

Accessible Transport Strategy 2025

Section 75 Equality of Opportunity Screening Template

SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

The purpose of this form is to help the Department 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 provides a record of the factors taken into account if a policy is screened out, or excluded for EQIA. It provides 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.

As the new Accessible Transport Strategy 2025 may positively impact on all Section 75 categories the Department has concluded that a full EQIA is not required.

In line with the statutory process associated with screening policy this screening form will be circulated to Section 75 groups. Any issues identified during that process or the public consultation exercise will be fully considered in finalising the new Strategy.

HUMAN RIGHTS ACT

A new Accessible Transport Strategy will not impact on Human Rights.

Part 1. Policy Scoping

Information about the policy

Name of the policy Accessible Transport Strategy 2025
Is this an existing, revised or a new policy? This is a revision and renewal of an existing policy.
What is it trying to achieve? (intended aims/outcomes) The vision of the Accessible Transport Strategy 2025 is to have a transport network in Northern Ireland that is inclusive and accessible to all.
Are there any Section 75 categories which might be expected to benefit from the intended policy? If so, explain how. The transport network should be accessible to everyone therefore improvements made as a result of the strategy will have the potential to have a positive impact on all Section 75 categories. However there will be a focus on the needs of those who are older and/or have a disability and these Section 75 groups along with dependents may potentially benefit most. There may also be a positive impact on women who use public transport more than men.
Who initiated or wrote the policy? Sustainable Transport Branch, Department for Regional Development(DRD)
Who owns and who implements the policy? Transport provision cuts across a range of Government Departments and Sustainable Transport Branch, DRD will lead on the implementation of the Strategy.

Background

The Accessible Transport Strategy 2015 had the vision, *“to have an accessible transport system that enables older people and people with disabilities to participate more fully in society, enjoy greater independence and experience a better quality of life”* and had been implemented via a series of Action Plans the fourth and latest one from 2012 – 2015, coincides with the end of the strategy.

The Accessible Transport Strategy 2015 was about mainstreaming – about building in accessibility for older people and people with a disability in all programmes, providing new public transport vehicles and infrastructure, which comply with Disability Discrimination Act accessibility standards, or making information available in a range of accessible formats.

A link to the Accessible Transport Strategy 2015, the latest Action plan and Monitoring Reports can be accessed here:

<http://www.drdni.gov.uk/index/drdpublicationscheme/plans-and-priorities/strategies.htm>

Over the past 10 years progress has been made to achieving this vision such as:

- 100% of the Metro fleet, 91% of the Ulsterbus fleet is wheelchair accessible.
- 100% of Northern Ireland Railway trains are wheelchair accessible
- Improvements have been made to the walking environment such as new dropped kerbs and tactile paving
- Information provision has become more accessible with improvements in technology
- Station accessibility - a programme of upgrading of stations has improved the accessibility for passengers
- Audio Visual information systems will be introduced on all Metro buses by the end of 2015

In considering the need for a new Accessible Transport Strategy the Department undertook extensive pre consultation engagement with older people and people with disabilities, those who represent them and the Inclusive Mobility Transport Advisory Committee (whose role is to advise Government and others in Northern Ireland on issues that affect the mobility of older people and disabled people). As our population gets older how we improve the accessibility of the transport network will take on greater importance.

This pre consultation has led us to conclude that a new Strategy is required to consolidate gains to date, build on the progress made and look at opportunities to make the transport network more inclusive.

A full public consultation will be carried out on the new Accessible Transport Strategy and this screening form will form part of the consultation. It will be revisited once the consultation is completed and the strategic direction finalised.

The new Strategy will be cross cutting and will need to be endorsed by the Executive before publication and before the development of action plans to deliver the Strategy.

Update following consultation May 2016

No new section 75 issues were identified following the completion of the consultation which ran from 28 August 2015 to 20 November 2015. An analysis of responses to the consultation report was completed and can be accessed at this link <https://www.infrastructure-ni.gov.uk/publications/accessible-transport-strategy-2025-public-consultation-summary-responses>.

Implementation factors

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

If yes, are they

financial

legislative

other, please specify _____

Main stakeholders affected

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

staff

service users

other public sector organisations

voluntary/community/trade unions

other, please specify: Translink, Rural Community Transport Providers, Taxi Providers, Private Transport Providers

Other policies with a bearing on this policy

• what are they?

- Ensuring a Sustainable Transport Future – a New Approach to Regional Transportation
- A Strategy to improve the lives of people with disabilities 2012 – 2015 (extended to 2017)

• who owns them?

Department for Regional Development
Office of First Minister and Deputy First Minister (OFMdFM)

Available Evidence

The Department carried out extensive pre consultation engagement and the following evidence was used to inform the development of the new Strategy.

- the results of a specially commissioned survey into the Attitudes of Older People and People with Disabilities to Public Transport (published April 2015)¹;
- a Departmental discussion document highlighting the issues raised at a range of Stakeholder Engagement meetings (published July 2015) with older people and people with disabilities²;
- a review of the latest Accessible Transport Strategy Action Plan 2012-2015³ to identify outstanding actions; and
- a paper prepared by the Inclusive Mobility Transport Advisory Committee (Imtac) on the vision and strategic priorities for a new Accessible Transport Strategy (published July 2015)⁴.

Through our pre- consultation engagement with various stakeholders, including those organisations representing older people and people with disabilities, the results of the survey and our assessment of progress to date we have identified five themes which will form the basis of a new Strategy. These are:

- Enhancing the accessibility of the public transport network
- Improving accessibility of the wider transport network
- Enhancing the customer experience
- Enhancing the accessibility of information
- Working in collaboration with partners and stakeholders

¹ http://www.drdni.gov.uk/index/statistics/recent-stats-categories/traffic_and_transport_research.htm

² Link to be inserted

³ www.drdni.gov.uk/accessible-travel-strategy-action-plan-2012-2015.pdf

⁴ <http://imtac.org.uk/publications.php?pid=298>

There will be a full public consultation on the Strategy which will allow Section 75 groups to comment. They will also be contacted as part of the statutory procedure and the screening form will be included in the Departments quarterly consultation exercise with Section 75 consultees. Any issues specifically identified in relation to any Section 75 group will then be considered at the end of the public consultation.

Section 75 category	Details of evidence/ information
Religious belief	<p>The Accessible Transport Strategy 2025 has the potential to have a positive impact on all Section 75 groups.</p> <p>No issues have been identified for this group during the pre-consultation. Any issues identified relating to this Section 75 group during the consultation process will be fully considered.</p>
Political opinion	As with Religious Belief above.
Racial group	As with Religious Belief above.
Age	<p>While the population aged under 60 is projected to decrease by 1% from 2015 to 2022, the population aged 60 and above or more will increase by 28% over the same period.⁵</p> <p>There is a clear correlation between age and disability. The last Census in 2011 showed 7% of the population aged below 35 had a long term health problem or disability that limited their day to day activities a little or a lot. This rises to 35% when we look at the</p>

⁵ Source: [Northern Ireland 2012 based Population Projections \(NISRA 2013\)](#)

	<p>population aged between 55 and 64 and is 71% for those aged 75 and over.</p> <p>An older population is likely to have more mobility issues and the new Strategy will potentially have a positive differential impact on older people. The focus is aimed at addressing the needs of those with a disability by enhancing the transport infrastructure; information accessibility; the customer experience and engagement with older people and people with a disability.</p>
Marital status	As with Religious Belief above.
Sexual orientation	As with Religious Belief above.
Men and women generally	<p>The Smart and Integrated Ticketing Report, May 2012 found that more women (73%) than men (63%) have travelled on public transport .</p> <p>Females may therefore potentially benefit from improvements to public transport services as they are more likely to use these services and tend to live longer.</p>
Disability	<p>The most recent Census in 2011 found that just over one in five (21%) of the usually resident population in NI had a long-term health problem or disability which limited their day to day activities. Mobility or Dexterity problems are among the most common long-term conditions among the NI population.</p> <p>The 2010 – 2012 Travel Survey for Northern Ireland (TSNI) found that 17% of those who were surveyed reported having a mobility difficulty⁶. On average, those with a mobility difficulty made 38% fewer journeys per year than those without a mobility difficulty.</p>

⁶ Mobility difficulty is defined as adults who have responded to say they have difficulties travelling by foot, by bus/coach, by train or any combination of these.

	<p>The Smart and Integrated Ticketing Report May 2012 found that fewer people with a disability (62%) were public transport users than those without a disability (70%).</p> <p>As around a fifth of the population have a disability and those with disabilities make less journeys than the NI population as a whole, there is potential for the new Strategy to have a positive impact on people with a disability. This group should benefit as the focus of the Strategy is aimed at addressing the needs of those with a disability by enhancing transport infrastructure; information accessibility; the customer experience and engagement with older people and people with disabilities.</p>
Dependants	<p>Dependants include younger people, older people and people with a disability. There is the potential for positive impacts for carers, who should benefit with the improvements to vehicle accessibility, changes in the infrastructure and improvements in customer service. Similarly people with responsibilities for preschool age dependents should benefit from accessible public transport vehicles as access onto and off the vehicles would be easier.</p>

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	Details of needs/experiences/priorities
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category	
Religious belief	There are no specific needs identified for this group.
Political opinion	There are no specific needs identified for this group.
Racial group	There are no specific needs identified for this group.
Age	<p>We know from the 2011 census that the prevalence of disability increases with age and this is further supported by the Northern Ireland Survey of Activity Limitations and Disability (2007).</p> <p>Older people and people with a disability are often viewed as the most vulnerable in society. They are much more likely to experience difficulty in accessing goods and services resulting in higher levels of social exclusion and deprivation. The availability\accessibility of transport and the accessibility of transport infrastructure is important when addressing mobility issues. These mobility issues tend to increase as people get older.</p> <p>The consultation process which is due to be undertaken on this strategy is to ensure that we have correctly defined the needs of this group. Any additional information obtained will be considered and used to inform the final strategy.</p>
Marital status	There are no specific needs identified for this group.
Sexual orientation	There are no specific needs identified for this group.
Men and women	There are no specific needs identified for this group.

generally	
Disability	<p>Older people and people with a disability are often viewed as the most vulnerable in society. They are much more likely to experience difficulty in accessing goods and services resulting in higher levels of social exclusion and deprivation. The availability\accessibility of transport and the accessibility of transport infrastructure is important when addressing mobility issues for people with a disability.</p> <p>The consultation process which is due to be undertaken on this strategy is to ensure that we have correctly defined the needs of this group. Any additional information obtained will be considered and used to inform the final strategy.</p>
Dependants	Dependants can include young people with a disability and their needs are reflected in Disability section above.

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	This strategy is unlikely to impact directly on this group.	None
Political opinion	As religious belief	None
Racial group	As religious belief	None

Age	<p>Those aged over 60 as a proportion of the population is expected to increase by nearly 28% by 2025.⁷</p> <p>This group should benefit from the intended improvements to vehicle accessibility, changes in the infrastructure and the improvements in customer service which will make public transport more accessible to this group.</p>	Minor positive
Marital status	As religious belief	None
Sexual orientation	As religious belief	None
Men and women generally	As religious belief	None
Disability	<p>People with a disability should benefit from the intended improvements to vehicle accessibility, changes in the infrastructure and the improvements in customer service which will make public transport more accessible to this group.</p>	Minor positive
Dependants	<p>Dependants include younger people, older people and people with a disability. There is the potential for positive impacts with the improvements to vehicle accessibility, changes in the</p>	Minor positive

⁷ Source: Office National Statistics 2012 Mid-year Population Estimates

	<p>infrastructure and improvements in customer service. Similarly people with responsibilities for preschool age dependents may benefit from accessible public transport vehicles.</p> <p>The improvements will make public transport more accessible for this group.</p>	
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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		No. The Strategy may improve the accessibility of the transport network for all users.
Political opinion		No. As with Religious Belief above.
Racial group		No. As with Religious Belief above.
Age	Yes. An inclusive and accessible transport network will enable greater community participation; increase personal independence and travel options and enhance social inclusion therefore promoting equality of opportunity	

	for this group.	
Marital status		No. As with Religious Belief above.
Sexual orientation		No. As with Religious Belief above.
Men and women generally		No. As with Religious Belief above.
Disability	Yes. An inclusive and accessible transport network will enable greater community participation; increase personal independence and travel options and enhance social inclusion promoting equality of opportunity for this group.	
Dependants	Yes. An inclusive and accessible transport network will enable greater community participation; increase personal independence and travel options and enhance social inclusion promoting equality of opportunity for this group.	

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	There is no likely impact on good relations within this group.	None
Political opinion	See above	None
Racial group	See above	None

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

Good relations category	If Yes , provide details	If No , provide reasons
Religious belief		No – ATS is concerned with accessibility of transport for all people.
Political opinion		No – as above
Racial group		No – as 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).

Multiple identities has been considered throughout the completion of this form ie those who are older and have a disability

Part 3. Screening Decision

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

The Accessible Transport Strategy has potential to positively impact on all Section 75 categories however it is likely that it will have a positive differential impact on those who are older, those who have a disability, women and carers. As the impact will be positive it was decided an Equality Impact Assessment was not required.

As part of the statutory process the screening form will be circulated to Section 75 bodies. Any issues identified during this process relating to any Section 75 group will be fully considered.

This form will also form part of a consultation on the new strategy. Once responses have been analysed this form will be revisited to ensure it still reflects the correct impact.

Post implementation the Department will continue to consult with older people and people with a disability when drawing up delivery action plans and ongoing monitoring of the effectiveness of the Strategy. This will include regular meetings with Imtac and other representatives of older people and people with disabilities.

Update following consultation May 2016

No new section 75 issues were identified following the completion of the consultation which ran from 28 August 2015 to 20 November 2015. An analysis of responses to the consultation report was completed and can be accessed at this link <https://www.infrastructure-ni.gov.uk/publications/accessible-transport-strategy-2025-public-consultation-summary-responses>.

Part 4. Monitoring

The introduction of this strategy will be monitored in line with best practice as detailed in the guidance produced by the Equality Commission, Public Monitoring Guidance for Use by Public Authorities (July 2007).

Part 5 - Approval and authorisation

Screened by:	Position/Job Title:	Date:
Sean Coulter	Deputy Principal	3 rd August 2015
Approved by:		
Keith Walsh	Principal	3 rd August 2015
