

Section 75 Policy Screening Form

Part 1: Policy Scoping

The first stage of the screening process involves scoping the policy or policy area. 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.

You 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 or policy area:

**Integrated Belfast Transport Hub
(Weavers Cross): Transition Arrangements 2018 - 2021**

Is this an existing, revised or a new policy/policy area?

Existing	Revised	New
		X

Brief Description

Translink, as the operating arm of the Northern Ireland Transport Holding Company (NITHCo), recognises its statutory duties under Section 75 to promote equality of opportunity and good relations through all its functions relating to Northern Ireland. This extends to capital projects including the development of the Belfast Transport Hub, where Translink operates as the lead partner alongside a number of public and private sector organisations, including the Department for Infrastructure (DfI) and Strategic Investment Board (SIB).

'Weavers Cross' will be situated on an eight hectare site combining a modern high capacity transport hub with mixed use development proposals. The £175 million Belfast Hub facility, due for completion in 2021, is one of the flagship projects in the NI Programme for Government.

The chosen site for the Hub falls within the Northern Ireland Transport Holding Company (NITHCo.) existing site boundary, a considerable portion of which currently remains to be developed. The proposals will involve moving the existing bus and train stations westwards to form an integrated terminus, fronted by a civic space and also including office space on two fronts. The proposed Hub will enhance connectivity to the city,

delivering operational flexibility and meeting expected passenger growth. The Hub is envisioned to be a modern, multi-modal, transport interchange that will deliver an excellent first impression of Belfast for visitors while serving local communities and supporting the local economy.

In line with best practice, Translink has endeavoured to ensure that Section 75 considerations are mainstreamed into the development of the project at successive stages of implementation. By way of example, at the design stage of the Hub, all private sector companies that tendered for the project were required to reflect on how Section 75 considerations had been integrated into their designs.

Subsequent to this competition, Arup and John McAslan + Partners were appointed by Translink as the lead architect and designer, together with Juno Planning as the planning consultant and Kennedy Fitzgerald Architects as local supporting architects.

In partnership, during 2016 these organisations then progressed options for The Hub, as outlined in the Stage Two Report (8/4/16). This outlined three preferred options for the Hub, and formed the basis for extensive public consultation that ended on December 2nd 2016.

During the phased introduction of the hub over the next 3-4 years, it is inevitable that there will be some level of disruption to both the travelling public and Translink staff. In order to further mainstream Section 75 into the fabric of the project, it has been decided to screen the proposals for transition arrangements, as outlined by Arup. These proposals are summarised in 10 maps showing the impact during the two primary stages of the project (see Appendix).

Stage 1 (Enabling Works) will involve the clearing of the site for the new terminus together with the development of the infrastructure for the hub and including groundwork and utilities. During this stage the impact on the travelling public is anticipated to be minimal as the existing bus and train stations will continue to operate as normal. However, there may be some impact on staff as some existing facilities may require relocation during construction on the new site. Furthermore, there will be some impact on surrounding thoroughfares as construction work continues but it is the intention to keep this disruption to a minimum, and to keep footpaths and roads open and accessible to pedestrians and road users.

Stage 2 (Construction Works) is set to proceed in five phases. In Phase 1 there will again be minimal disruption to the public as building work on the hub proceeds. There may be some impact on air quality as a result of these construction activities, and these will be closely monitored with measures put in place to minimise impact.

Phase 2 will involve continued but contained building works but also new work on the bus entrance to the new hub from the direction of the Westlink. This may involve closure of the existing busway for up to six months, during which time alternative routes will be used. This work will be scheduled for periods (e.g. summer) where disruption to the travelling public will be less intrusive. Buses will still arrive at the existing terminus but may require to follow different routes; additional halts will be added as necessary.

Phase 3 will involve considerable work on the new train station and platforms, and the existing line to Great Victoria Street Station will be closed for around four months at this time. It is intended to run substitute bus services from nearby train stations during this period, and a 'Sustainable Transport Construction Plan' has already been drafted to ensure that passengers are accommodated with minimum disruption to journey times.

Phase 4 represents a time where there is likely to be more noticeable change given that Durham Street must be closed as necessary construction work continues on the hub. Hence it is unavoidable the arterial route from Sandy Row northwards to Grosvenor Road will be severed at this time. As yet it is undecided as to whether parts of the new hub may be opened during this phase ('a soft opening') or whether existing facilities will continue to be used to the end of construction. Whatever is the case, a pedestrian corridor will be maintained between Sandy Row and Grosvenor Road throughout the duration of the project, and within the site itself and facility marshalls will be employed along with temporary signage to direct people within and through the area.

In Phase 5, it is envisaged that more of the new hub will become operational but access via Durham Street will still be restricted as work continues on the facilities and infrastructure. Nearby thoroughfares including Glengall Street and Grosvenor Road will be enhanced through the development of public realm schemes but will remain open throughout.

In Phase 6 it is intended that Durham Street will reopen fully, and the surrounding area will become fully accessible as the new hub is brought into operation.

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

The overall purpose of the Hub project is to create an accessible, safe, comfortable and attractive environment for customers, visitors and employees alike that is functional and practical to operate, cost-effective to maintain, commercially attractive, efficient and sustainable.

The primary aim of the transition arrangements will be:

to minimise disruption to passengers, staff and the local community while ensuring that building works can continue in a timely and cost effective manner.

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

YES	NO	N/A
X		

If YES, explain how.

In the longer term, the development of an integrated transport hub according to modern specifications and responsive to public consultation will benefit everyone. Short term inconvenience and disruption is unavoidable but should be kept to a minimum and within closely defined time periods,

Who initiated or wrote the policy?

Translink have brought forward and overseen the project, in partnership with DfI and SIB and also with input from Belfast City Council. In turn, through robust procurement procedures, successive stages of the project, from design to full implementation, have been outsourced to private sector companies, including Arup and John McAslan + Partners (as lead architect and designer), Juno Planning (planning consultant) and Kennedy Fitzgerald Architects (local supporting architects).

Who owns and who implements each element of the policy?

The hub is being developed as a multi-agency project under the Northern Ireland programme for Government, with DfI as the lead government department, SIB providing ongoing support and Translink taking primary responsibility for the delivery of the project. Arup have been given specific responsibility to ensure that transition arrangements are well managed and minimise impact on the travelling public, staff, and members of local communities.

Implementation factors

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

YES	NO	N/A
X		

If YES, are they

Financial: YES (If YES, please detail)

The project is estimated to cost in the region of £175 million by 2021. Any extensions to this budget will have consequences for the Programme for Government, now and in the future. The current hiatus in government and uncertainty over the future of the Assembly may impact on future capital investment. The project is co-financed by the European Community Trans-European Transport Network (TEN-T), which may be impacted by Brexit negotiations in the longer term.

Legislative: Y / N (If YES, please detail)

The Hub project is bound by a raft of planning regulations, along with all relevant anti-discrimination statutes including Section 75.

Other, please specify:

Not applicable

Main stakeholders affected

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

Staff:

Staff at the existing bus and rail stations, together with Translink employees generally, will inevitably be affected by work during construction of the new Hub. Ongoing engagement with staff and their representatives aims to ensure that any concerns can be addressed as they arise, and staff will be kept fully apprised of any changes, including individual special needs that must be taken into consideration.

Service users:

All those who are affected by the transition arrangements will be impacted on, and again ongoing consultations will endeavour to address concerns as the project rolls out.

Other public sector organisations:

The relevant partners (e.g. DfI, SIB, Belfast City Council)

Voluntary/community/trade unions:

Staff associations and trade unions; local community groups; Section 75 representative bodies

Other, please specify:

Private sector contractors involved in construction works, including Arup as project managers during the transition phase.

Other policies with a bearing on this policy

What are they and who owns them?

A wide array of policies, including the Programme for Government, linking to the Northern Ireland economy, as well as transport strategies for Belfast and Northern Ireland as a whole, are linked to the proposed Hub.

Transition arrangements will proceed mindful of all relevant statutes, including health and safety, and environmental impacts, while transport arrangements during this period will be coordinated through a 'Sustainable Transport Construction Plan'.

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
Disability Dependency Age Race	<p>Transition arrangements must take into account disruption to access to the stations, and in the area around the proposed hub, and must endeavour to minimise how the building works impact on people's lives generally.</p> <p>Those with mobility issues are most likely to be impacted adversely during the construction phase of the project, and especially when Durham Street is closed for a period of time.</p> <p>Signage will be critical during the transition phase to ensure that those moving through and within the area can continue to access services and facilities.</p>

Part 2: Screening Questions

Introduction

1. If the conclusion is **none** in respect of all of the Section 75 categories, then you may decide to screen the policy **out**. If a policy is 'screened out', you should give details of the reasons for the decision taken.
2. If the conclusion is **major** in respect of one or more of the Section 75 categories, then consideration should be given to subjecting the policy to an EQIA.
3. If the conclusion is **minor** in respect of one or more of the Section 75 categories, then consideration should still be given to proceeding with an EQIA, or to measures to mitigate the adverse impact; or an alternative policy.

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 hence it would be appropriate to conduct an EQIA;
- 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 among 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 earlier evidence, consider and comment on the likely impact on equality of opportunity / good relations for those affected by this policy, by applying the following screening questions and the 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 grounds? Minor/Major/None		
Section 75 Category	Details of Policy Impact	Level of Impact? Minor/Major/None
Religious belief	During the construction of the hub, it is inevitable that there will be some disruption to the local community as access within and through the area may be curtailed for periods of time. This impact is most likely to affect the Sandy Row area which falls within Blackstaff Ward and is predominantly protestant. There continues to be considerable community engagement with local communities, and increasingly in relation to transition arrangements to ensure that disruption is minimised. The overwhelming majority of local residents have shown positive engagement to date.	Minor (-ve)
Political opinion	During the construction of the hub, it is inevitable that there will be some disruption to the local community as access within and through the area may be curtailed for periods of time. This impact is most likely to affect the Sandy Row area which falls within Blackstaff Ward and is predominantly protestant. There continues to be considerable community engagement with local communities, and increasingly in relation to transition arrangements to ensure that disruption is minimised. The overwhelming majority of local residents have shown positive engagement to date.	Minor (-ve)
Racial / ethnic group	Construction of the new Hub and associated transition arrangements will take into account language accessibility, and where possible rely on universal signage. Alternative language formats will be considered during the design stage for all facilities, and marshalls employed at critical periods to avoid any confusion. 24 hour safety within the Hub and its environs for users will be given due regard at all times.	Minor (-ve)

Age	Older people are often those more likely to have mobility problems, and during the construction of the Hub these issues will be afforded due regard. will aspire to accommodate these concerns. Existing transport arrangements will aim to be disrupted as little as possible, and special measures will be considered if necessary to accommodate individual circumstances	Minor (-ve)
Marital status	Those who are married are statistically more likely to have dependants (see below).	None
Sexual orientation	LGB groups have prioritised safety in public spaces for the people that they represent. The construction phase will take public safety into account, for example with regard to lighting, security and monitoring.	Minor (-ve)
Men and women generally	The construction phase will take public safety into account, for example with regard to lighting, security and monitoring.	None
Disability	Those with a physical or mental disability, whether passengers or staff, are likely to experience particular difficulties in accessing transport facilities during the construction stages of the project. Construction works will proceed mindful of the needs of those with a disability, and appropriate staff training, along with marshalls at critical times, will aim to minimise any inconvenience.	Minor (-ve)
Dependants	Those with caring responsibilities for either young children, older people or those with a disability are likely to have particular needs accessing the stations during the transition period. Once more transition arrangements and appropriate staff training will ensure that particular needs are properly met.	Major (-ve)

2 Are there opportunities to better promote equality of opportunity for people within any of the Section 75 categories?		
Section 75 Category	If Yes, provide details	If No, provide reasons
Disability Dependency Age Race	Planning of both the Enabling and Main Works has already taken into consideration the particular needs of certain communities, and will attempt to minimise any inconvenience that may be caused during the transition period. A Sustainable Transport Plan will provide alternative arrangements as and when necessary, and movement through the area will be maintained by the inclusion of a pedestrian corridor running north to south.	

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	No issues at this time.	None
Political opinion	No issues at this time.	None
Racial group	No issues at this time.	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 Political Opinion	Ongoing engagement with the local community will aim to address any emerging issues should they arise.	
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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).

Where two or more identities coincide (e.g. age, disability, dependency) then accessing public transport can be especially problematic. Transition arrangements for the Hub should recognise these circumstances and consider reasonable steps to accommodate particular issues that occur.

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

Available research would suggest that older people, those with a disability, those with dependants and those from minority ethnic communities may experience particular issues in relation to accessing public transport generally.

Part 3: Screening Decision

In light of your answers to the previous questions, do you feel that the policy should: (please underline one):

1. Not be subject to an EQIA (with no mitigating measures required)
2. Not be subject to an EQIA (with mitigating measures /alternative policies)
3. Be subject to an EQIA but not at this time
4. Be subject to an EQIA

If 1. or 2. (i.e. not be subject to an EQIA), please provide details of the reasons why:

If 2. (i.e. not be subject to an EQIA), in what ways can identified adverse impacts attaching to the policy be mitigated or an alternative policy be introduced?

Translink remains confident that its significant investment in public consultation and engagement, together with professional experience of related projects, has ensured that issues relating to Section 75 have already been mainstreamed into the transition phase of the project, and that those tasked with bringing the project forward have a clear understanding of responsibilities under Section 75, and this extends to private sector contractors.

A number of mitigating measures have already been considered during the transition phase of the project in order to minimise disruption and inconvenience to staff and the public alike, and this work will continue to inform the project through to full implementation.

In light of these revisions, is there a need to re-screen the revised/alternative policy at a future date? NO

At this time, it is not anticipated that a further screening will be required. However, if the phases and stages of the construction programme change significantly then this decision will be reviewed.

If 3. or 4. (i.e. to conduct an EQIA), please provide details of the reasons:

Timetabling and Prioritising EQIA

If 3. or 4., is the policy affected by timetables established by other relevant public authorities?

If YES, please provide details:

Please answer the following questions to determine priority for timetabling the EQIA. 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 EQIA.

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 EQIA. This list of priorities will assist you in timetabling the EQIA. Details of your EQIA timetable should be included in the quarterly Section 75 report.

Proposed date for commencing EQIA:

Any further comments on the screening process and any subsequent actions?




Part 4: Monitoring

Effective monitoring will help identify any future adverse impacts arising from the policy which may lead you to conduct an EQIA, as well as help with future planning and policy development. You 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, then you should monitor more broadly than for adverse impact (See Benefits, P.9-10, paras 2.13 – 2.20 of the Monitoring Guidance).

Please detail proposed monitoring arrangements below:

Translink will continue to engage with a wide range of stakeholders representing diverse Section 75 interests. If, during the course of this engagement, significant matters arise then these will be dealt with appropriately. Routine monitoring of all community engagement will enable Translink to identify issues attaching to specific Section 75 grounds at an early stage, and to take appropriate remedial action if required.

Part 5: Approval and Authorisation

Screened by:	Signature	Position/Job Title	Date
Chris McClure 		Senior Programme Manager	11.19.17
Dr John M D Kremer		External Consultant	6.3.18
Approved by:			
		TRANSLink	31/8/18

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 your website as soon as possible following completion and made available on request.

Appendix One: Phasing of Enabling and Main Works