

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

DfI 2023/24 Budget – potential to cease funding the Travel Survey for Northern Ireland (Note: funding is to continue).

Is this an existing, revised or a new policy?

Existing annual survey

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

The Travel Survey for Northern Ireland (TSNI) is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Northern Ireland. Three TSNI reports are produced annually: the Headline report (key results), the In-depth report (detailed results) and the Technical report (survey methodology and questionnaire). The Travel Survey for Northern Ireland (TSNI) is the primary source of information on how people use different forms of transport to meet their travel needs as individuals or family groups. In addition, it provides data to monitor the Climate Action Plan, Road Safety Strategy and draft Programme for Government indicators.

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

The survey collects data from respondents on most Section 75 categories and the TSNI reports contain travel data specifically associated with age, gender

and disability. Monitoring data for the draft Programme for Government and equality monitoring have included analysis by religious belief and marital status in addition to these groups. The survey report provides personal travel behaviour information and may assist policy makers to identify and mitigate adverse impact on or benefit Section 75 groups.

Who initiated or wrote the policy?

The TSNI is carried out by NISRA on behalf of the Department for Infrastructure

Who owns and who implements the policy?

The publications and data analysis are produced by the Analysis, Statistics and Research Branch (ASRB) of the Department for Infrastructure

Background

The TSNI started in 1999 and is based on the National Travel Survey run by the Department for Transport. It is a unique source of data on trends in travel behaviour in Northern Ireland over time. The main survey in Northern Ireland has been running continuously since 1999. It is conducted over a calendar year (from January to December). The survey is primarily based on the National Travel Survey run by the DfT, but also contains many questions that have been developed with policy colleagues in DfI to gather information that is used to inform policy decisions.

Three years of data are normally combined to ensure the analysis carried out is robust. This ensures a wide range of analysis can be carried out. Where it is established that there is a large enough achieved sample, it is possible to report limited information for single years.

The TSNI is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Northern Ireland. The sample is therefore designed to provide a representative sample of households in Northern Ireland.

The sample for the Travel Survey consists of a systematic random sample of 1,920 addresses selected from the NISRA Address Register (NAR).

A total of 160 addresses are selected for interview each month for the Travel Survey. Each member of each household is asked to provide information on a range of questions and also about journeys made in a pre-selected seven-day period, known as the Travel Week.

The survey collects information using two methods: a Computer Aided Personal Interview (CAPI) which changed to a Computer Aided Telephone Interview (CATI) from April 2020, and a seven-day travel diary.

A copy of the questionnaire can be viewed on the [Travel Survey documents](#) webpage.

The TSNi is the only source of information on how, over the region as a whole, people use different forms of transport to meet their travel needs as individuals or family groups. It provides information to inform government policy, set objectives and to monitor performance in relation to transport and travel in Northern Ireland, for example in the draft Programme for Government.

Some of the key elements covered by the survey and reports are personal travel, how we travel, why we travel, walking, cycling, public transport, car travel (including driver licences, vehicle mileage), travel to work, shopping, urban-rural breakdowns.

It provides information on areas such as active travel, safe and sustainable travel, accessible transport and equality monitoring. Data from the TSNi has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNi reports. This includes the annual NI Transport Statistics publication (from 2013-14), NI Road Safety Strategy to 2020 Annual Statistical Report (from 2016) and the annual NI Environmental Statistics report. It informs policy development and monitoring for both Transport and Road Asset Management and Climate, Planning and Public Transport. Data from the survey is also used to monitor success in affecting modal shift under the Department's response to the Climate Action Plan, and is also used to monitor a number of KPIs in the Road Safety Strategy.

Private companies may use the data to look at travel trends, academics for research and other government Departments and Agencies to inform cross-cutting policy and strategy development.

The information that the TSNi provides is, and will continue to be, used heavily in the development of the Government's Climate Action Plan and the monitoring of its achievements.

TSNi reports are available at: [Travel Survey for Northern Ireland latest publications | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#)

Implementation factors

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

Financial – There is a risk that a decision may be taken not fund the current Travel Survey. This would have a detrimental effect on the ability for Government officials to develop and implement policy based on current travel behaviour and trends. As such, there is a risk that S75 groups may be impacted due to the lack of data available to develop new or amend existing policy.

Legislative - From a National Statistics perspective, the statistics and research function within ASRB provides National and Official Statistics that are (i) regulated by the Office for Statistics Regulation (OSR) and (ii) integral to the statistical infrastructure and evidence base for Northern Ireland.

The statistics have significant relevance to policy development/ decision making and ongoing monitoring of statutory equality. There is also a legislative requirement, under the Statistics and Registration Services Act (2007), for the UK Statistics Authority (of which the OSR is part) to promote and safeguard the production and publication of official statistics that serve the public good, where this includes informing the public about social and economic matters. Under the 2007 Act all statistics quoted publicly by Ministers or Senior Officials must be published in a way which is compliant with the Code of Practice for Statistics - not to do so for National Statistics would be to breach legislation.

Consequently, any reduction to the quality or comprehensiveness of National or Official Statistics is likely to be met with resistance from the UK Statistics Authority and formal letters from the Head of the Authority to the Minister / Permanent Secretary. The Travel Survey is scheduled for a compliance review by OSR in this financial year.

If the decision is made to stop undertaking the TSNi the Department would fail to meet its Equality statutory requirement to gather S75 data. The Department would not be meet its Equality Scheme commitments and also, given the Audit of Inequalities highlighted the lack of S75 data collection in DfI, this is concerning. Lastly, improving DfI S75 data collection to inform decisions is an action in the DfI draft Equality Action Plan that DfI are consulting on presently.

Main stakeholders affected

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

staff

service users

other public sector organisations

community

Other policies with a bearing on this policy

- what are they?

Data from the TSNi is used to inform decision making in the Department, to respond to a wide variety of ad-hoc requests and also contributes to monitoring the Road Safety Strategy and the Programme for Government indicators.

The TSNi will also inform the Regional Transport Strategy and the Government's Climate Action Plan as well as continue to measure KPIs in the Road Safety Strategy.

It contributes to the Department's Equality Scheme commitments.

- who owns them?

Government Departments

Available evidence

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

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

Religious belief evidence / information:

Religious belief information is gathered for equality monitoring purposes. While not included in reports, these data have been used for monitoring the draft Programme for Government (PfG) indicators as well as equality monitoring. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Political Opinion evidence / information:

Political opinion information is not gathered for equality monitoring purposes. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Racial Group evidence / information:

Racial group / ethnicity information is gathered for equality monitoring purposes only. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Age evidence / information:

Age information is gathered for equality monitoring purposes. It is also included in the reports, comparing travel behaviour and driving licence holding across age groups. These data have been used for monitoring the draft PfG indicators as well as equality monitoring. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Marital Status evidence / information:

Marital status information is gathered for equality monitoring purposes. While not included in reports, these data have been used for monitoring the draft PfG

indicators as well as equality monitoring. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Sexual Orientation evidence / information:

Sexual orientation information is gathered for equality monitoring purposes only. It has not been collected in recent years with the move to telephone interviewing, but this is due to be reviewed for next year's survey. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Men & Women generally evidence / information:

Gender information is gathered for equality monitoring purposes. It is also included in reports, comparing travel behaviour between groups. These data have been used for monitoring the draft PfG indicators as well as equality monitoring. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Disability evidence / information:

Disability information is gathered for equality monitoring purposes. It is also included in reports, used in presenting information on difficulty with travel associated with having a disability and to compare travel behaviour for those with a mobility difficulty and those who have no mobility difficulty. These data have been used for monitoring the draft PfG indicators as well as equality monitoring. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Dependants evidence / information:

Dependants information is gathered for equality monitoring purposes only. There is no data to suggest undertaking the TSNi will have a specific impact on this Section 75 grouping.

Needs, experiences and priorities

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

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

Religious belief

The TSNI is undertaken using a sample of households across Northern Ireland and does not directly impact on equality of opportunity for any Section 75 group. The Department has however committed to collecting this information and as such could be considered a priority. In undertaking this survey there is a need to collate information on S75 groups.

The TSNI reports travel data and behaviour in relation to the S75 groups Age, Gender and disability.

The Department is also currently consulting on an option to increase S75 data collection over and above what is collected as part of the TSNI.

Political Opinion

As above

Racial Group

As above

Age

As above

Marital status

As above

Sexual orientation

As above

Men and Women Generally

As above

Disability

As above and the needs of this group are explored via questions in relation to accessing modes of transport.

Dependants

As above

Part 2. Screening questions

Introduction

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

If the public authority's conclusion is **none** in respect of all of the Section 75 equality of opportunity and/or good relations categories, then the public authority may decide to screen the policy out. If a policy is 'screened out' as having no relevance to equality of opportunity or good relations, a public authority should give details of the reasons for the decision taken.

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

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

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

In favour of a 'major' impact

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

concerns amongst affected individuals and representative groups, for example in respect of multiple identities;

- e) The policy is likely to be challenged by way of judicial review;
- f) The policy is significant in terms of expenditure.

In favour of 'minor' impact

- a) The policy is not unlawfully discriminatory and any residual potential impacts on people are judged to be negligible;
- b) The policy, or certain proposals within it, are potentially unlawfully discriminatory, but this possibility can readily and easily be eliminated by making appropriate changes to the policy or by adopting appropriate mitigating measures;
- c) Any asymmetrical equality impacts caused by the policy are intentional because they are specifically designed to promote equality of opportunity for particular groups of disadvantaged people;
- d) By amending the policy there are better opportunities to better promote equality of opportunity and/or good relations.

In favour of none

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

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

Screening questions

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

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

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

The Department has no information to suggest that this group would be disproportionately adversely or differently affected by the undertaking of the TSNI. The aim of the TSNI is provide a comprehensive picture of personal travel behaviour by people living in private households in Northern Ireland to inform wider policy development.

However, if a decision was taken to cease the undertaking of the TSNI, it has potential to impact on that equality of opportunity for all Section 75 equality categories. The Audit of Inequalities highlighted that the Department does not have enough full section 75 data, so requires more data collection (not less). The draft Equality Action Plan consultation therefore includes an action for this agreed by the Departmental Board.

To discontinue this data collection fails to meet our statutory equality commitments as set out in our Equality Scheme, i.e. to monitor and gather data on section 75 to inform all our decisions/policy making. The TSNI currently provides some of this evidence.

What is the level of impact? Major

Details of the likely policy impacts on **Political Opinion**: As for Religious belief

What is the level of impact? Major

Details of the likely policy impacts on **Racial Group**: As for Religious belief
What is the level of impact? Major

Details of the likely policy impacts on **Age**: As for Religious belief
What is the level of impact? Major

Details of the likely policy impacts on **Marital Status**: As for Religious belief

What is the level of impact? **Major**

Details of the likely policy impacts on **Sexual Orientation**: As for Religious belief

What is the level of impact? **Major**

Details of the likely policy impacts on **Men and Women**: As for Religious belief

What is the level of impact? **Major**

Details of the likely policy impacts on **Disability**: As for Religious belief
What is the level of impact? **Major**

Details of the likely policy impacts on **Dependants**: As for Religious belief
What is the level of impact? **Major**

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

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

Religious Belief - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

Political Opinion - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

Racial Group - If Yes, provide details:

Yes - When English is not the first language of the respondent, there is a translation service available for the interview. The advance letter, informing respondents about the survey, is translated into 15+ languages.

Age - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

Marital Status - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

Sexual Orientation - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

Men and Women generally - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

Disability - If Yes, provide details:

Yes - There is a service to allow blind and deaf respondents to take part in the survey.

Dependants - If No, provide reasons:

No – there is no potential to further promote equality of opportunity for people within this category relating to the TSNI.

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**: Undertaking the TSNI will have no impact on good relations between people in this group.

What is the level of impact? None

Details of the likely policy impacts on **Political Opinion**: Undertaking the TSNI will have no impact on good relations between people in this group.

What is the level of impact? None

Details of the likely policy impacts on **Racial Group**: Undertaking the TSNI will have no impact on good relations between people in this group.
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 No, provide reasons:

No. Such is the nature of the undertaking and publishing of the TSNI, there are no opportunities to better promote good relations between different section 75 groups.

Political Opinion - If No, provide reasons:

No. Such is the nature of the undertaking and publishing of the TSNI, there are no opportunities to better promote good relations between different section 75 groups.

Racial Group - If No, provide reasons:

No. Such is the nature of the undertaking and publishing of the TSNI, there are no opportunities to better promote good relations between different section 75 groups.

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).

No, not directly but the data does inform wider policy development. While the data sought for the TSNI does not include all Section 75 groups it has the future potential to do so. The survey also reflects multiple identities. A decision not to continue with the survey would reduce the Department's ability, and available evidence, to gain insight into the needs of our society when making decisions.

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

The TSNI collects data on most S75 groups and has potential to collect on all. The TSNI reports travel data and behaviour in relation to S75 groups [Age, Gender and disability] which has potential to impact on policy affecting multiple identities.

Part 3. Screening decision

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

The decision to continue to fund the TSNI has been made and therefore no EQIA is required.

The TSNI is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Northern Ireland therefore providing a representative sample of households.

The TSNI provides information to inform government policy, set objectives and to monitor performance in relation to transport and travel in Northern Ireland, for example in the draft Programme for Government.

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.

N/A

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

Any decision to cease the undertaking of the TSNI will not directly have adverse impacts for any Section 75 groups.

However, if a decision is taken to cease funding to continue to undertake the TSNI, an equality impact assessment will need to be undertaken due the likely significant impact this could have on S75 groups, future transport related policy development and monitoring and the Department's Equality commitments.

The TSNI collects data on personal travel behaviour by people living in private households in Northern Ireland to inform policy development and monitoring. It is one of the key sources of data that is referred to for policy development in the Department and used to inform and monitor key Departmental indicators and commitments.

The information in resulting TSNi report informs the NI Transport Model, NI Road Safety Strategy to 2020 and the annual NI Environmental Statistics report. It informs policy development and monitoring for both Transport and Road Asset Management and Climate, Planning and Public Transport. It is required to meet the Department's Equality statutory S75 requirements The Audit of Inequalities highlighted the lack of S75 data collection in DfI, and is therefore included as an action in draft Equality Action.

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.

No.

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 3**

Social need **Rating 1**

Effect on people’s daily lives **Rating 2**

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

Yes – The TSNI is conducted by NISRA. The survey field work was paused in mid-April. An initial assessment is that a delay of four weeks or less would not impact significantly on the data and therefore the survey quality but any delays beyond that would potentially compromise the data quality.

Due to the seasonal effects of the survey, i.e. more active travel in spring/summer, different reasons for travelling etc, a pause for longer than 4 weeks is likely to have significant impact on the survey results. The survey has already been severely impacted in recent years due to the impact of Covid-19, and further changes to survey methodology which would have to be considered if there was an extended pause in fieldwork may make the 2023 survey year difficult to assess and compromise trend analysis.

To defer any decision on funding until the end of this quarter or beyond, and pausing fieldwork for this amount of time would effectively mean writing off the survey for 2023 and any fieldwork that has been completed in the first few months of 2023 would be lost.

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: [Attracta Tremers](#)

Position/Job Title: [DP](#)

Date: [21st April 2023](#)

Approved by: [Jackie Robinson](#)

Position/Job Title: [Grade 5 \(Director of Public Transport Policy\)](#)

Date: [21st April 2023](#)

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: 2 May 2023

Amendments Requested: Yes

Date Returned to Business Area: 20 April 2023

Date Final Version Received / Confirmed: 21 June 2023

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