year olds) and 17% (12 -18 year old). It is hoped that walking/cycling will be a more attractive option with the provision of school part time speed limits.

School travel: 4-11 year olds

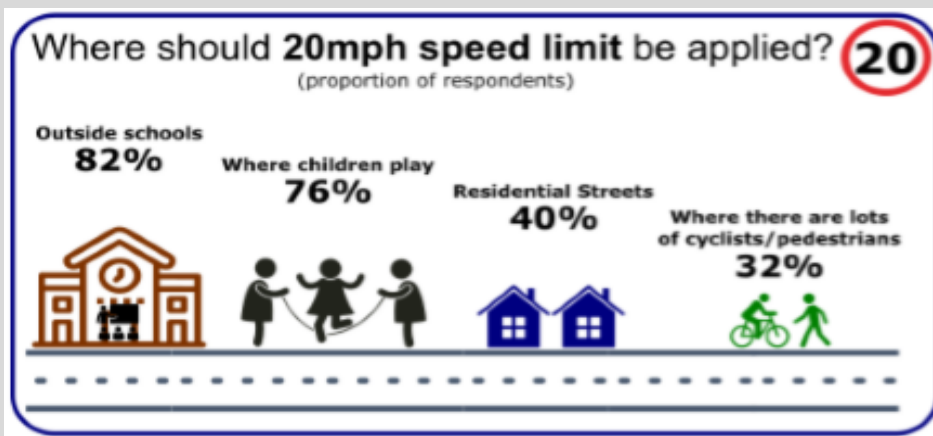


School travel: 12-18 year olds



The Continuous Household Survey (CHS) report, 'Road Safety Issues in Northern Ireland 2018/19', published on 20 February 2020, reports that:

- The majority of respondents (53%) thought that a 20mph speed limit should be more widely used; and
- Approximately four fifths (82%) of respondents thought a 20mph speed limit should be applied outside schools and three quarters (76%) thought it should be applied to an area where children play.



On its NIDirect entry, Northern Ireland Road Safety Partnership shows the correlation between child survival rates and vehicle speed. This research shows that the survival rate of a child hit by a vehicle at 20mph is nearly double the survival rate of being hit by a vehicle at 30mph, it asks that people be aware that:

- at 20 mph a child hit by a vehicle has a 90 per cent chance of survival;
- at 30 mph a child hit by a vehicle has a 50 per cent chance of survival; and
- at 40 mph a child hit by a vehicle has a 10 per cent chance of survival.

Proposal

To provide guidance to Traffic Management Engineers on the assessment and implementation of measures to increase driver awareness and achieve reductions in vehicle speeds outside and in the vicinity of schools. The guidance is aimed at all staff Department for Infrastructure staff involved in traffic management, road safety, sign provision and sign maintenance.

Part time speed reductions at schools may encourage and help children and parents to travel more actively to schools.

Once published the guidance will be available at: [Roads Policy and Procedure Guides](#)

Implementation factors

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision? **NO**

If yes, are they

financial

legislative

other, please specify _____

Main stakeholders affected

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

staff

service users

other public sector organisations

voluntary/community/trade unions

other, please specify (local business due to effect road closures will have on their business)

Local councils, General Public, Other Government Departments

Other policies with a bearing on this policy

• what are they?

The Northern Ireland's Executive's Draft Programme for Government.

The main Departmental strategies that contribute are:

- [Northern Ireland's Road Safety Strategy to 2020](#) (DOE);
- [RSPPG E063 Measures to Regulate Traffic](#) (DfI)
- [RSPPG E051 Setting Local Speed Limits in Northern Ireland](#) (DfI)
- [RSPPG S012 Road Humps and Traffic Calming](#) (DfI)
- [RSPPG E005 Controlled Crossings Assessment Procedures](#) (DfI); and
- [Regional Transportation Strategy 2002 - 2012](#) (DfI)

These have all been screened.

• who owns them?

As above.

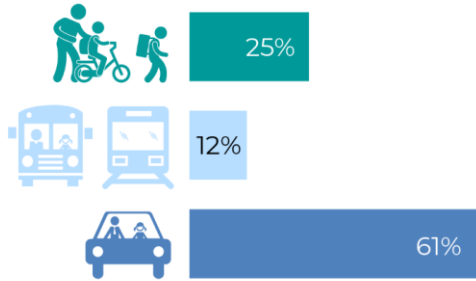
Available evidence

Evidence to help inform the screening process may take many forms. Public authorities should ensure that their screening decision is informed by relevant data.

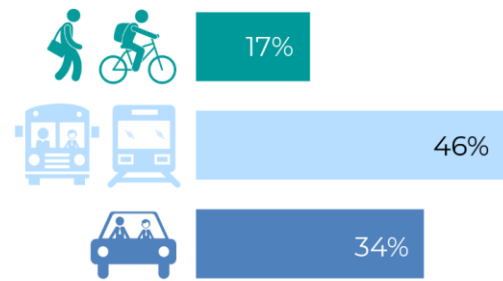
What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

Section 75 category	Details of evidence/information
Religious belief	<p>All evidence/information gathered to inform this policy is through the identification of vulnerable road users, existing road traffic hazards and any mitigating road safety engineering systems already in place.</p> <p>Each school is assessed using the School Assessment form contained at Appendix 1 of the policy which considers collision history, speed, volume of traffic, and local infrastructure in the area. .</p> <p>As part of the statutory procedure this screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees. Any issues specifically identified in relation to this Section 75 group will be considered.</p>
Political opinion	See religious belief.
Racial group	See religious belief.
Age	Key points from The Travel Survey for Northern Ireland Report 2016-2018 shows that 25% (4 – 11 year olds) and 17% (12 -18 year old) walk or cycle to school. It is hoped that walking/cycling will be a more attractive option with the provision of part time speed limits at schools.

School travel: 4-11 year olds



School travel: 12-18 year olds



Before and after the implementation of the pilot schemes, average vehicle speeds throughout the day and for both directions of travel were recorded. Marked speed reductions were noted at all schools during the operation of the enforceable 20mph speed limit. The full report is available here: [20mph Part-Time Speed Limits - Report on Pilot Projects](#)

The Continuous Household Survey (CHS) report, 'Road Safety Issues in Northern Ireland 2018/19', published on 20 February 2020, reports that:

- the majority of respondents (53%) thought that a 20mph speed limit should be more widely used;
- approximately four fifths (82%) of respondents thought a 20mph speed limit should be applied outside schools; and
- three quarters (76%) thought it should be applied to an area where children play.

As the policy is specific to road safety at schools it is expected that there will be a positive impact on children who will benefit from the safer environment of slower passing traffic.

Marital status	See religious belief.
Sexual orientation	See religious belief.
Men and women generally	See religious belief.
Disability	It is expected that people with disabilities in the vicinity of the school during start and finish time will benefit from the safer

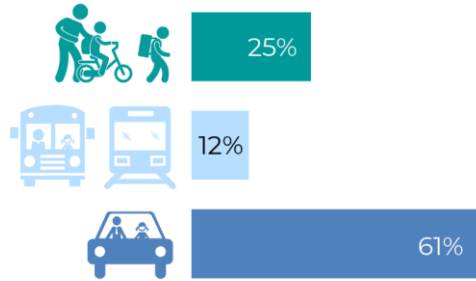
	environment of slower passing traffic.
Dependants	Dependants brought to school by Parents/Carers will benefit from the safer environment of slower passing traffic with the introduction of the speed limit signs.

Needs, experiences and priorities

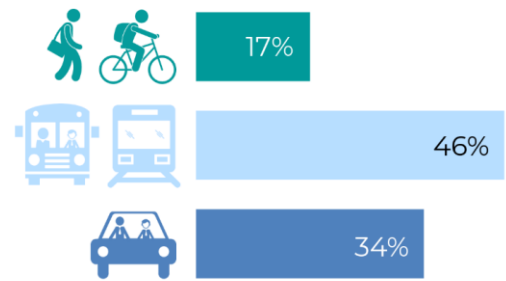
Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision? Specify details for each of the Section 75 categories

Section 75 category	Details of needs/experiences/priorities
Religious belief	There are no specific needs identified for this group. Any issues identified through the Department's quarterly consultation exercise with Section 75 consultees will be considered.
Political opinion	See religious belief.
Racial group	See religious belief.
Age	Key points from The Travel Survey for Northern Ireland Report 2016-2018 shows that 25% (4 – 11 year olds) and 17% (12 -18 year old) walk or cycle to school. It is hoped that walking/cycling will be a more attractive option with the provision of part time speed limits at schools.

School travel: 4-11 year olds



School travel: 12-18 year olds



Before and after the implementation of the pilot schemes, average vehicle speeds throughout the day and for both directions of travel were recorded. Marked speed reductions were noted at all schools during the operation of the enforceable 20mph speed limit. The full report is available here: [20mph Part-Time Speed Limits - Report on Pilot Projects](#)

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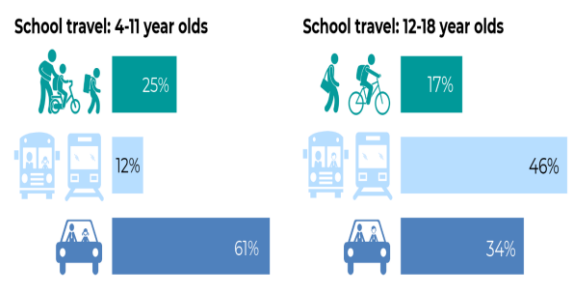
- The majority of respondents (53%) thought that a 20mph speed limit should be more widely used;
- Approximately four fifths (82%) of respondents thought a 20mph speed limit should be applied outside schools; and
- three quarters (76%) thought it should be applied to an area where children play.

Students should experience a greater feeling of safety due to the lower speed of passing traffic.

Marital status	See religious belief.
Sexual orientation	See religious belief.
Men and women generally	See religious belief.
Disability	Before and after the implementation of the pilot schemes, average vehicle speeds throughout the day and for both directions of travel were recorded. Marked speed reductions

	<p>were noted at all schools during the operation of the enforceable 20mph speed limit. The full reports are available here: 20mph Part-Time Speed Limits - Report on Pilot Projects</p> <p>Students should experience a greater feeling of safety due to the lower speed of passing traffic.</p>
Dependants	<p>Before and after the implementation of the pilot schemes, average vehicle speeds throughout the day and for both directions of travel were recorded. Marked speed reductions were noted at all schools during the operation of the enforceable 20mph speed limit. The full reports are available here: 20mph Part-Time Speed Limits - Report on Pilot Projects</p> <p>Students should experience a greater feeling of safety due to the lower speed of passing traffic.</p>

Part 2. 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? minor/major/none		
Section 75 category	Details of policy impact	Level of impact? minor/major/none
Religious belief	There will be no impact on equality of opportunity for this Section 75 Group. People near the school should experience a greater feeling of safety due to the lower speed of passing traffic.	None
Political opinion	As above.	None
Racial group	As above.	None
Age	<p>Key points from The Travel Survey for Northern Ireland Report 2016-2018 shows that 25% (4 – 11 year olds) and 17% (12 -18 year old) walk or cycle to school. It is hoped that walking/cycling will be a more attractive option with the provision of more school part time speed limits.</p>  <p>Students should experience a greater feeling of safety and easier access to</p>	Minor positive

	<p>schools due to the lower speed of passing traffic.</p> <p>The Continuous Household Survey (CHS) report, 'Road Safety Issues in Northern Ireland 2018/19', published on 20 February 2020, reports that:</p> <ul style="list-style-type: none"> • The majority of respondents (53%) thought that a 20mph speed limit should be more widely used; • Approximately four fifths (82%) of respondents thought a 20mph speed limit should be applied outside schools; and • three quarters (76%) thought it should be applied to an area where children play 	
Marital status	As for religious belief.	None
Sexual orientation	As for religious belief.	None
Men and women generally	As for religious belief.	None
Disability	People with disabilities should experience a greater feeling of safety and easier access to schools due to the lower speed of passing traffic.	Minor positive
Dependants	Parents/guardians bringing children to and from school as well as those accompanied by other dependants should experience a greater feeling of safety and easier access to schools due to the lower speed of passing traffic.	Minor positive

2 Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?		
Section 75 category	If Yes , provide details	If No , provide reasons
Religious belief		The policy aims to increase driver awareness and achieve reductions in vehicle speeds outside and in the vicinity of schools. It is not intended as a means to promote equality of opportunity for this Section 75 group.
Political opinion		See religious belief
Racial group		See religious belief
Age		Students (age 4 – 18) should experience a greater feeling of safety and easier access to schools due to the lower speed of passing traffic.
Marital status		See religious belief
Sexual orientation		See religious belief
Men and women generally		See religious belief

Disability		Students, parents and teachers with disabilities should experience a greater feeling of safety and easier access to schools due to the lower speed of passing traffic.
Dependants		Parents / guardians bringing children to and from school as well as those also accompanied by other dependants should experience a greater feeling of safety and easier access to schools due to the lower speed of passing traffic.

3 To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group? minor/major/none		
Good relations category	Details of policy impact	Level of impact minor/major/none
Religious belief	None, the policy will not impact on good relations.	None
Political opinion	None, see religious belief.	None
Racial group	None, see religious belief.	None

4 Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?		
Good relations category	If Yes , provide details	If No , provide reasons
Religious belief		The policy will not impact on good relations.
Political opinion		See religious belief.
Racial group		See religious belief.

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*).

N/A

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

The needs of those with multiple identities have been considered during the screening exercise.

Part 3. Screening decision

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

This policy should have a positive effect on all those travelling (parents, students, and teachers) in the vicinity of schools either walking or cycling. This policy revision expands upon the Department's current approach to the provision of road safety at schools to further increase driver awareness and achieve reductions in vehicle speeds outside and in the vicinity of schools in line with the Departments commitments to Northern Ireland's Road Safety Strategy to 2020 <https://www.infrastructure-ni.gov.uk/publications/ni-road-safety-strategy-2020>.

The Strategy contains specific action measures aimed at providing part-time lower speed limits at schools and protecting vulnerable road users, action measures AM4 and AM7 refer as follows:

AM4 – Following the successful installation of pilot schemes at two primary schools and, subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. We will investigate options for more cost effective signing systems as an alternative to those used in pilots.

AM7 – We will continue to target traffic calming measures in those areas where vulnerable road users, such as children, are frequently crossing the road.

The policy will have a positive effect on all those who travel to schools where part-time speed limits apply, it will provide particular benefits to those people in the 'Age', 'Disability' and 'Dependents' categories.

The Department for Infrastructure (DfI) also has responsibility for the development of sustainable travel throughout Northern Ireland. This includes responsibility for active travel policy. It invests in developing better walking and cycling infrastructure. It is hoped that the implementation of this policy will encourage more active travel.

Within The Northern Ireland Roads Safety Strategy 2020 there are a number of Action Measures relating to the promotion of Active Travel including walking and cycling. The main purpose of these action measures are to give all people the freedom and confidence to undertake everyday journeys, to/from school & work and leisure journeys by walking, and where all road users can safely share space in the spirit of mutual respect.

Any interested party will have an opportunity to comment as part of the statutory procedure. The screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees. Any issues related to Section 75 groups raised at that time will be fully considered.

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.

N/A

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

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	Rating (1-3)
Effect on equality of opportunity and good relations	
Social need	
Effect on people’s daily lives	
Relevance to a public authority’s functions	

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:	Position/Job Title:	Date:
Michael Murray	SPTO	28/07/2020
Approved by:		
Stephen Hughes	PPTO	03/09/2020

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:	3 September 2020
Amendments requested?	Yes.
Date returned to Business Area:	10 September 2020
Date final version received:	11 September 2020
Date placed on S75 Screening Webpage:	14 September 2020