

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.

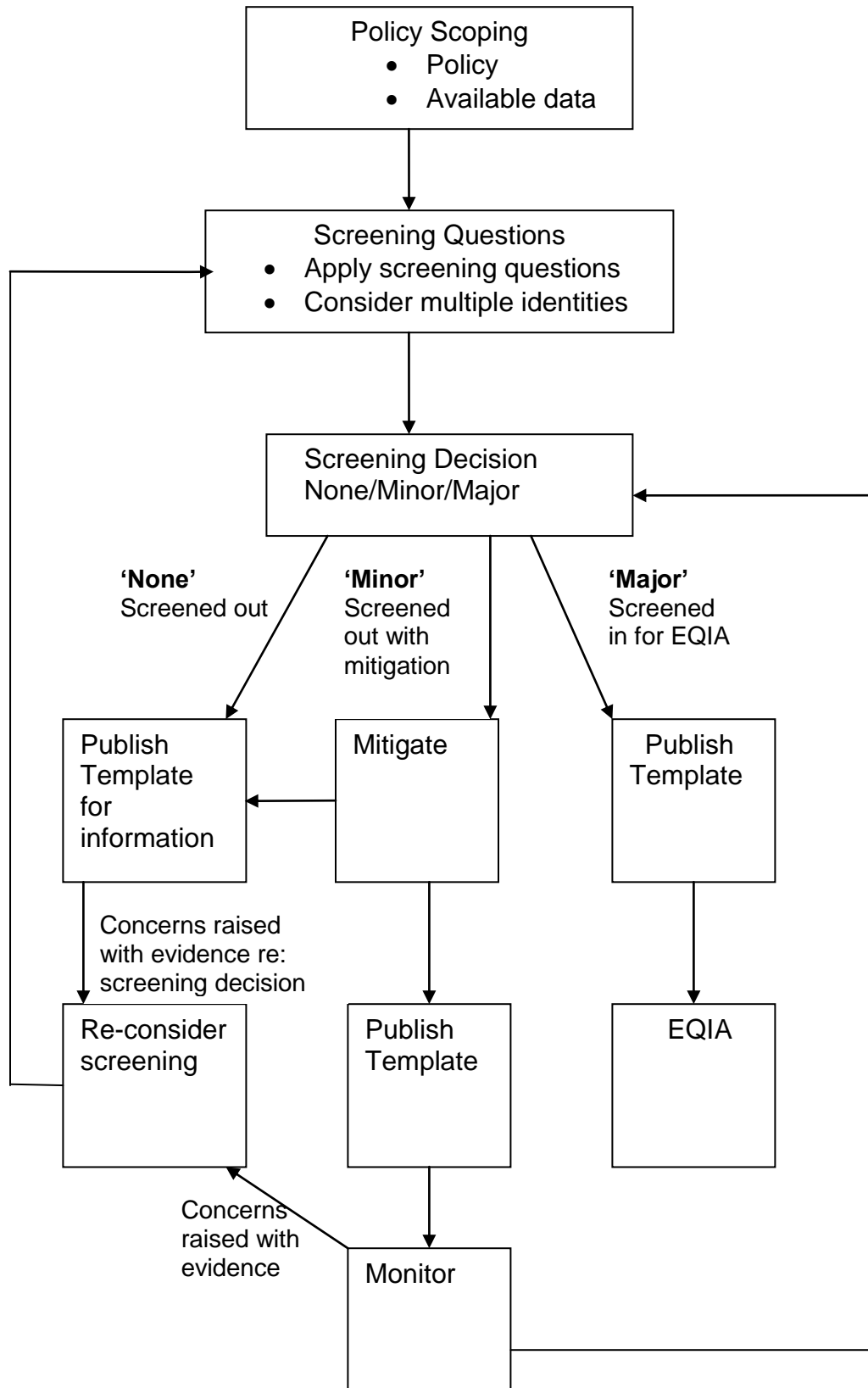
Part 2. Screening questions – asks about the extent of the likely impact of the policy on groups of people within each of the Section 75 categories. Details of the groups consulted and the level of assessment of the likely impact. This includes consideration of multiple identity and good relations issues.

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

North West Multimodal Transport Hub Development.

Is this an existing, revised or a new policy?

New Development.

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

The new Multimodal Transport Hub will be an important gateway to the North-West, regenerating the local area. It will encourage a modal shift from car to public transport and other sustainable modes by providing integrated and convenient services to encourage more active travel for a healthier region.

Proposals include restoration and refurbishment of the former listed Waterside Railway Station, new platforms, an enhanced Park & Ride, an Active and sustainable Travel Centre, demolition of the current train station, a new bus turning circle, Greenway link to the City Centre via the Peace Bridge as well as Track, Signalling and Telecoms works.

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

If so, explain how.

Disability and elderly groups via additional ease of access and

convenient location of integrated bus and rail services.

Who initiated or wrote the policy?

The project was identified as a Ministerial priority and included within Translink's overall capital investment plan. The Plan is approved by Translink's Executive and currently with DfI for acceptance.

DfI have coordinated and led submission of bids for EU funding for the programme.

Translink's Executive and Board have approved the project Economic Appraisal (business case) for the construction project and a Letter of Offer for funding has now been received from DfI.

Who owns and who implements the policy?

The overall NW Multimodal Transport Hub Development programme is led by DfI who are coordinating the EU funding process.

Translink undertake the role of Senior Responsible Owner (SRO) in managing the approved business case and delivery of the main construction project.

A Project Board has been established to help deliver the project and includes project stakeholders from Translink, Integrated Design Team, Derry City & Strabane Council and DfI. The group regularly reviews project progress and collectively take decisions that impact positively upon the projects 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

X legislative

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

X other public sector organisations

X voluntary/community/trade unions

other, please specify _____

Other policies with a bearing on this policy

- what are they?
- who owns them?

Adherence to 'The Regional Development Strategy 2035' which is the 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>

We continue to work closely with Government Departments alongside stakeholder and disability groups to deliver the vision of the new Department for Infrastructure's Accessible Transport Strategy 2025 to deliver a transport network in Northern Ireland that is inclusive and accessible to all.

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>

Construction projects are managed in accordance with the principles of the 'Achieving Excellence in Construction' policy framework adopted by the Government Client Group (GCCG).

<https://www.finance-ni.gov.uk/articles/achieving-excellence-construction-initiative>

Non-monetary benefits are considered in the Business Case and approved Economic Appraisal process in adherence to the Northern Ireland Guide to Expenditure, Appraisal and Evaluation (NIGEAE) published by DoF.

This requires all projects to have an **Economic Appraisal** to justify any public expenditure. The objective of the Appraisal is to assess Value for Money (VfM) from a broad NI perspective. It assesses needs, objectives, options, costs, benefits, risks, funding, affordability and other factors relevant to decisions.

<https://www.finance-ni.gov.uk/articles/what-economic-appraisal-and-when-it-required>

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 DRD Smart Passes used by NIR 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 NIR passengers may have a registered disability.</i></p> <p><i>Translink Access Guide plus Disability Action Plan.</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:

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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	<p><i>Strategic Objectives outlined within OFMDFM 'Together: Building a United Community' to reduce division.</i></p> <p><i>All elements of signage, design, etc. are community neutral in order to be as inclusive as possible.</i></p>
Political opinion	<p><i>Strategic Objectives outlined within OFMDFM 'Together: Building a United Community' to reduce division.</i></p> <p><i>(See additional details as above).</i></p>
Racial group	<p><i>Strategic Objectives outlined within OFMDFM draft Racial Equality Strategy to reduce racial prejudice and discrimination.</i></p>
Age	<p><i>Commissioner for Older People Priorities for Action especially point 3 - Promote the provision of opportunities for, and the elimination of discrimination against, older people.</i></p>
Marital status	<p><i>To ensure equal treatment for those who are married or in civil partnerships, or not.</i></p>
Sexual orientation	<p><i>Strategic Objectives outlined within OFMDFM draft Sexual Orientation Strategy to homophobic prejudice and discrimination.</i></p>
Men and	<p><i>Strategic Objectives outlined within OFMDFM Gender</i></p>

women generally	<i>Equality Strategy to homophobic prejudice and discrimination.</i>
Disability	<i>Strategic Objectives outlined within OFMDFM strategy to improve the lives of people with disabilities particularly desire to “Drive improved performance of service delivery leading to improved outcomes for persons with a disability” plus goal “to ensure that people with disabilities receive the appropriate support so that they can empower themselves to make choice and exercise control over their own lives.”</i>
Dependants	<i>General objective to ensure people with dependants are accommodated and enabled, where possible.</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, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None
Political opinion	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None
Racial group	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None

Age	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None
Marital status	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None
Sexual orientation	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None
Men and women generally	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active</i>	None

	<i>and Sustainable Travel Centre.</i>	
Disability	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</i>	None
Dependants	<i>No impact – current service provision continues, improved passenger and staff facilities/amenities within regenerated station building, enhanced P&R facility, improved connectivity between bus and rail services, new greenway link between City Centre and Peace bridge, Active and Sustainable Travel Centre.</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>No, there is no evidence to suggest category will be impacted upon by this new facility.</i>
Political opinion		<i>No, there is no evidence to suggest category will be impacted upon by this new facility.</i>
Racial group		<i>No, there is no evidence to suggest category will be impacted upon by this new facility.</i>
Age	<p><i>The new modern transport hub will provide a more comfortable environment for customers using integrated bus and rail services, and will feature a newly refurbished rail station building, new refreshment and catering facilities, a large comfortable passenger waiting area and a conveniently located bus drop-off/pick-up area.</i></p> <p><i>Improvements in the transport system will have a positive impact on all ages. However an enhanced provision of public transport, including improved</i></p>	

	<i>access and the enhancement of services, particularly at community level, will positively impact elderly customers.</i>	
Marital status		<i>No, there is no evidence to suggest category will be impacted upon by this new facility.</i>
Sexual orientation		<i>No, there is no evidence to suggest category will be impacted upon by this new facility.</i>
Men and women generally		<i>No, there is no evidence to suggest category will be impacted upon by this new facility.</i>
Disability	<p><i>The new modern transport hub will provide a more comfortable environment for customers using integrated bus and rail services, and will feature a newly refurbished rail station building, new refreshment and catering facilities, a large comfortable passenger waiting area, a conveniently located bus drop-off/pick-up area and a disable access compliant Ticket Desk. All customer facilities within the new transport hub will be DDA compliant.</i></p> <p><i>Improvements in the transport system will have a positive impact on persons with or</i></p>	

without a disability. However, an enhanced provision of public transport, including improved access and the enhancement of services, particularly at community level will positively impact on persons with a disability.

Both bus and rail facilities are located in accessible and convenient locations while specified parking bays with disabled access will also be available within the adjacent Park & Ride facility.

Additional Note (June 2018) – Shared Space (external area).

- The designs includes contrasting colour raised kerbs with a 125mm show, clearly differentiating between footways and the carriageway.*
- The design has sought to direct Greenway users away from the key areas at the front of the building as much as practicable within the constraints of the site. Design features include using contrasting colour bands to indicate the pedestrian area in the front of the building, using furniture including seating to indicate boundaries and the use of signage and demarcation studs to*

	<p><i>direct Greenway through traffic away from the entrance of the building.</i></p> <ul style="list-style-type: none"><i>• Pedestrian routes are level at the front of the building. Furniture including seating, planting and lighting will be located to separate the Greenway from the primary pedestrian route to the main entrance, in a consistent manner.</i><i>• A small number of cycle parking stands will be provided outside the proposed Active Travel Centre at the front of the Hub Building. It should be noted that the majority of cycle parking will be provided at the eastern side of the building alongside the new Greenway link to Ebrington</i><i>• Due to security requirements, bollards will be installed to prevent vehicles being driven onto the forecourt. The bollard design will include the appropriate contrasting visibility strip.</i><i>• Pick up and drop off facilities will be provided just before the entrance to the car park. A section of the kerbing at the drop off area will be lowered to ensure access for all users. Tactile paving will</i>	
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	<p><i>be used at the humped crossing point prior to the drop off area to clearly formalise the pedestrian crossing point.</i></p> <ul style="list-style-type: none"> <i>• Pedestrian routes are sufficiently wide and provide level access to and from the building, the car park, pick up/drop off, bus stands Greenway etc.</i> <i>• The car park includes a total of 6 accessible parking bays designed to current standards. The accessible bays are located within the car park to be as close to the building as possible. Kerbing will be dropped along the accessible parking bays. Pedestrian routes from the car park to the building are of sufficient width and provide level access.</i> <i>• Bus shelters will be provided. These will mirror the design of shelters proposed for use on Belfast Rapid Transport halts and will include a mix of seating including perch type seating.</i> 	
<p>Dependants</p>		<p><i>No, there is no evidence to suggest category will be impacted upon by this new facility.</i></p>

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).

Disabled elderly may find this new facility of particular benefit.

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 development.

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.

Minor impacts are all positive.

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
Gary McCluskey	Project Manager	June 2018
Approved by:		
Brendan Harkin	Head of Projects & Planning	June 2018

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.