

## DEPARTMENT FOR INFRASTRUCTURE

### SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

The purpose of this form is to help you to consider whether a new policy (either internal or external) or legislation will require a full equality impact assessment (EQIA). Those policies identified as having significant implications for equality of opportunity must be subject to full EQIA.

The form will provide a record of the factors taken into account if a policy is screened out or excluded for EQIA. It will provide a basis for quarterly consultation on the outcome of the screening exercise and will be referenced in the biannual review of progress made to the Minister and in the Annual Report to the Equality Commission.

Further advice on completion of this form and the screening process including relevant contact information can be accessed via the Department for Infrastructure (DfI) Intranet site.

### HUMAN RIGHTS ACT

When considering the impact of this policy you should also consider if there would be any Human Rights implications. Guidance is at:

- <https://www.executiveoffice-ni.gov.uk/articles/human-rights-and-public-authorities>

Should this be appropriate you will need to complete a Human Rights Impact Assessment. A template is at:

- <https://www.executiveoffice-ni.gov.uk/publications/human-rights-impact-assessment-proforma>

**Don't forget to Rural Proof.**

## 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

DfI Capital Budget 2024-25 considerations.

Is this an existing, revised or a new policy?

Funding to departments is an existing policy, however the annual allocation is considered as new.

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

The intended aim of the Department's Capital Budget for 2024-25 is to maintain and develop its infrastructure. The Department manages and protects in the region of £37bn of public assets that improve people's quality of life. These assets include over 26,000km of roads, around 5,900 bridges, around 10,000km of footways, approximately 300,000 streetlights, 426km of raised flood defence embankments and flood walls, 26km of coastal defences and approximately 366km of below ground culverts.

Infrastructure underpins everything in our society and has been underfunded for many years. We know what we need to do to get back on track, but we need the associated funding to enable this to happen and to create a better and safer society for us all.

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

If so, explain how.

The agreement of a capital budget for the Department will progress key infrastructure schemes and capital maintenance of vital infrastructure, which will benefit all S75 groups. However, this progression will be subject to the budget

outcome, which limits the scale of what can be achieved. This means that there will be a prioritisation of which schemes progress in this financial year. Where approved schemes do not progress in this financial year these will be the subject of future years consideration.

Therefore, on the basis that key schemes and capital maintenance of vital infrastructure will progress during this financial (2024-25) year, it is not anticipated that there will be adverse equality impacts across all Section 75 groups.

However, due to the limited nature of the Budget, and over a decade of underfunding by the British Government, there could be a negative impact on Section 75 Groups.

#### **Who initiated or wrote the policy?**

The Executive agreed Capital Budgets for each NICS Department.

#### **Who owns and who implements the policy?**

Following agreed Executive budget outcomes for the Department, the Minister makes decisions on how the Department's capital budget is allocated across the Department's capital programme.

Following budget decisions these will be implemented by business areas within the Department; Non-Departmental Public Bodies (NDPBs); and other Arm's Length Bodies (ALBs); which include NI Water, Translink, Waterways Ireland and Driver and Vehicle Agency. Where any Arms Length Bodies fall under Section 75 of the NI Act (1998), they will be expected to also adhere to these duties.

### **Background**

The Department for Infrastructure is responsible for the planning, development and maintenance of critical infrastructure in Northern Ireland. Our services provide modern and sustainable water, drainage and transport infrastructure that are the building blocks that need to be in place to support the Executive's wider commitments on health, housing, the economy, environmental protection and climate change are to be met. This central role of infrastructure as an enabler in growing the economy and impacting positively on our societal and environmental wellbeing is reflected in both the Programme for Government draft Outcomes Framework and the Executive's 'Building Forward' Recovery Strategy. This is an extensive and wide-ranging remit.

Our responsibilities are grouped into three key delivery areas: Water; Transport; and Planning. Through its focus on water, transport and planning, the Department is seeking to manage and protect our £37bn of public assets that improve people's quality of life, reduce our impact on the planet by living sustainability and

decarbonising key services, and building prosperity by driving inclusive productivity.

Investing to keep our £37bn of public infrastructure assets 'fit for purpose' is not a luxury but a necessity. There has been a sustained under funding of infrastructure assets in Northern Ireland due to cuts by the British Government for many years and as such has led to the Department prioritising which capital schemes to undertake.

## **Capital**

The Capital Budget is built from a zero-baseline approach, with current schemes and contractual commitments identified. The Department's opening capital budget allocation has increased over the past number of years as set out below:

2019-20 - £471.0m
2020-21 - £558.2m
2021-22 - £722.5m
2022-23 - £796.4m
2023-24 - £792.4m

The Department identified forecasted 2024-25 capital requirements of £1,336m. The Department's 2024-25 Capital Budget agreed by the Executive is £820m, of which £188.9m was for specific schemes and £631.1m was a general allocation.

Of the Department's capital requirements, £799m of these are deemed inescapable (contractually committed) or are for specific earmarked schemes, to further mitigate the shortfall in budget allocation the Department overplans against its capital budget allocation, to reflect that capital schemes can face delays and therefore reduced costs in year. By overplanning the Department seeks to maximise the budget outcome to effectively spend in-year.

This budget outcome will enable some key Executive agreed schemes to progress, for example the Belfast Transport Hub; A5; A6; and other essential rail and bus safety works; and some structural maintenance of our road network. It will not however facilitate the level of investment initially identified and therefore will likely result in the delay on progress for some schemes.

The proposed allocation of the Department's capital budget which is still subject to Minister's decisions and equality considerations, is set out in the table below.

	<b>Proposed 2024-25 Allocation £m</b>
<b>Ringfenced Allocations (provided for specific schemes)</b>	
Flagship - A5	88.5
Flagship – A6	6.5
Flagship - Belfast Transport Hub	79.9
City Deal – Lagan Bridge	0.5
City Deal – Belfast Rapid Transit 2	5
City Deal – Newry Southern Relief Road	1.3
City Deal – A4 Enniskillen Southern Bypass	0.8
EU Matching Funding (Enterprise Rolling Stock and NI Water)	7.2
<b>Ringfenced Total</b>	<b>189.7</b>
<b>General Allocation</b>	
NI Water	323.7
Translink (includes earmarked funding for Coleraine to Derry track renewal)	159.5
Driver Vehicle Agency	0.4
Waterways Ireland	2.4
<b>Arms' Length Bodies Total</b>	<b>486</b>
Transport and Road Asset Management	143.1
Rivers	21.5
Living With Water Programme	4
Water and Departmental Delivery	0.8
Climate, Planning and Public Transport	1.1
<b>Department Total</b>	<b>170.5</b>
<b>General Allocation Total</b>	<b>656.5</b>
<b>Overall Proposed Capital Budget Allocations</b>	<b>846.2</b>

To allow for effective budget management, it is also proposed that total budget allocations are provided to NI Water and Translink (excluding earmarked and ringfenced funding), rather than by specific scheme/programme. It will, therefore, be for both organisations to prioritise within the allocations given, and to use flexibility to manage their capital delivery programme within the total budget provided, noting the overplanning element and need to reduce this in year. It will also be pertinent for these organisations to prioritise their health and safety and equality obligations, where relevant.

The Department manages and develops assets used by the whole population which promote public wellbeing. Public transport and supply of water are paramount and as such without adequate transport networks, people would be unable to access the goods that they need, or the services that are essential to

them. Without adequate water infrastructure, it would not be possible to protect public health. Without adequate flood protection, people's homes and livelihoods would be at greater risk.

### Impact on NI Water

The budget allocation for NI Water will lead to a slowing down of its capital programme. With a constrained budget situation, it will be for NI Water to prioritise and protect their business-critical projects and essential capital maintenance projects and protect the supply of safe drinking water. Specifically, the likely impacts of a constrained capital budget could include:

- Impact on environmental compliance
- Ongoing impact on new homes not being able to connect to the wastewater network.
- Replacement of water mains will be curtailed
- Wastewater enhancement projects deferred
- Water resilience projects deferred
- Rationalisation of contractually committed projects – cannot move to construction phase. Affects deliverability of social and affordable housing.

### Impact on Translink and The Department

Decisions will be made which will lead to capital reductions in all areas compared to requirements. Decisions made will reflect key criteria, particularly to ensure health and safety and equality. The impact of major capital budget decisions may result in a reduction in the levels of public transport services provided and potentially leading to road and rail closures, in extreme circumstances if needed to protect health and safety.

Following Capital Budget decisions, it is the responsibility of business areas within the Department and its ALBs, led by their Accounting Officers, to ensure that all reasonable steps are taken to reduce health and safety risks and where relevant, equality adhere to Section 75 equality obligations. This will also necessitate screening forms of the schemes, capital maintenance plans etc. whether

progressing or not within this financial year to be reviewed to reflect the current position.

### **Implementation factors**

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

None

### **Main stakeholders affected**

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

Staff

Service users

Voluntary/Community sector

Other public sector organisations, including hospitals and schools

Wider economy

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

- Tackling Rural Poverty and Social Isolation
- Regional Transportation Strategy
- The flood risk management plans for Northern Ireland
- Green Growth Strategy
- Energy Strategy
- Road Safety Strategy

## 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. The Commission has produced this guide to [signpost to S75 data](#).

What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

***Due to the impacts of Covid during 2020-22, previous information has been used where it presents a more accurate reflection than years affected by Covid.***

**Religious belief** evidence / information:

The 2021 Census breakdown of religious belief in NI showed that 44% of the population are Protestant, 46% Catholic, 1.5% other religions and 9% no religion.

A recent report by the Institute of Engineers (ICE) examining the resilience of infrastructure in Northern Ireland along with recommendations on how to resolve the issues. It draws from examples from across infrastructure systems, local and global networks, and stakeholders. In recognising that infrastructure underpins most of what society needs to function, it is important to prioritise investment and the disconnect that underinvestment in infrastructure can create.

The Northern Ireland Audit Office (NIAO) in its recent report on funding water infrastructure has pointed out the inadequate investment in water infrastructure as a long-term issue in Northern Ireland. When deciding how best to use the available resources, statutory responsibility to ensure the water delivered to consumers is safe is at the forefront. This means that projects related to safe water delivery have tended to be prioritised over investment in the sewerage and wastewater infrastructure. This has the potential to restrict society in general in broad economic terms, environmentally and socially.

The NIHRC report shows that the social housing stock is also highly segregated by religious community background, with around 90% of social housing estates being single identity where social housing developments are restricted in areas of deprivation, this may impact on religious belief linked to economically deprived areas.

Data from the 2016-2018 Travel Survey for Northern Ireland shows there are no differences between Protestants and Catholics when considering the percentage of journeys by walking, cycling or public transport. Those who are other/none did

not answer whether they were more likely to make journeys using those travel modes. The DfI Audit of Inequalities cites anecdotal evidence that religious belief may have some relevance in the provision of public transport services – particularly in respect of safety, impacting the requirement to maintain our public transport infrastructure. Ongoing historic regional imbalance can also impact on religious belief, particularly in the North West.(The Anti-Poverty Strategy Expert Advisory Panel Report and NISRA Census 2021 statistics refer).

#### Quantitative:

- [Census 2021 Main statistics for Northern Ireland – Statistical bulletin – Religion \(nisra.gov.uk\)](#)
- [DfI Travel Survey 2021](#)

#### Qualitative:

- [DfI Audit of Inequalities](#)
- [Hate Motivation statistics \(PSNI\) 2023/24](#)
- [THE TRANSPORT TRAP – How transport disadvantages poorer people](#)
- [Inequalities in Mobility and Access in the UK Transport System](#)
- [The Anti-Poverty Strategy Expert Advisory Panel Report](#)
- [The impact of public spending changes in Northern Ireland – NIHRC](#)
- [Resilient Infrastructure for Northern Ireland – Institute of Civil Engineers \(ICE\)](#)
- [Funding water infrastructure in Northern Ireland - NIAO](#)

#### **Political Opinion** evidence / information:

In Census 2021, 814,600 people (42.8%) living here identified solely or along with other national identities as ‘British’. This is down from 876,600 people (48.4%) in 2011. The Census also found, 634,600 people (33.3%) living here identified solely or along with other national identities as ‘Irish’. This is up from 513,400 people (28.4%) in 2011. Finally, the Census 2021, identified 598,800 people (31.5%) living here as solely or along with other national identities ‘Northern Irish’. This is up from 533,100 people (29.4%) in 2011.

Statistics for first preference votes in the 2022 NI Assembly Election showed 42% unionist, 42% nationalist and 16% other. This implies that any issues and differentials identified in relation to people of different religion may also impact on people of different political opinion.

The assessment for impact on religious belief is likely to be similar for people of political opinion.

As a result of underfunding to the Department over the years some difficult decisions and prioritisation of spending has had to be taken. These have impacted on our services and projects we have taken forward for example the impact of the prioritisation of water quality over investment in sewerage and wastewater infrastructure. As such this is likely to have an impact on people from different political opinions related to economically deprived areas if social housing development is restricted.

Additionally, the ongoing historic regional imbalance of public transport provision can also impact on political opinion, particularly in the North West.

Quantitative:

- [Census 2021 Main statistics for Northern Ireland - Statistical bulletin - National identity \(nisra.gov.uk\)](https://www.nisra.gov.uk/census-2021-main-statistics-for-northern-ireland-statistical-bulletin-national-identity)

### **Racial Group evidence / information:**

The 2021 Census recorded that 3.5% (66,600) people were from ethnic minority groups.

The DfI Audit of Inequalities suggested that there is some evidence that racial group may have some relevance in the provision of public transport services, impacting the requirement to maintain effective infrastructure. The report highlighted evidence that safety and perceptions of safety against racial hate crime on public transport is a particular consideration for those from minority ethnic groups. The Audit also highlighted evidence that asylum seekers and migrant workers may be more heavily reliant on public transport, citing evidence that a high proportion of this cohort is reliant on benefits or employed in low-paid jobs, so affordability of transport is a particular factor. Furthermore, since the UK Government introduced the Immigration Act 2014, there have been restrictions on the ability of migrants to hold or obtain a driving licence. Additionally, asylum seekers have no recourse to public funds, meaning that they cannot work or receive benefits and rely on their Asylum Support payments from the Home Office. The Audit identified language issues as a potential barrier to usage of public transport for new migrants and asylum seekers.

There are also impacts due to lack of rural services for asylum seekers, particularly to travel to Home Office appointments, health appointments, school etc. There has been a particular impact on children who when granted refugee status must move from Home Office supported accommodation lose the EA bus pass and can't afford to travel to sit exams at their schools.

The Audit identified language issues as a potential barrier to usage of public transport for new migrants and asylum seekers.

Although much of the information in religious belief is applicable for people of minority ethnic groups, monitoring of the impacts of the 2023-24 budget on Section 75 groups has not concluded, initial analysis of the limited data available on this area has not provided evidence of adverse impacts on people of people of minority ethnic groups.

Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](https://www.nisra.gov.uk)

Qualitative:

- [The Experiences of Minority Ethnic and Migrant People in Northern Ireland - Northern Ireland Affairs Committee \(parliament.uk\)](https://www.parliament.uk)
- [The impact of public spending changes in Northern Ireland – NIHRC](#)
- [Hate Motivation statistics \(PSNI\) 2023/24](#)

**Age evidence / information:**

The 2021 census indicated that 17% of the 1.9m people resident in Northern Ireland are 65 and over. There is no evidence to suggest that age has a specific relevance to the provision of DfI's core universal services of water and sewerage services, rivers policy, flood risk management plans, or planning provision.

The DfI Audit of Inequalities highlighted that older people tend to have lower incomes, are more benefit dependent and spend more on necessities than the rest of the population. They also experience other forms of exclusion, such as isolation from friends, relatives, services and facilities and increased fear of crime. Older people, particularly women and those living in isolated or marginalised areas, can experience particular difficulties in accessing public services.

There is evidence, however, to suggest that age has some relevance to provision of roads and footpaths maintenance, public transport services and road safety regulations.

In respect of roads and footpath maintenance, there is evidence from the Chartered Institution of Highways and Transportation (CIHT) and The AA to suggest that poor maintenance of pavements poses a particular difficulty to older people's ability to get out and about. There is also substantial anecdotal evidence from the Department's own advisory body, Inclusive Mobility and Transport Advisory Committee (IMTAC), whose members typically identify poor

maintenance of existing, and poor design of new, pedestrian infrastructure to be a major barrier to older people's ability to get around on foot.

Unrepaired street lighting outages and/or street lighting switched off completely may lead to defects on a footpath being tripping hazards which could cause problems for people of any age who have a mobility related disability or visual impairment. For many in this S75 group unrepaired streetlights and or no street lights at all might increase their sense of insecurity where a number of street lights have ceased to work.

In relation to maintaining our public transport infrastructure, in a normal year, older people make up approximately 20% of Metro passengers, 16% of NIR passengers and 13% of Ulsterbus passengers which equates to an overall 16% of Translink's normal 84m annual passenger journeys. This evidence is based on the journeys taken by people over 60 years old who hold concessionary fare passes. This overall percentage is representative of the percentage of older people in Northern Ireland which is almost 17% of the population here based on NISRA population statistics.

Translink carries around 80k school children to school every day, representing just over 20% (16m journeys) of its total 2019-20 passenger journeys. This is comparable with NISRA population statistics indicating that those aged up to 19, make up almost 25% of the NI population.

Children and young people share many of the concerns and criticisms of public transport expressed by adults (DfI Audit of Inequalities refers) and as well as young people, older people in rural areas are more dependent on public transport. Children and young people make the majority of their trips by bus, to get to school or college, leisure facilities and work. Therefore, affordability can be a barrier for older children and young people. Lack of provision in rural areas particularly affects young people who cannot drive.

The 2021 Travel Survey for Northern Ireland data also shows that young people (both 0-15 and 16-24) were more likely to make a higher percentage of journeys by walking, cycling or public transport than other age groups, which relies on the infrastructure.

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Road fatalities for 2021-22 were 45 compared to 61 for 2022-23. The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 940 in 2021-22, this was 349 more KSIs or a 59% increase on the previous year. In comparison with ten years ago, the number of fatal and serious collisions for 2021-22 was 58 more than 2012-13, with 108 additional KSI casualties (reductions of 8% and 13% respectively). In 2021 nearly half (48%) of all people killed or seriously injured in road collisions were aged 34 or under; therefore, cuts to road safety or non-effective infrastructure may impact disproportionately on younger people.

Restricted provision of wastewater and sewage services is constraining social housing developments which may impact elderly people and children who are on social housing waiting lists.

Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](https://www.nisra.gov.uk)
- [DfI Travel Survey 2021](#)
- [Road Traffic Collision Statistics \(PSNI\)](#)

Qualitative

- [The impact of public spending changes in Northern Ireland – \(NIHRC\)](#)
- [IMTAC Publications](#)
- [Resilient Infrastructure for Northern Ireland – Institute of Civil Engineers \(ICE\)](#)
- [AGE NI Lived Experience 2021](#)
- [The relationship between transport and loneliness - Sustrans.org.uk](#)
- [The Anti-Poverty Strategy Expert Advisory Panel Report](#)
- [Inequalities in Mobility and Access in the UK Transport System](#)
- [Transport and Poverty: a review \(ucl.ac.uk\)](#)
- [The impact of public spending changes in Northern Ireland – NIHRC](#)

**Marital Status** evidence / information:

in 2021 there were 7,921 marriages in Northern Ireland.

The 2016-2018 Travel Survey for Northern Ireland data shows that compared to those who are married or in a civil partnership, single people were likely to make a higher percentage of journeys by walking, cycling or public transport, which

relies on the infrastructure. Similarly, those who are divorced or widowed were also more likely to use these travel modes than married people.

The Northern Ireland Human Rights Commission report on the impact of public spending points out that single parents are more likely to be on benefits, and therefore, more likely to rely on public transport or social housing and to be women.

Single working-age applicants make up 45% of the social housing waiting list, and a similar proportion of housing applications.

Lone parents (the majority of whom are women) are even more vulnerable to poverty (Gender Expert Advisory Panel Report).

Restricted provision of wastewater and sewage services is constraining social housing developments which may impact on people of differing marital status who are on social housing waiting lists.

Although much of the information in religious belief is applicable for people of marital status, monitoring of the impacts of the 2023-24 budget on Section 75 groups has not concluded, initial analysis of the limited data available on this area has not provided evidence of adverse impacts on people of marital status.

Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](https://www.nisra.gov.uk)

Qualitative

- [The impact of public spending changes in Northern Ireland – NIHRC](#)

**Sexual Orientation** evidence / information:

The Continuous Household Survey 2022 records 0.7% of participants as gay/lesbian, 0.6% bisexual, 0.3% Other, 1% undetermined and 97.3% heterosexual.

In 2016 The Rainbow Project (supported by DAERA) conducted a study OUTstanding in your field: Experience of LGBTQI+ people in rural areas. This showed LGBTQI+ people living in a rural area were three times as likely not to access services they are aware of because it is too far to travel compared to those living in an urban area. Seven in every eight LGBTQI+ people living in a

rural area feel that it is important to have access to an LGBTQI+ support service in their local area. Therefore, cuts to public transport can negatively impact on the LGBTQI+ community.

Although much of the information in religious belief is applicable for people of sexual orientation, monitoring of the impacts of the 2023-24 budget on Section 75 groups has not concluded, initial analysis of the limited data available on this area has not provided evidence of adverse impacts on people of sexual orientation.

Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](https://www.nisra.gov.uk)

Qualitative

- [OUTstanding in your field: Experience of LGBT people in rural areas](#)

**Men & Women generally** evidence / information:

Census data showed that, in 2021 in Northern Ireland females were 50.81% of the population and males were 49.19% of the population.

Responses to the Travel Survey 2017 – 2019 there were 5,266 respondents interviewed of which 2,462 (47%) were male and 2,805 (53%) female. Men tend to cycle more than women therefore active travel spend promoting cycling may benefit men more, which relies on the infrastructure. It also showed that there is little difference in how frequently men and women use public transport, but like the rest of the UK, men tend to travel further distances than women on all forms of transport, which relies on the infrastructure.

In respect of public transport usage, the Department's Audit of Inequalities cites evidence that fewer women than men hold driving licences and may, thus, be more reliant on affordable public transport than men.

The Gender Equality Strategy Expert Advisory Panel Report (GES EAP) also notes that greater dependence on public transport puts women at an economic disadvantage to men and highlights cost and availability of public transport services (in rural areas in particular) as a barrier to women's participation in society and civic life.

Women are generally more likely than men to live in poverty across their lifetimes and are more likely to be on benefits and low paid insecure work, or not working due to caring responsibilities.

The GES EAP outlines that lone parents (the majority of whom are women) are even more vulnerable to poverty. Welfare reform and austerity measures introduced over the last decade have hit women harder than men and Universal Credit has tended to have more negative impacts for women than men. Women have lower financial wellbeing, are less likely to save and are more likely to be poorer pensioners than men. Lone parents are particularly vulnerable to debt and are over-represented as clients of debt advice agencies compared to the general population.

Women lost more on average from the direct tax and social security measures than men, mainly because they are more likely to be receiving benefits and tax credits than men.

The NI Rural Women's Network note that "Women are much less likely to have access to their own private transport than men". This means that women depend much more on public transport and are at an economic disadvantage to men.

The accessibility of education, training, work and childcare provision, and the cost of public transport, are factors in determining women's participation, especially in rural areas. The economic disadvantages of lack of access to transport are compounded by the impeded ability to access basic services and social isolation.

The Department's Audit also highlights that safety and perceptions of safety against gender-based crime on public transport is more of a barrier to use of public transport for women than men. The Audit also notes that women are also more likely to have care-giving responsibilities that can necessitate multiple short journeys during a day. The Audit highlights that the typical "hub and spoke" design of public transport systems which may present challenges to these travel patterns. This may also have implications for general affordability and development of suitable ticketing options.

PSNI Road Fatalities statistics shows that of the 61 people killed on Northern Ireland's roads in 2021-22, 50 were male and 11 were female.

Males tend to be more likely to hold a driving licence when compared to females.

#### Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](https://www.nisra.gov.uk)
- [Road Traffic Collision Statistics \(PSNI\)](#)
- [DfI Travel Survey 2021](#)

#### Qualitative:

- [The Gender Equality Strategy Expert Advisory Panel Report](#)
- [\(PDF\) Social exclusion, accessibility, and lone parents \(researchgate.net\)](#)
- [The Anti-Poverty Strategy Expert Advisory Panel Report](#)
- [AGE NI Lived Experience 2021](#)
- [The impact of public spending changes in Northern Ireland – NIHRC](#)

#### **Disability** evidence / information:

The 2021 Census indicates that nearly 45% of households in Northern Ireland with one or more people in the household with a disability (40% for 2011 Census).

The DfI Travel Survey, 2016-18 highlighted 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem. There was no significant difference between males and females except in the 70+ age group: more women aged 70+ had difficulty with travel (48%) than men aged 70+ (36%).

There was no difference between those with and those without a disability when considering the percentage of journeys by walking, cycling or public transport.

Difficulty with travel due to a physical disability or long-standing health problem increases with age: 6% of 16–29-year-olds had difficulty with travel compared to 42% of those aged 70 and over.

In respect of roads and footpath maintenance, there is evidence from the Chartered Institution of Highways and Transportation (CIHT) and The AA to suggest that poor maintenance of pavements poses a particular difficulty to disabled peoples' ability to get out and about. There is also substantial anecdotal evidence from the Department's own advisory body, Inclusive Mobility and Transport Advisory Committee (IMTAC), whose members typically identify poor maintenance of existing, and poor design of new, pedestrian infrastructure to be a major barrier to disabled people's ability to both walk and wheel.

The Western Health and Social Care Trust report on Audit of Sensory Support Services (2010) showed that access to transport is particularly important for people with disabilities who live in rural areas, as they are less likely to have access to a car than other households.

Access to transport is a long-standing issue which can have a direct impact on the ability of d/Deaf and disabled people to exercise their rights to, for example, independent living, education, employment, health, and access to culture, arts and leisure. The physical inaccessibility of public transport has been recognised by the CRPD Committee as a major factor in the ongoing marginalisation and exclusion of both disabled children and adults. While there have been improvements to public transport, many of the improvements have benefitted people travelling in the Greater Belfast area the most, with travel by public transport more challenging for people living in other areas. (Disability Strategy Expert Advisory Report).

Restricted provision of wastewater and sewage services is constraining social housing developments which may impact on disabled people who are on social housing waiting lists.

Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](#)
- [DfI Travel Survey 2021](#)

Qualitative:

- [IMTAC Publications](#)
  - [The Disability Strategy Expert Advisory Panel Report](#)
  - [AGE NI Lived Experience 2021](#)
  - [Inequalities in Mobility and Access in the UK Transport System](#)
- [The impact of public spending changes in Northern Ireland – NIHRC](#)

### **Dependants** evidence / information:

The 2011 NI Census indicated that 34% per cent of households in Northern Ireland contained dependent children and 40% contained at least one person with a long-term health problem or disability; made up of those households with dependent children (9.2%) and those with no dependent children (31%).

In respect of roads and footpath maintenance, there is evidence from the Chartered Institution of Highways and Transportation (CIHT) and The AA to suggest that poor maintenance of pavements poses a difficulty to all pedestrians but the latter highlights particularly the negative impact on those with young dependents who are reliant on using pushchairs or wheelchairs. There is also substantial anecdotal evidence from the Department's own advisory body, Inclusive Mobility and Transport Advisory Committee (IMTAC), that poor

maintenance of existing, and poor design of new, pedestrian infrastructure is a major barrier to people who use pushchairs for dependants to get around on foot.

As highlighted in the gender section women are more likely to be a single parent and claiming benefits, or to be earning low incomes working in insecure employment. As such this presents challenges for expectant mothers or parents with young children with regards to affording public transport and/or the availability of public transport, as well as limitation in transport choice when travelling with a young child. These are similar experiences to disabled people and older people, the accessibility and design of physical spaces can also affect parents' ability to travel freely with small children, especially if using pushchairs (DfI Audit of Inequalities).

The cost-of-living crisis can have a particular impact on families, with rising household costs, particularly childcare, meaning that more people may rely on benefits and public transport. [This is evident in the Women's Regional Consortium Report on Women's Experiences of the Cost-of-Living Crisis in Northern Ireland](#), particularly as "Younger age groups were more likely to say that they had to turn the heating down or off – these are the households more likely to have children."

Although much of the information in religious belief is applicable for people of who are or with dependants, monitoring of the impacts of the 2023-24 budget on Section 75 groups has not concluded, initial analysis of the limited data available on this area has not provided evidence of adverse impacts on people of who are or with dependants.

Quantitative:

- [2021 Census | Northern Ireland Statistics and Research Agency \(nisra.gov.uk\)](#)

Qualitative:

- [The impact of public spending changes in Northern Ireland – NIHRC](#)
- [IMTAC Publications](#)

## **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 of the needs, experiences and priorities for each of the Section 75 categories below:

### **Religious belief**

The previous section illustrated evidence that outlines how infrastructure is necessary for participation in society no matter what the reason or the Section 75 group and as such the Department's services are embedded in the fabric of daily life for all of society.

Without adequate investment to maintain and upgrade these will potentially impact of each S75 group within society differently and/or the same. Various reports, for example the General Consumer Counsel, the Social Inclusion Strategies, the NIAO report on funding for NI Water etc. illustrate the lack of investment in our services, and the potential to socially exclude people of a religious belief from participating in society, supporting the economy, accessing jobs etc., particularly in rural areas.

While the Department has no specific detailed research or data to support the particular needs etc of people of religious belief on the Dfi services, there is some evidence that religious belief may have some relevance in the provision of public transport services – particularly in respect of safety and perceptions of safety against sectarian hate crime on public transport within particular faith and religious communities. Ongoing historic regional imbalance can also impact on religious belief, particularly in the North West.

### **Political Opinion**

As outlined above in the 'Available Evidence' section our society, irrespective of Section 75 identity, depends on infrastructure with our services benefit all citizens across NI. Other than that, outlined in the previous section no other specific needs for people of different political opinion have been identified.

### **Racial Group**

As outlined above our society, irrespective of Section 75 identity, depends on infrastructure and as noted in the previous section, the Dfi Audit of Inequalities suggested that there is some evidence that racial group may have some

relevance in the provision of public transport services, impacting the requirement to maintain effective infrastructure. The report highlighted evidence that safety and perceptions of safety against racial hate crime on public transport is a particular consideration for those from minority ethnic groups.

A reduction in public transport services may have a disproportionate impact on racial group, particularly as there are restrictions on asylum seekers and migrants obtaining a drivers licence, meaning they are more reliant on public transport. There is also a particular impact on asylum seekers in rural areas with a lack of services.

## **Age**

As noted in the previous section, there are issues relating to roads asset management regarding maintenance and street lighting and pedestrian infrastructure posing particular challenges to older people, especially those with mobility impairments. There are also a range of issues relating to public transport which have a particular relevance to age. Amongst older age groups, these include a greater reliance on public transport to access services and remain independent and affordability issues as a result of typically lower incomes and greater reliance on benefits with the result that continued provision of free travel is of central importance.

It is also worthy of note that those issues highlighted in the previous section in relation to disability will also apply to older public transport users since a greater proportion of this cohort will have mobility issues. Amongst younger age groups, greater reliance on public transport to access educational and training opportunities is a critical factor.

School children need transport to school safely with priority given to this type of transport during term time months and at the beginning and end of the school day, particularly for school children living in rural areas.

Older people, who normally make up approximately 20% of Metro passengers, 16% of NIR passengers and 13% of Ulsterbus passengers, require a service level to meet their normal daily needs which may include access to shops, friends and community facilities as well access to health and care services.

Older people are the main users of community transport service in urban and rural areas.

Those killed and seriously injured in road traffic collisions are more likely to be aged under 35 and are therefore more likely to be impacted by a reduction in road safety measures.

The older population is more likely to have a long-term health problem or a disability that limits their day-to-day activities therefore, it is more likely they will have a mobility issues.

There are also a range of age-related factors of relevance to road safety regulations. These include an increased likelihood of involvement in a serious road traffic collision amongst certain age groups (younger drivers and those aged 34-49).

Children and young people make the majority of their trips by bus, to get to school or college, leisure facilities and work. Therefore, affordability can be a barrier for older children and young people. Lack of provision in rural areas particularly affects young people who cannot drive as such younger people depend on public transport.

Older people also tend to have lower incomes, are more benefit dependent and spend more on necessities than the rest of the population. Older people in rural areas are more dependent on public transport with the lack of leading to exclusion, such as isolation from friends, relatives, services and facilities and increased fear of crime. Older people, particularly women and those living in isolated or marginalised areas, can experience particular difficulties in accessing public services. (DfI Audit of Inequalities refers).

Where social housing developments are restricted due to wastewater and sewerage constraints this may impact elderly people and children on social housing waiting lists.

### **Marital status**

As outlined above our society, irrespective of Section 75 identity, depends on infrastructure with our services benefit all citizens across NI. Other than that, outlined in the 'Available Evidence' section no other specific needs for people of marital status have been identified.

The Northern Ireland Human Rights Commission report on the impact of public spending points out that single parents are more likely to be on benefits, and therefore, more likely to rely on public transport or social housing and to be women.

### **Sexual orientation**

As outlined above our society, irrespective of Section 75 identity, depends on infrastructure with our services benefit all citizens across NI. Other than that,

outlined in the 'Available Evidence' section no other specific needs for people within the sexual orientation group has been identified.

LGBTQI+ people living in a rural area were three times as likely not to access services they are aware of because it is too far to travel compared to those living in an urban area. Seven in every eight LGBTQI+ people living in a rural area feel that it is important to have access to an LGBTQI+ support service in their local area. Therefore, cuts to public transport can negatively impact on the LGBTQI+ community.

### **Men and Women Generally**

As noted in the 'Available Evidence' section, there are a range of issues relating to public transport which have a particular relevance to gender. These include a potentially greater reliance on public transport by women and the resulting economic disadvantage brought on by this additional cost, safety concerns in respect of use of public transport as a result of gender-based crime, and issues around affordability and service provision in the context of the travel patterns of care-givers (who are more likely to be female).

Travel Surveys (NI) have shown that women use public transport more frequently than men; however, the 2017-2019 Travel Survey shows that this is no longer the case; and men are likely to take longer journeys than women.

There are also relevant gender-related factors of relevance to the development of road safety regulation since men are substantially more likely to be involved in a serious road traffic collision.

Equality Impact Assessments on the Regional Transportation Strategy, Belfast Metropolitan Transport Plan and the Regional Strategic Transport Network Transport Plan acknowledged that street lighting schemes may have a positive impact for women as they improve the night-time environment and reduce the fear of gender-based crime.

Those killed and seriously injured in road traffic collisions are more likely to be male and are therefore more likely to be impacted by a reduction in road safety messaging.

### **Disability**

As noted in the 'Available Evidence' section, there are a range of issues relating to public transport which have a particular relevance to disabled people. People with certain disabilities may have a greater need for good roads maintenance and would potentially be unable to access water if they had to travel outside of their

home to collect. There is a significant number of people with mobility issues that use public transport therefore they require accessible services at convenient times.

There are 130,000 valid Blue Badges in Northern Ireland which allow on-street parking concessions for people with disabilities. It is recognised that a reduction in transport services could impact negatively on this group.

People with a disability have fewer transport options and are the main users of community transport services in rural and urban areas.

## **Dependants**

As outlined above our society, irrespective of Section 75 identity, depends on infrastructure with our services benefit all citizens across NI. As noted in the 'Available Evidence' section, there are a range of issues relating to public transport which have a particular relevance to people with or are dependant. Other than that, outlined in the previous section no other specific needs for people with dependants has been identified.

As highlighted in the gender section women are more likely to be a single parent and claiming benefits, or to be earning low incomes working in insecure employment. As such this presents challenges for expectant mothers or parents with young children with regards to affording public transport and/or the of availability of public transport, as well as limitation in transport choice when travelling with a young child. These are similar experiences to disabled people and older people, the accessibility and design of physical spaces can also affect parents' ability to travel freely with small children, especially if using pushchairs (DfI Audit of Inequalities).

The cost of living crisis can have a particular impact on families, with rising household costs, particularly childcare, meaning that more people may rely on benefits and public transport. [This is evident in the Women's Regional Consortium Report on Women's Experiences of the Cost of Living Crisis in Northern Ireland](#), particularly as "Younger age groups were more likely to say that they had to turn the heating down or off – these are the households more likely to have children."

## **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?

Please provide details of the likely policy impacts and determine the level of impact for each S75 categories below i.e. either minor, major or none.

Details of the likely policy impacts on **Religious belief**:

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact? A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Political Opinion**:

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Racial Group**:

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Age:**

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Marital Status:**

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Sexual Orientation:**

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Men and Women:**

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Disability**:

Any reductions in the level of safely maintained public transport will disproportionately impact on individuals with a disability as these are key users of these services.

Incidences of disability can increase with age and could be disproportionately impacted by reduced road structural maintenance.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

Details of the likely policy impacts on **Dependants**:

Prioritised schemes will progress in year. Those that will not progress within this financial year will be deferred to future years. Any proposed cuts to the Department's capital schemes have the potential to reduce connectivity across all aspects of society.

What is the level of impact?

A positive impact for priority schemes progressing this year. A potentially minor adverse impact due to schemes not able to be progressed this year.

**2. Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?**

Yes, with the progression of key infrastructure schemes.

Detail opportunities of how this policy could promote equality of opportunity for people within each of the Section 75 Categories below:

**Religious Belief** – Yes and No, provide reasons:

There are opportunities to better promote equality of opportunity for S75 groups with the approval of key Capital resourced schemes. That said the reduced budget will also restrict some opportunities to better promote equality of opportunity.

**Political Opinion** - Yes and No, provide reasons: As outlined above.

**Racial Group** - Yes and No, provide details: As outlined above.

**Age** - Yes and No, provide details: [As outlined above.](#)

**Marital Status** - Yes and No, provide details: [As outlined above.](#)

**Sexual Orientation** - Yes and No, provide details: [As outlined above.](#)

**Men and Women generally** - Yes and No, provide details: [As outlined above.](#)

**Disability** - Yes and No, provide details: [As outlined above.](#)

**Dependants** - Yes and No, provide details: [As outlined above.](#)

3. **To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?**

Please provide details of the likely policy impact and determine the level of impact for each of the categories below i.e. either minor, major or none.

Details of the likely policy impacts on **Religious belief:**

[Infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between communities. The Capital budget schemes that go ahead has the potential to impact on good relations for this group. Progression on key infrastructure schemes has the potential to impact on good relations for this group. However, those schemes that do not progress this financial year may potentially impact on the good relations.](#)

What is the level of impact? [Potentially positive/potentially minor negative](#)

Details of the likely policy impacts on **Political Opinion:**

[As outlined above.](#)

What is the level of impact? [Potentially positive/potentially minor negative](#)

Details of the likely policy impacts on **Racial Group:**

[As outlined above.](#)

What is the level of impact? [Potentially positive/potentially minor negative](#)

**4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?**

Detail opportunities of how this policy could better promote good relations for people within each of the Section 75 Categories below:

**Religious Belief** - If No, provide reasons: Infrastructure has a role to play in removing barriers and creating opportunities for interaction and engagement between communities. The Capital budget schemes that go ahead have the potential to impact on good relations for this group. Progression on key infrastructure schemes has the potential to impact on good relations for this group. However, those schemes that do not progress this financial year may potentially impact on the good relations.

**Political Opinion** - If No, provide reasons As outlined above.

**Racial Group** - If No, provide reasons: As outlined above.

## 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).*

With regards to the proposed Capital Budget scenario, it is highly likely that those in society impacted by the proposed reductions will fall into multiple Section 75 categories.

As outlined above our society, irrespective of Section 75 identity, depends on infrastructure. and as such the population, as multiple S75 identities, may be impacted by schemes unable to progress as a result of the Capital Budget allocation. For example, as disability (whatever gender and/or orientation) increases with age, older disabled people are more likely to be impacted by reduced services as a result of unmaintained infrastructure. Single parents, care givers more likely to be women.

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

### Part 3. Screening decision

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

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 - please provide details.

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

The Department's 2024-25 Capital Budget outcome for the Department will allow for the progression on key infrastructure schemes which will positively

impact on S75 Groups. However, for the schemes which are not able to be progressed this year there may be an impact on S75 groups.

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.

Currently – no. Measuring the budget allocation against what the Department actually needs to provide and sustain the Northern Ireland infrastructure fully it is not possible to mitigate within this allocation. However, should the EQIA consultation provide information to inform mitigations to the current budget allocation, these will be considered. Over the coming months the in-year monitoring process will give Departments the opportunity to reallocate and prioritise budgets within the guidelines set out by Department of Finance.

## 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** [Author pick 1 2 or 3 if a full EQIA is to take place]

Effect on equality of opportunity and good relations	3
Social need	3
Effect on people’s daily lives	3
Relevance to a public authority’s functions	3

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.

Equality assessments and rural needs screening for all business areas impacted will be undertaken by the relevant business areas in relation to the options proposed, reflecting mitigating actions that can be considered. Continuing impact of last year's decision together with engagement with stakeholders and responses received from last year's consultation on the budget will also be taken into account.

Once final budgets have been agreed, the formal in year monitoring rounds will afford an opportunity to seek to address any adverse impacts of the opening budget, either by reprioritisation or bidding for additional funding. Monitoring will take into consideration appropriate feedback from stakeholders, individuals and groups representing the interests of people within the Section 75 categories and screening will be updated at each stage to reflect.

## **Part 5 - Approval and authorisation**

Screened by: [Kerry Mack](#)

Position/Job Title: [Acting Deputy Finance Director – DfI](#)

Date: [15 May 2024](#)

Approved by: [Susan Anderson](#)

Position/Job Title: [Finance Director](#)

Date: [5 June 2024](#)

Note: A copy of the Screening Template, for each policy screened should be 'signed off' and approved by a senior manager responsible for the policy, made

easily accessible on the public authority's website as soon as possible following completion and made available on request.

**For Equality Team Completion:**

Date Received:	08.05.24
Amendments Requested:	10.05.24
Date Returned to Business Area:	22.05.24
Date Final Version Confirmed:	03/06/24
Date Published on Dfl's Section 75 webpage:	10/06/24