

## 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

<b>Name of the policy</b> Draft Belfast Bicycle Network
<b>Is this an existing, revised or a new policy?</b> New
<b>What is it trying to achieve? (intended aims/outcomes)</b> To improve cycle accessibility throughout Belfast City Council area with facilities for local communities and commuters to encourage more journeys by bicycle. The purpose in drafting a Bicycle Network for Belfast is to guide the development and operation of the bicycle infrastructure in the city for the next ten years.
<b>Are there any Section 75 categories which might be expected to benefit from the intended policy?</b>  <b>If so, explain how.</b> Cycling is not just beneficial for the individual, but has the potential to deliver benefits for wider society including less congestion, longer life expectancy, and less pollution. These range of benefits are reported in cities where bicycle usage is high such as Copenhagen. The Copenhagen Bicycle Account (2014) includes information to this end. This policy will have the potential to have a positive impact on all including all Section 75 categories. It is designed to have a positive impact on the NI population as a whole and provide greater accessibility to Belfast for those from all community backgrounds.
<b>Who initiated or wrote the policy?</b> DfI Cycling Unit
<b>Who owns and who implements the policy?</b>

## **Background**

The proposal to draw up this network follows on from the 'Northern Ireland Changing Gear: a Bicycle Strategy for Northern Ireland' which was published on 25th August 2015<sup>1</sup>. This Strategy set out the vision of 'a community where people have the freedom and confidence to travel by bicycle for everyday journeys'.

The Belfast Metropolitan Transport Plan (BMTP), published in 2004, proposed wide-ranging initiatives to improve facilities for people walking and cycling so that these modes could become a more significant element of overall travel in the Belfast metropolitan area where around 45% of journeys are less than two miles in length.

The BMTP proposed the development of a preferred bicycle network to deliver continuous cycle routes between key locations. It proposed different provision dependent upon specific local circumstances, for example, on heavily trafficked roads, the expectation was that provision for bicycle routes would include fully segregated facilities.

Elements of these proposals were incorporated in the 'Belfast on the Move' project which was implemented in 2011. Its focus was on improved public transport services, better facilities for walking and cycling and a reduction in the dominance of travel by private car.

More recently, the desire to promote an increased mode shift to public transport, walking and cycling was set out in the 2012 revised Regional Transportation Strategy – 'Ensuring a Sustainable Transport Future: a New Approach to Regional Transportation'. This approach underlined the fact that good quality, affordable public transport, together with a safe and secure pedestrian and cycling environment could deliver health and social benefits and were important factors to social inclusion. It also highlighted the point that to make public transport, walking and cycling attractive options, infrastructure needed to be safe, clean, well maintained and well lit. It proposed that walking and cycling should be a viable alternative for many short to medium journeys.

On 26th May 2016, the Executive agreed the draft Programme for Government Framework 2016 – 21. Relevant Indicators within the Framework include:

- Increase the use of public transport and active travel
- Increase environmental sustainability

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<sup>1</sup> <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/a-bicycle-strategy-for-northern-ireland.pdf>

- Improve our attractiveness as a destination
- Increase shared space
- Improve air quality
- Increase quality of life for people with disabilities.

Northern Ireland has the lowest levels of walking and cycling in Europe. One of the reasons given for reluctance to cycle is concern about safety and this is documented in a recent study on 'Barriers to Cycling' by the Cycling Embassy of Great Britain.

The recently published Belfast Bike Life confirmed the same message with only 29% of people rating cycling safety in Belfast as 'good' or 'very good'. This report also indicated that over 90% of people would be helped to cycle more by increasing the number of cycle-free traffic routes or routes protected from motorised traffic. The report states "Protected bike lanes are the kinds of routes most people want to help them start cycling or to cycle more – 93% of people who do not ride a bike but would like to, and 86% of occasional bike riders say this".

This Network aims to benefit all citizens and communities and will include adequate widths and measures to ensure that all abilities can access the cycling routes.

It is intended that the network is designed using the London Cycling Design Standards which employs inclusive design to have due regard to the Equality Act (2010). Cycles are often used as mobility aids or in conjunction with other mobility aids and this network will include the necessity to accommodate non-standard cycles, including those using hand-cranked machines.

### **Implementation factors**

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

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

**Other policies with a bearing on this policy**

• what are they?

Cycling Strategy 2000, Regional Development Strategy 2001 – 25, Belfast Metropolitan Plan 2015, 2012 revised Regional Transportation Strategy – ‘Ensuring a Sustainable Transport Future: a New Approach to Regional Transportation’, draft Programme for Government Framework 2016 – 21

• who owns them?

Former Department for Regional Development, The Executive Office

## 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.

<b>Section 75 category</b>	<b>Details of evidence/ information</b>
Religious belief	<p>There is no evidence to suggest a higher or lower number of cyclists among this Section 75 group will avail of cycling facilities.</p> <p>Section 75 bodies will be contacted as part of the statutory procedure as the screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees.</p>
Political opinion	See above.
Racial group	See above.
Age	<p>According to the Travel Survey for Northern Ireland (2013-15), the majority (60%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.</p> <p>The Bike Life Report for Belfast 2015 found generally that the number of people cycling in the city decreased with age.</p> <p>The network intends to provide cycling infrastructure to give everyone the freedom and confidence to make more journeys by bicycle.</p>
Marital status	There is no evidence to suggest a higher or lower number of cyclists among this Section 75 group will avail of cycling facilities.

	<p>Section 75 bodies will be contacted as part of the statutory procedure as the screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees.</p>
Sexual orientation	<p>See above.</p>
Men and women generally	<p>According to the Travel Survey NI (2013-5), 20% of women as opposed to 31% of men have cycled in the last 12 months. Anecdotally, it is believed that less women use a bicycle as they don't feel confident on journeys where the cycling infrastructure is inadequate and they don't feel safe. The type of infrastructure proposed in this network aims to give everyone the freedom and confidence to make more journeys by bicycle.</p>
Disability	<p>As above, the network tends to provide cycling infrastructure to give everyone the freedom and confidence to make more journeys by bicycle, including those with disabilities. Cycle infrastructure will aim to cater for those who use specialist equipment such as handcranked machines as well as users of trailers, trailer-cycles, tandems and tricycles.</p> <p>Routes will be segregated where possible as preferred by those with mobility and /or visibility issues, who can feel threatened sharing space with cyclists.</p> <p>Informal consultation has already taken place with IMTAC to address any such issues, however, section 75 bodies will be contacted as part of the statutory procedure as the screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees.</p>
Dependants	<p>There is no evidence to suggest a higher or lower number of cyclists among this Section 75 group will avail of cycling facilities. Section 75 bodies will be contacted as part of the statutory procedure as the screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees.</p>

## 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

<b>Section 75 category</b>	<b>Details of needs/experiences/priorities</b>
Religious belief	No specific needs, experiences or priorities have been identified for this group.
Political opinion	No specific needs, experiences or priorities have been identified for this group.
Racial group	No specific needs, experiences or priorities have been identified for this group.
Age	The proposed attractive, segregated infrastructure in the network could give more confidence to parents to allow children to use the bicycle as a regular means of transport to and from school.
Marital status	No specific needs, experiences or priorities have been identified for this group.
Sexual orientation	No specific needs, experiences or priorities have been identified for this group.
Men and women generally	As more men than women cycle, more attractive segregated routes has the potential to lead to an increase in the number of women cycling for everyday journeys.
Disability	As the mainly segregated routes proposed intend to be of adequate width and safety to encourage those whose specialist equipment to make use of the proposed routes this has the



	<p>potential to encourage use by members of this Group.</p> <p>Informal consultation has also taken place with IMTAC to address issues of shared space, where those who have mobility and/or visual issues feel uncomfortable sharing space with cyclists. The network only proposes to use shared space where footfall is low.</p>
Dependants	No specific needs, experiences or priorities have been identified for this group.

## 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 differential impact on this group. The routes span into all areas providing equal access for all members of this category.	None
Political opinion	As above	None
Racial group	As above	None
Age	As above	None
Marital status	As above	None
Sexual orientation	As above	None
Men and women generally	As above	None
Disability	There will be a minor positive impact on this Section 75 group. Although there will be some areas of shared space, width will be adjusted at these points to minimise/mitigate the impact. As routes will be mainly segregated, this should mitigate the problem of conflict, thereby creating	Minor positive

	a more positive impact on this group.	
Dependants	As for Religious Belief above.	None

2 Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?		
Section 75 category	If <b>Yes</b> , provide details	If <b>No</b> , provide reasons
Religious belief		There is no opportunity to better promote equality of opportunity specifically for this group. The improvements to the infrastructure will provide a safer option to access the various facilities and schools / workplaces within communities. It has the potential to benefit all in the local community.
Political opinion		See above.
Racial group		See above.
Age		See above.
Marital status		See above.
Sexual orientation		See above.
Men and women		See above.

generally		
Disability		See above.
Dependants		See above.

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	There will be no impact on good relations for this group.	None.
Political opinion	There will be no impact on good relations for this group.	None.
Racial group	There will be no impact on good relations for this group.	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 <b>Yes</b> , provide details	If <b>No</b> , provide reasons
Religious	There will be no impact on good relations for this group.	No

belief		
Political opinion	There will be no impact on good relations for this group.	No
Racial group	There will be no impact on good relations for this group.	No

### 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.

N/A

### Part 3. Screening decision

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

The Network reaches into all communities, providing equal benefits to all. It is anticipated that two thirds of Belfast City Council residents will be 400m from the network, upon its completion.  
The ability to avail of the bicycle as a means of transport cuts across all Section 75 groups, especially those who may have a mobility or visual impairment. The Network has mitigated impact to this group by means of

segregation and wider shared spaces where segregation cannot be accommodated.

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.

As each scheme is developed along each proposed route, full consultation will also take place which will allow further screening for each Section 75 group particular to that area.

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

<b>Screened by:</b>	<b>Position/Job Title:</b>	<b>Date:</b>
Claire Mulvenna	SPTO	28/10/2016
<b>Approved by:</b>		

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:

<b>Date received:</b>	28/10/16
<b>Amendments requested?</b>	Yes - minor
<b>Date returned to Business Area:</b>	10/11/16
<b>Date final version received:</b>	27/4/17
<b>Date placed on S75 Screening Webpage:</b>	2/5/17