

Screening flowchart and template *(taken from Section 75 of the Northern Ireland Act 1998 – A Guide for public authorities April 2010 (Appendix 1)).*

Introduction

Part 1. Policy scoping – asks public authorities to provide details about the policy, procedure, practice and/or decision being screened and what available evidence you have gathered to help make an assessment of the likely impact on equality of opportunity and good relations.

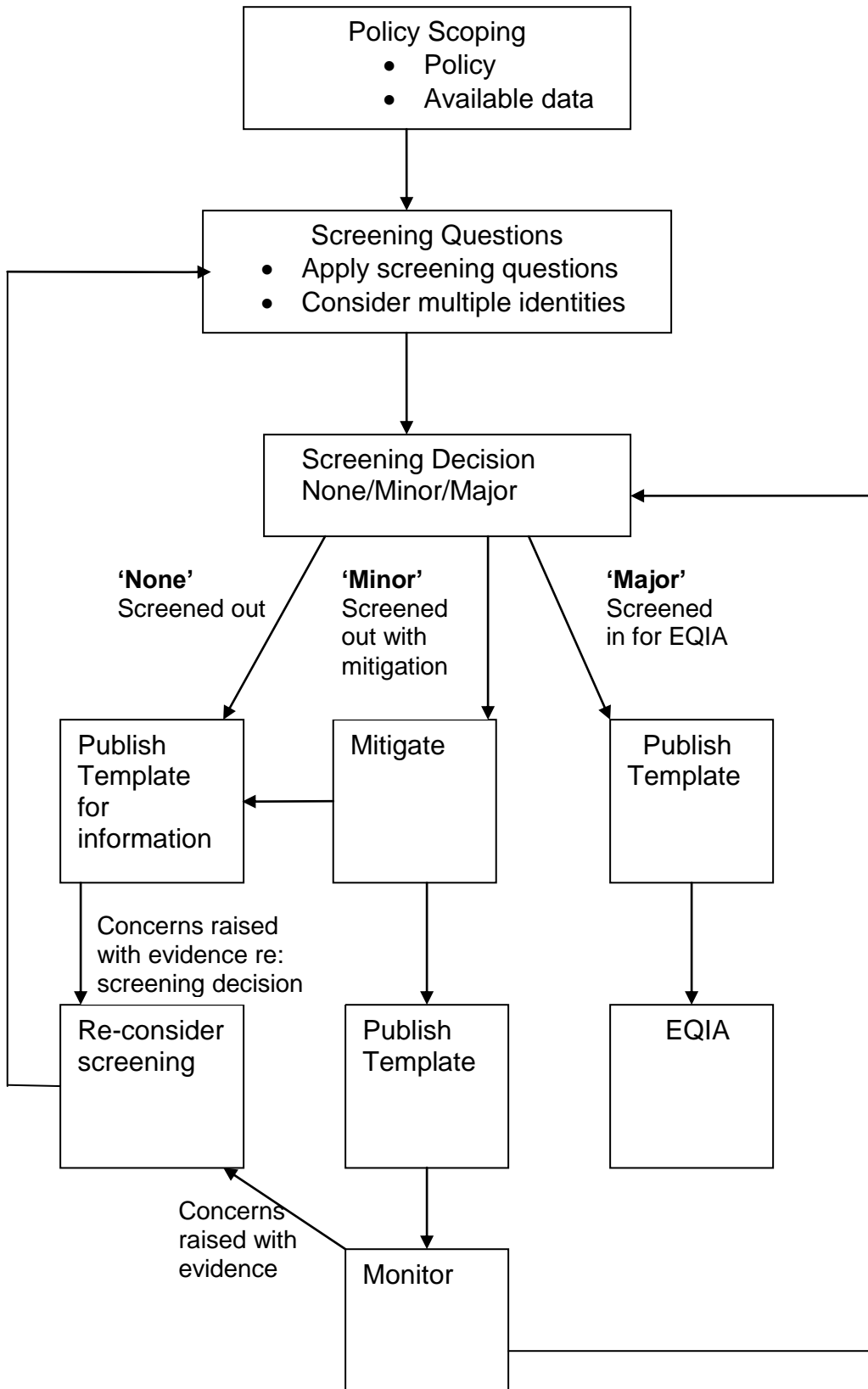
Part 2. Screening questions – asks about the extent of the likely impact of the policy on groups of people within each of the Section 75 categories. Details of the groups consulted and the level of assessment of the likely impact. This includes consideration of multiple identity and good relations issues.

Part 3. Screening decision – guides the public authority to reach a screening decision as to whether or not there is a need to carry out an equality impact assessment (EQIA), or to introduce measures to mitigate the likely impact, or the introduction of an alternative policy to better promote equality of opportunity and/or good relations.

Part 4. Monitoring – provides guidance to public authorities on monitoring for adverse impact and broader monitoring.

Part 5. Approval and authorisation – verifies the public authority's approval of a screening decision by a senior manager responsible for the policy.

A screening flowchart is provided overleaf.



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

Ulsterbus and Metro Fleet Replacement 2017 - 2022

Is this an existing, revised or a new policy?

New Policy.

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

Translink needs to buy 85 vehicles per year in order to meet targets for fleet replacement based on age profile.

Translink has developed a strategy for the replacement of the Ulsterbus and Metro Fleet from 2017 to 2022. It recommends a fleet replacement strategy of replacing vehicles as they reach the end of their useful lives. This strategy is being refined between Translink and DfI. A Bus Procurement Framework has been set up, that allows for the expedient purchase of buses if funding becomes available. This framework will last until 2022.

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

If so, explain how.

No Section 75 categories will benefit, other than general benefits of modern vehicles which are more reliable and provide an attractive alternative method of transport.

Who initiated or wrote the policy?

Translink

The project is identified in Translink's capital plan and is being considered by Department of Infrastructure for funding.

Who owns and who implements the policy?

Translink.

For the Ulsterbus and Metro Fleet Replacement programme, a Project Board has been established to help deliver the project and includes project stakeholders from Translink. The group regularly reviews project progress and collectively take decisions that impact positively upon the project's progress.

Implementation factors

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

If yes, are they

X financial Yes

X legislative Yes

other, please specify _____

Main stakeholders affected

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

X staff

X service users

other public sector organisations

voluntary/community/trade unions

other, please specify _____

Other policies with a bearing on this policy

- what are they?
- who owns them?

Translink's Bus Strategy 2015 to 2020.

Regional Development Strategy 2035 – Building a Better Future.

Ensuring a Sustainable Transport Future – A New Approach to Regional Transportation.

Belfast Metropolitan Transport Plan (BMTP).

Programme for Government Framework 2016 – 2021

Translink's Corporate Vision, Values and Objectives.

Translink's Sustainability Strategy

Northern Ireland Transport Policy Statement: Moving Forward

The Regional Strategic Transport Network Transport Plan

The Environment (Northern Ireland) Order 2002

Department for Infrastructure - Accessible Transport Strategy 2025

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	<i>Current geo ethnic sectarian divisions including census data.</i>
Political opinion	<i>Current geo ethnic divisions.</i>
Racial group	<i>NISMP Community profiles for Local Government Districts (2014). Recent attitudinal surveys via Life and Times Surveys.</i>
Age	<i>General use of DFI Smart Passes used by Ulsterbus/Metro customer base reflects the approximate number of passengers over 60.</i>
Marital status	<i>No evidence exists regarding this category within the context of the project.</i>
Sexual orientation	<i>No evidence exists regarding this category within the context of the project.</i>
Men and women generally	<i>NISRA Census data.</i>

Disability	<p><i>General use of the Smart Half Fare pass and Blind Pass giving free travel provides an indicative idea of what percentage of Ulsterbus/Metro passengers may have a registered disability.</i></p> <p><i>Translink Access Guide plus Disability Action Plan.</i></p> <p><i>Consultation via IMTAC (qualitative research) subsequent to appointment of supplier.</i></p> <p><i>NI Travel survey</i></p>
Dependants	<p><i>NISRA statistics.</i></p>

Overarching Equality Evidence

DFI's Ensuring a Sustainable Transport Future, states that:
 'The Regional Development Strategy 2035 is the Executive's overarching spatial planning strategy and includes Strategic Planning Guidance which promotes greater consideration of where people live and work,'

<https://www.infrastructure-ni.gov.uk/articles/new-approach-regional-transportation>

The accompanying Equality Impact Assessment that covers our Capital Plan is also attached and available via link below:

<https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/ensuring-a-sustainable-transport-future-a-new-approach-to-regional-transportation-equality-impact-assessment.pdf>

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	<i>No needs identified.</i>
Political opinion	<i>No needs identified.</i>
Racial group	<i>No needs identified.</i>
Age	<i>No needs identified.</i>
Marital status	<i>No needs identified.</i>
Sexual orientation	<i>No needs identified.</i>
Men and women generally	<i>No needs identified.</i>
Disability	<i>All new vehicles are compliant with Public Service Vehicle Accessibility Regulations (PSVAR)</i>
Dependants	<i>No needs identified.</i>

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? minor/major/none		
Section 75 category	Details of policy impact	Level of impact? minor/major/none
Religious belief	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	<i>None</i>
Political opinion	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	<i>None</i>
Racial group	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	<i>None</i>
Age	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	<i>None</i>
Marital status	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	<i>None</i>
Sexual	<i>No impact – current service provision continues, project focused on</i>	<i>None</i>

orientation	<i>providing enhanced passenger comfort and capacity on the network</i>	
Men and women generally	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	None
Disability	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network Any new vehicles will be fully accessible and in line with all legislative requirements such as PSVAR</i>	None
Dependants	<i>No impact – current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>	None

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		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>

Political opinion		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>
Racial group		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>
Age		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>
Marital status		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>
Sexual orientation		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>
Men and women		<i>Current service provision continues, project focused on providing</i>

generally		<i>enhanced passenger comfort and capacity on the network</i>
Disability		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>
Dependants		<i>Current service provision continues, project focused on providing enhanced passenger comfort and capacity on the network</i>

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	<i>No, there is no evidence to suggest category will be impacted upon by this project.</i>	<i>None</i>
Political opinion	<i>No, there is no evidence to suggest category will be impacted upon by this project.</i>	<i>None</i>
Racial group	<i>No, there is no evidence to suggest category will be impacted upon by this project.</i>	<i>None</i>

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		<i>No, there is no evidence to suggest category will be impacted upon by this project.</i>
Political opinion		<i>No, there is no evidence to suggest category will be impacted upon by this project.</i>
Racial group		<i>No, there is no evidence to suggest category will be impacted upon by this project.</i>

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).

There is no evidence to suggest that any person of multiple identities would derive any different impacts from this Programme than the general population.

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

There is no evidence to suggest that any person of multiple identities would be at a disadvantage from the implementation of this Programme.

Part 3. Screening decision

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

There is no negative impact identified for any for the S75 Groups.

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.

Mitigation is not required as no negative impact has been identified for any for the S75 Groups.

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

Not applicable.

All public authorities' equality schemes must state the authority's arrangements for assessing and consulting on the likely impact of policies adopted or proposed to be adopted by the authority on the promotion of equality of opportunity. The Commission recommends screening and equality impact assessment as the tools to be utilised for such assessments. Further advice on equality impact assessment may be found in a separate Commission publication: Practical Guidance on Equality Impact Assessment.

Mitigation

When the public authority concludes that the likely impact is 'minor' and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

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	Screened Out - NA
Social need	Screened Out - NA
Effect on people's daily lives	Screened Out - NA
Relevance to a public authority's functions	Screened Out - NA

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?

N/A

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
William McCullagh	Senior Programme Manager - Engineering	December 2017
Approved by:		
Brendan Harkin	Head of Projects & Planning	December 2017

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.