**Equality Screening Form**

**INTRODUCTION**

The information contained in this Equality Screening Form has been extracted from the Equality Commission for Northern Ireland’s Guide for Public Authorities (2010). Additional information about the 5 parts of the form and a flowchart to demonstrate the process of completion is detailed in [**Appendix 1**](#Appendix1) of the form.

This template document and further guidance can be found by clicking the following link - [www.equalityni.org/S75duties](https://www.equalityni.org/S75duties)

**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 Policy** | Introduction of 100 new zero emission double deck buses into the Belfast Metro network. | | | | | |
| **Is it existing, revised or a new policy?** | Existing |  | New |  | Revised |  |
| **If revised, please outline main updates:** |  | | | | | |
| **What is it trying to achieve?**  **(Intended aims/outcomes)** | In September 2020, Translink received a letter of offer for the procurement of 100 zero emission (ZE) double deck buses in line with a previously submitted economic appraisal (EA). Against this background a review was undertaken to determine the initial operating plan prior to the placement of the vehicle order with Wright Bus and hence the commitment of capital expenditure.  Deployment of the hydrogen (FCEV) and battery electric (BEV) bus fleet procured under the ZE project, is in line with Translink’s strategic objective to target a ZE fleet by 2040. Further with the Company’s ‘Fleet Strategy’ targeting all Belfast and Foyle Metro services to be operated by ZE vehicles by 2030. In keeping with this 100% of this first phase of ZE vehicles will be rolled out in the Belfast Metro network.  Characteristics of these sustainably fuelled vehicles, such as range, maintenance and refuelling have been duly considered. Within the Belfast Area a total of 100 vehicles will be deployed, comprising of 20 FCEV and 80 BEV. In total 23 FCEV (20 newly acquired plus the 3 original ‘Office of Low Emission’ funded pilot vehicles) will be solely allocated to the Antrim Road corridor in North Belfast which is currently operated by the Metro 1 service. With a further 80 BEV rolled out in Belfast, largely being allocated to East Belfast Metro routes namely the Holywood Road, Castlereagh Road and Cregagh Road. These services are currently operated by the Metro 3, 5 and 6 service respectively. Any surplus BEV will be utilised on running boards with suitably low mileage and will mean ultimately most of the Belfast Metro network will receive varying degrees of ZE vehicle allocation. Deployment of this nature requires vehicles to be stabled across three Belfast sites, Short Strand, Milewater Service Centre (MSC) and Newtownabbey.  All 100 of the ZE (FCEV and BEV) Wrightbus Streetdeck vehicles are fitted with a double door operation. Made up of the traditional double panel inner gliding entry door at the drivers cab and a second plug and slide exit door on the nearside midsection of the vehicle. The secondary middle exit door slides along the exterior of the vehicle when in operation. In terms of proportion this will equate to approximately 40% of your Belfast Metro vehicles having the double door arrangement, with the remaining diesel fleet continuing to operate with a single door configuration.  The aim is to provide better passenger flow, achieving simultaneous boarding and alighting through separate entry and exit doors. This in turn will contribute to benefits in reduced dwell time at halts and subsequently improved journey times of services.  It will also support concurring projects, such as the Future Ticketing Systems Project and the introduction of account-based ticketing.  Further it is recognised as a considerable management tool in compliance with social distancing guidance, linked to minimising the ongoing impact of the current health pandemic.  As well as an enhanced customer experience the introduction of the ZE fleet into Belfast will aim to contribute to a reduction in GHGs, improved air quality, whilst recognising a number of further health and economic benefits. | | | | | |
| **Are there any Section 75 categories which might be expected to benefit from the intended policy? If so, explain how.** | Given the wide-reaching environmental, health, socio-economic and service performance benefits that ZE vehicles are predicted to achieve, it is likely all groups could recognise benefits in varying degrees. However, there are opportunities to promote benefits specifically to those in the age, men and women generally, disability and dependents groups. | | | | | |
| **Who initiated or wrote the policy?** | Translink | | | | | |
| **Who owns and who implements the policy?** | Translink | | | | | |

**Implementation Factors**

|  |  |  |  |
| --- | --- | --- | --- |
| Yes |  | No |  |

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

If yes, are they: (Select all applicable)

|  |  |
| --- | --- |
|  | Financial |
|  | Legislative |
|  | Other – please specify: | Social and Community Benefits |

**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](#Onefour) (please list):

|  |
| --- |
| * Translink Access Policy * Translink Equality Scheme and Action Plan * Translink’s Bus Strategy 2015 to 2020 |

**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 | The statistics included in this section are derived from the Population Census of 2011.  **Belfast City** Of 280,138 usual residents, 41.9% belong to or were brought up in the ‘Catholic religion’; 34.12% belong to or were brought up in the 'Protestant and Other Christian (including Christian related)'. 1.52% were classified has ‘other religions’, with a further 13.27% in the category of ‘no religion’ and 9.19% preferred not to state their religious belief. |
| Political opinion | The statistics included in this section are derived from the Population Census of 2011.  **Belfast City**  Of 280,138 usual residents, 35.05% identified as ‘British only’; 31.08% identified as ‘Irish Only’ and 18.73% identified as ‘Northern Irish only’. Smaller percentages fall into remaining subsections identified as a mixture of the three categories already outlined or as an ‘other national identity’. |
| Racial group | The statistics included in this section are derived from the Population Census of 2011.  **Belfast City**  96.36% of the ‘usual residents’ are white in ethnicity. |
| Age | The statistics included in this section are derived from the ‘Results from the Travel Survey for Northern Ireland (TSNI) 2016-2018’. Below illustrate travel patterns by age and gender throughout Northern Ireland and is not specific to Belfast City.    In addition, according to the 2019-2020 Northern Ireland Transport Statistics; At 31 March 2020, 347,549 SmartPasses were held by eligible people in Northern Ireland. This is an increase of 2% from 31 March 2019 (342,109 SmartPasses) and an increase of 13% from 31 March 2015 (307,110 SmartPasses). Of the 347,549 SmartPasses held at 31 March 2020, 95% were held by older people. |
| Marital status | No evidence exists regarding this category within the context of the project. |
| Sexual orientation | No evidence exists regarding this category within the context of the project. |
| Men and women generally | The statistics included in this section are derived from the Population Census of 2011.  **Belfast City** Of 280,138 usual residents, 48.07% are male and 51.93% are female.  In addition, statics from the 2019-2020 Northern Ireland Transport Statistics: Metro – 22.7 million journeys  Glider – 7.7 million journeys  Ulsterbus – 37.9 million journeys  It is also worth noting gender and dependents issues are often closely related when considering built environment proposals. For example, women with children or carers and dependents. |
| Disability | The statistics and information contained within this section are derived from the 2019-2020 Northern Ireland Transport Statistics. |
| Dependants | The statistics included in this section are derived from the ‘Results from the Travel Survey for Northern Ireland (TSNI) 2016-2018’. Below illustrates bus travel by those under the of 18 and typical school journeys: |

**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 | With 40% conversion of the existing Belfast Metro fleet to ZE vehicles (100 or approx. 250 buses), it is not feasible to convert the entire network to ZE in this first phase. The fully converted routes have been identified through route modelling conducive to the operating capabilities of the vehicle in the first instance (namely route length and topography). This has resulted in full conversion of routes primarily in East and North Belfast. Comprising of areas which may have or are perceived to have a majority of residents with similar religious belief.  Therefore, it is important that this is balanced with comparable service provision across the City. Particularly in areas where differing religious identities are prevailing. |
| Political opinion | With 40% conversion of the existing Belfast Metro fleet to ZE vehicles (100 or approx. 250 buses), it is not feasible to convert the entire network to ZE in this first phase. The fully converted routes have been identified through route modelling conducive to the operating capabilities of the vehicle in the first instance (namely route length and topography). This has resulted in full conversion of routes primarily in East and North Belfast. Comprising of areas which may have or are perceived to have a majority of residents with similar political opinion.  Therefore, it is important that this is balanced with comparable service provision across the City. Particularly in areas where differing political opinions are prevailing. |
| Racial group | No needs/experiences/priorities identified specific to this category. |
| Age | At the extremities of the age groups denoted as passengers who travel at least once a year by bus, both the 0-15 and the 60-69 and 70+, we are aware of specific needs in terms of improved accessibility. Namely low floor and ramp facilities onboard.  The interior layout of the vehicles is also important in terms of meeting needs for priority seating and multi-use space that can accommodate prams and/or mobility aids. |
| Marital status | No needs/experiences/priorities identified specific to this category. |
| Sexual orientation | No needs/experiences/priorities identified specific to this category. |
| Men and women generally | In terms of the persons encompassed within the category of ‘men and women generally’ we believe relevant needs, experiences and priorities emanate around performance in terms of reliability and punctuality.  Therefore, this group is expected to benefit from improved journey times, recognised and supported by reduced dwell times at halts which double doors can offer.  In addition, women who are evidenced as proportionately more responsible for childcare, need safe and supported access to the vehicle. Pregnancy and maternity are important considerations and associated with age and disability. |
| Disability | Those encompassed within this category, primarily those with mobility issues, wheelchair users and the visually impaired but not exclusively, are recognised as having specific needs which should be prioritised in terms of a double door vehicle. Specifically, in relation to how the double door impacts upon accessibility; low floor, availability of ramps, location of wheelchair spaces and arrangement of seats/priority seating onboard. |
| Dependants | As also identified in the age category above, there is inference that women are evidenced as proportionally more responsible for childcare and thus dependants travelling. Therefore, accessibility on double door vehicles for persons travelling with prams and young children is an important consideration for specific needs. This will again largely be relating to a low floor and/or ramp facility and the seating configuration onboard. |

**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 the Guide: [Guide for Public Authorities April 2010](https://www.equalityni.org/ECNI/media/ECNI/Publications/Employers%20and%20Service%20Providers/S75GuideforPublicAuthoritiesApril2010.pdf)

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.

**Impact: Major / Minor / None**

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.

**In favour of ‘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. |

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 ‘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. |

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.

**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. |

**Screening Questions 1 - 4**

|  |  |  |
| --- | --- | --- |
| **Screening Question 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 | Regarding areas within the City having or being perceived to have a majority demographic of similar religious beliefs residing together. Residents availing of services on the fully converted ZE corridors, in mainly North and East Belfast, will benefit from the improved environmental, health and performance benefits of the new bus technology. Namely, reduced emissions and the associated health benefits. In addition to the performance enhancements expected due to the double door arrangement, by reduced dwell time at stops and increased journey times.  These benefits have already been recognised in the East and West of the City through the introduction of the Glider service in 2018. The South of the City will see incremental benefits with aims to utilise the additional BEV on these routes, albeit not 100% conversion during this introductory phase to ZE bus technology.  It should be noted that frequency and provision of service will not change because of the deployment of ZE buses on any part of the network. | Minor |
| Political opinion | Regarding areas within the City having or being perceived to have a majority demographic of similar political opinions residing together. Similarly, to religious belief, residents availing of services on the fully converted ZE corridors, in mainly North and East Belfast, will benefit from the improved environmental, health and performance benefits of the new bus technology. Namely, reduced emissions and the associated health benefits. In addition to the performance enhancements expected due to the double door arrangement, by reduced dwell time at stops and increased journey times.  These benefits have already been recognised in the East and West of the City through the introduction of the Glider service in 2018. The South of the City will see incremental benefits with aims to utilise the additional BEV on these routes, albeit not 100% conversion during this introductory phase to ZE bus technology.  It should be noted that frequency and provision of service will not change because of the deployment of ZE buses on any part of the network. | Minor |
| Racial group | No impact – current service provision continues, project focused on providing enhanced service performance and thus passenger satisfaction. | None |
| Age | For the youngest and oldest age groups travelling by bus, identified above with specific needs, boarding at the front door, and alighting through the middle door will still have low floor access and a manual ramp facility.  Equally the required number of priority seating will be available onboard, albeit the location of this seating is moved slightly. They will be slightly further from the front of the bus on the lower saloon, but this is mitigated by them being positioned closer to the middle door when alighting. These seats will all be on the level and not have a raised step. | None |
| Marital status | No impact – current service provision continues, project focused on providing enhanced service performance and thus passenger satisfaction. | None |
| Sexual orientation | No impact – current service provision continues, project focused on providing enhanced service performance and thus passenger satisfaction. | None |
| Men and women generally | Positive impact expected to benefit the overall service performance by facilitating simultaneously boarding and alighting thus reducing dwell time at halts and improving journey time. Also offers benefits in offering minimal contact, with improved passenger flow onboard the vehicle. This is beneficial in managing social distancing guidance during current health pandemic.  Likewise, for women specifically and the correlation with childcare, boarding at the front door and alighting through the middle door will still have low floor access and a manual ramp facility. | None |
| Disability | Minor changes to the current single door vehicle with the key differences outlined below:   |  |  |  | | --- | --- | --- | | **Change** | **New ZE Fleet** | **Existing Diesel Fleet** | | **No. of Doors** | Two doors - entry at the front door and exit at the middle door | One door - entry and exit remain at the front door | | **Passenger Flow** | Boarding (front door) and alighting (middle door) simultaneously | Unchanged, alighting first followed by boarding | | **Position of Wheelchair Space** | *Hydrogen Fuel Cell vehicle* – located on the lower saloon mid-way down the bus on the offside (adjacent to the middle door).  *Battery Electric vehicle –* located on the lower saloon, positioned on the nearside (in front of the middle door). | Remains unchanged | | **Position of Priority Seating** | Minimum of the x4 priority seats.  *Hydrogen Fuel Cell vehicle* – two situated at either side of the middle door on the nearside of the vehicle.  *Battery Electric vehicle* – ‘tip up’ style and two fixed priority seats located on the offside of the vehicle behind the stairwell.  All at floor level. | Remains unchanged | | **Kneeling facility** | Kneels the full length of the vehicle, reducing the step to kerb distance at both the front and middle door | Kneels at the front nearside, reducing the step to kerb distance on front door | | **Manual/Automatic Ramp** | Manual Ramp on the front and middle door | Manual Ramp on the front door | | **Ticketing Arrangement (specifically Account based Ticketing)** | Purchase or validate on entry (front door) and validate end of journey on exit (middle door) | Purchase/validate both start and end of journey via driver’s machine/validator positioned at the front door | | Minor |
| Dependants | Boarding at the front door and alighting through the middle door will still have low floor access and a manual ramp facility. | None |

|  |  |  |
| --- | --- | --- |
| **Screening Question** **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 | Yes.   * Routes which have been identified for full conversion to ZE have otherwise had no recent improvements, unlike those benefitting from Glider. * Same level of frequency and service provision maintained throughout the Belfast Metro network, no distinction due to the introduction of ZE fleet maintaining consistency across Belfast communities. * High numbers of BEV allow them to used not only on the dedicated ZE routes but used throughout the rest of the Belfast Metro network, where practicable considering vehicles characteristics (range etc.) * Full roll out to ZE fleet within Belfast planned for completion by 2030, part of the overall Fleet Strategy. * Environmental benefits extend to communities neighbouring the Depots stabling ZE vehicles, specifically Short Strand and Newtownabbey. |  |
| Political opinion | Yes.   * Please refer to religious belief above. |  |
| Racial group |  | No, there is no evidence to suggest category will be impacted this project. |
| Age | Yes.   * Kneeling facility that operates the full length of the vehicle, reducing gap between the vehicle and kerb at both the front and middle doors. * Manual ramps available at both front and middle doors. * Priority seating located closer to middle doors to aid alighting. |  |
| Marital status |  | No, there is no evidence to suggest category will be impacted this project. |
| Sexual orientation |  | No, there is no evidence to suggest category will be impacted this project. |
| Men and women generally | Yes.   * Environmental benefits with links to improved health. * Improved performance of service with reduced journey time, recognised by simultaneously boarding and alighting at halts. * Aids future proofing for upcoming account-based ticketing, by being able to validate your journey on entry and exit. * Improves passenger flow and offers a management tool in compliance with social distancing guidance, linked to minimising the ongoing impact of the current health pandemic. * The link between women specifically and childcare/prams (highlighted above) could benefit from full bus length kneeling facility and manual ramps on entry and exit doors. Also, an additional multifunctional space on the battery electric vehicle which could accommodate prams. * Fitment of an Acoustic Vehicle Alerting System (AVAS) will alert pedestrians to the vehicle approaching and departing but emitting a distinguishable sound at low speed. Further drawing attention to boarding and alighting. |  |
| Disability | Yes.   * Kneeling facility that operates the full length of the vehicle, reducing gap between the vehicle and kerb at both the front and middle doors. * Manual ramps available at both front and middle doors. * Priority seating located closer to middle doors to aid alighting. * Fitment of an Acoustic Vehicle Alerting System (AVAS) will alert pedestrians to the vehicle approaching and departing but emitting a distinguishable sound at low speed. Further drawing attention to boarding and alighting. |  |
| Dependants | Please refer to comments highlighted in the age category. |  |

|  |  |  |
| --- | --- | --- |
| **Screening Question** **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 | Regarding areas within the City having or being perceived to have a majority demographic of similar religious beliefs residing together. Residents availing of services on the fully converted ZE corridors, in mainly North and East Belfast, will benefit from the improved environmental, health and performance benefits of the new bus technology. Namely, reduced emissions and the associated health benefits. In addition to the performance enhancements expected due to the double door arrangement, by reduced dwell time at stops and increased journey times.  These benefits have already been recognised in the East and West of the City through the introduction of the Glider service in 2018. The South of the City will see incremental benefits with aims to utilise the additional BEV on these routes, albeit not 100% conversion during this introductory phase to ZE bus technology.  It should be noted that frequency and provision of service will not change because of the deployment of ZE buses on any part of the network. | Minor |
| Political opinion | Regarding areas within the City having or being perceived to have a majority demographic of similar political opinions residing together. Similarly, to religious belief, residents availing of services on the fully converted ZE corridors, in mainly North and East Belfast, will benefit from the improved environmental, health and performance benefits of the new bus technology. Namely, reduced emissions and the associated health benefits. In addition to the performance enhancements expected due to the double door arrangement, by reduced dwell time at stops and increased journey times.  These benefits have already been recognised in the East and West of the City through the introduction of the Glider service in 2018. The South of the City will see incremental benefits with aims to utilise the additional BEV on these routes, albeit not 100% conversion during this introductory phase to ZE bus technology.  It should be noted that frequency and provision of service will not change because of the deployment of ZE buses on any part of the network. | Minor |
| Racial group | No, there is no evidence to suggest category will be impacted upon by this project. | None |

|  |  |  |
| --- | --- | --- |
| **Screening Question 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 | Yes.   * Routes which have been identified for full conversion to ZE have otherwise had no recent improvements, unlike those benefitting from Glider. * Same level of frequency and service provision maintained throughout the Belfast Metro network, no distinction due to the introduction of ZE fleet maintaining consistency across Belfast communities. * High numbers of BEV allow them to used not only on the dedicated ZE routes but used throughout the rest of the Belfast Metro network, where practicable considering vehicles characteristics (range etc.) * Full roll out to ZE fleet within Belfast planned for completion by 2030, part of the overall Fleet Strategy. * Environmental benefits extend to communities neighbouring the Depots stabling ZE vehicles, specifically Short Strand and Newtownabbey. |  |
| Political opinion | Yes.   * Please refer to religious belief above. |  |
| Racial group |  | No, there is no evidence to suggest category will be impacted upon by this project. |

**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).

|  |
| --- |
| Specific needs and priorities could be highlighted for women with disabilities, recognising women as proportionately more responsible for childcare and the need for safe and supported access to the vehicle. Pregnancy and maternity are important considerations and associated with age and disability. |

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

|  |
| --- |
| The specific needs for persons encompassed in this multi-identity grouping have been considered and the following mitigations are relevant:   * Kneeling facility for the full length of the vehicle, meaning both front and middle door can be knelt to reduce the distance to the kerb. * Manual ramps will be available at both doors and driver assistance can be offered. * Priority seating is available and located near wheelchair area, multi-purpose space (battery electric vehicle) and the middle alighting door. * Hand poles and grab rails situated on the new middle alighting door. * Fitment of an Acoustic Vehicle Alerting System (AVAS) will alert pedestrians to the vehicle approaching and departing but emitting a distinguishable sound at low speed. Further drawing attention to boarding and alighting. |

**PART 3 - SCREENING DECISION**

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

|  |
| --- |
| Following completion of this screening document and aided by supporting consultation with IMTAC, a further equality impact assessment is not required at this stage. Suitable mitigations are outlined below. |

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**.

|  |
| --- |
| * Same level of frequency and service provision maintained throughout the Belfast Metro network, no distinction due to the introduction of ZE fleet. * Similar benefits have already been seen in areas of the City, namely East and West, with the previous introduction of Glider in 2018. * High numbers of BEV allow them to used not only on the dedicated ZE routes but used throughout the rest of the Belfast Metro network, where practicable considering vehicles characteristics (range etc.) * Full roll out to ZE fleet within Belfast planned for completion by 2030, part of the overall Fleet Strategy. * Kneeling facility for the full length of the vehicle, meaning both front and middle door can be knelt to reduce the distance to the kerb. * Manual ramps will be available at both doors and driver assistance can be offered. * Priority seating is available and located near wheelchair area, multi-purpose space (battery electric vehicle) and the middle alighting door. On ground level. * Hand poles and grab rails situated on the new middle alighting door. * Fitment of an Acoustic Vehicle Alerting System (AVAS) will alert pedestrians to the vehicle approaching and departing but emitting a distinguishable sound at low speed. Further drawing attention to boarding and alighting. |

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

|  |
| --- |
|  |

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.

|  |
| --- |
| As above. |

**Timetabling and Prioritising (N/A)**

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 | Choose an item. |
| Social need | Choose an item. |
| Effect on people’s daily lives | Choose an item. |
| Relevance to a public authority’s functions | Choose an item. |

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.

It is recommended that this screening is revisited and revised accordingly in advance of any new Belfast or Foyle Metro bus procurement.

**PART 5 - APPROVAL AND AUTHORISATION**

|  |  |  |  |
| --- | --- | --- | --- |
| **Policy Title:** | Introduction of 100 new zero emission double deck buses into the Belfast Metro network. | **Version No:** | **2** |
| **Print Name** | **Signature** | **Position/Job Title** | **Date** |
| **Screened By:** | | | |
| Sarah Simpson |  | Business Change Manager – Zero Emissions | 22/03/2021 |
| **Approved by:** | | | |
| David Curry |  | GM - Bus | 13/04/2021 |

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.

**APPENDIX 1**

|  |  |  |
| --- | --- | --- |
| **Part** | **Part Title** | **Description** |
| **1** | [**Policy Scoping**](#Part1) | 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 |
| **2** | [**Screening Questions**](#Part2) | 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. |
| **3** | [**Screening Decision**](#Part3) | 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 tointroducemeasures to mitigate the likely impact, or the introduction of an alternative policy to better promote equality of opportunity and/or good relations. |
| **4** | [**Monitoring**](#Part4) | Provides guidance to public authorities on monitoring for adverse impact and broader monitoring. |
| **5** | [**Approval and Authorisation**](#Part5) | Verifies the public authority’s approval of a screening decision by a senior manager responsible for the policy. |

Policy Scoping

* + Policy
  + Available data

Screening Questions

* Apply screening questions
* Consider multiple identities

Screening Decision None/Minor/Major

Mitigate

Publish Template

Re-consider screening

Publish Template for information

Publish Template

EQIA

Monitor

**‘None’**

Screened out

**‘Major’**

Screened in for EQIA

**‘Minor’**

Screened out with mitigation

Concerns raised with evidence

Concerns raised with evidence re: screening decision