**Newry, Mourne and Down District Council Policy Screening Form**

**Policy Information**

|  |  |
| --- | --- |
| Name of the policy | Draft Active Travel Masterplan |
| Is this an existing, revised or new policy? | New |
| What is it trying to achieve (aims/outcomes) | Development of a strategy and vision to promote and encourage walking and cycling across the District. |
| Are there any Section 75 categories which might be expected to benefit from the intended policy?  If so, explain how. | People with disabilities and people of different age (children and young people and older people) might be expected to benefit through increased access and additional health benefits. |
| Who initiated or wrote the policy? | Newry, Mourne and Down District Council commissioned Sustrans to produce an Active Travel Masterplan for the district. |
| Who owns and who implements the policy? | Newry, Mourne and Down District Council |

**Implementation factors**

|  |  |  |
| --- | --- | --- |
|  | Yes | No |
| Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision? | X |  |
| If yes, are they Financial | X |  |
| If yes, are they Legislative | **X** |  |
| If yes, and they are Other please specify: |  |  |

**Main stakeholders affected**

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

|  |  |  |
| --- | --- | --- |
|  | Yes | No |
| Staff | X |  |
| Service users | X |  |
| Other public sector organisations | Predominantly the Department for Infrastructure |  |
| Voluntary/community/trade unions | X |  |
| Other, please specify: |  |  |

[**Other policies with a bearing on this policy**](#Onefour)

|  |  |
| --- | --- |
| What are they?  Who owns them? | * Department for Regional Development (now replaced by the Department for Infrastructure) report “Changing Gear - A Bicycle Strategy for Northern Ireland” (2015). * Department of Health, Social Services and Public Safety - ‘Making Life Better’ (2014) * Department of Agriculture, Environment and Rural Affairs (DAERA) discussion document (2020) in advance of developing the first Clean Air Strategy for Northern Ireland. * The Regional Development Strategy 2035 (RDS) * DRD’s strategic document ‘Ensuring a Sustainable Transport Future – a New Approach to Regional Transportation’ (2012) which sets out how regional transportation will be developed beyond 2015 * Sub Regional Transport Plan 2015 * Accessible Transport Strategy 2025 * Planning Policy Statement 3: Access, Movement and Parking * Planning Policy Statement 13: Transportation and Land Use |

**Available evidence**

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

|  |  |  |
| --- | --- | --- |
| **Section 75**  **Category** | |  | | --- | | **Details of evidence / information** | |
| Religious belief | |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **LGD** | **All usual residents** | **Catholic** | **Protestant and other Christian** | **Other religions** | **None** | | **Northern Ireland** | 1,810,863 | 817,385  (45.14%) | 875,717  (48.36%) | 16,592  (0.92%) | 101,169  (5.59%) | | **Newry, Mourne & Down** | 169,211 | 122,544  (72.42%) | 40,273  (23.8%) | 861  (0.5%) | 5533  (3.3%) | | (Source: Census Data 2011 - Religion or Religion Brought Up In: KS212NI). | | | | | | | | |
| Political opinion | Elected political party representation is an approximate barometer of political opinion of people within the Council area.  The party breakdown of the Council’s elected members is as follows:  Sinn Féin 16 seats  SDLP 11 seats  Independents 5 seats  Ulster Unionist 4 seats  Democratic Unionist 3 seats  Alliance 2 seats |
| Racial group | According to the 2011 Census, 1.8% (32,400) of the usually resident population of Northern Ireland belongs to minority ethnic groups; this is more than double the proportion in 2001 (0.8%).  The minority ethnic language profile within the area serves as a possible indicator of the BME community profile.  The composition of language groups in the Newry, Mourne and Down District Council area is noted by NISRA (2011) as follows:  **Minority Ethnic Language Profile of the Newry, Mourne and Down LGD Area**   |  |  |  | | --- | --- | --- | | Main language of residents in Newry, Mourne and Down District LGD | Number | Percentage % | | English | 156794 | 97.15 | | Polish | 2100 | 1.18 | | Lithuanian | 836 | 0.47 | | Irish | 367 | 0.24 | | Portuguese | 86 | 0.05 | | Slovak | 134 | 0.08 | | Chinese | 121 | 0.07 | | Tagalog/Filipino | 55 | 0.03 | | Latvian | 208 | 0.25 | | Russian | 109 | 0.06 | | Malayalam | 87 | 0.05 | | Hungarian | 74 | 0.04 | | Other | 755 | 0.46 | |
| Age | The age profile of the Newry, Mourne and Down LGD area at Census Day 2011 is as follows:   |  |  |  | | --- | --- | --- | | Age Profile | NI | Newry, Mourne & Down | | 0-4 | 124382 | 12721 | | 5-7 | 67662 | 6876 | | 8-9 | 43625 | 4595 | | 10-14 | 119034 | 12287 | | 15 | 24620 | 2599 | | 16-17 | 51440 | 5260 | | 18-19 | 50181 | 4570 | | 20-24 | 126013 | 11570 | | 25-29 | 124099 | 11805 | | 30-34 | 373947 | 35122 | | 45-59 | 347850 | 32556 | | 60-64 | 94290 | 8624 | | 65-74 | 145600 | 12817 | | 75-84 | 86724 | 7453 | | 85-89 | 21165 | 1849 | | 90+ | 10231 | 829 |   In 2005, 8.5 million journeys were made on public transport by older people and people with a disability. By 2014/15 this has increased to 13 million journeys highlighting the value of public transport as a sustainable and affordable travel option to these groups. (Page 39 of the Draft Active Travel Masterplan) |
| Marital status | The table below illustrates the marital status profile of the Newry, Mourne and Down area:   |  |  |  | | --- | --- | --- | | **Marital Status** | **Newry, Mourne and Down LGD** | **NI** | | All usual residents: Aged 16+ years | 132455 | 1431540 | | Single (never married or never registered a same-sex civil partnership) Aged 16+ years | 47722 | 517393  (35.14%) | | Married: Aged 16+ years | 65255 | 680831  (47.56%) | | In a registered same-sex civil partnership: Aged 16+ years | 102 | 1243  (0.09%) | | Separated (but still legally married or still legally in a same-sex civil partnership): Aged 16+ years | 4697 | 56911  (3.98%) | | Divorced or formerly in a same-sex civil partnership which is now legally dissolved | 6271 | 78074  (5.45%) | | Widowed or surviving partner from a same-sex civil partnership: Aged 16+ years | 8408 | 97088  (6.78%) | |  | |
| Sexual orientation | Analysis of the Census 2011 indicates that between 2% and 10% of the population may be lesbian, gay or bisexual.  There are no official statistics in relation to the number of gay, lesbian or bisexual people in Northern Ireland. However, research conducted by the HM Treasury shows that between 5% - 7% of the UK population identify themselves as gay, lesbian, bisexual or ´trans´ (transsexual, transgendered and transvestite) (LGBT). This is a sizeable proportion of the population here in Northern Ireland. |
| Men and women generally | |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | The gender profile for the Newry, Mourne and Down LGD is as follows:   |  |  |  | | --- | --- | --- | | LGD | Male | Female | | Northern Ireland | 887323 | 923540 | | Newry, Mourne and Down LGD | 83866 | 85345 | | |  | |
| Disability | According to the 2011 Census 19.62% of people in the Newry, Mourne and Down District Council area have a long-term health problem or disability that limits their day-to-day activities;   |  |  |  |  |  | | --- | --- | --- | --- | --- | | LGD | All usual residents | Long-term health problem or disability: Day-to-day activities limited a lot | Long-term health problem or disability: Day-to-day activities limited a little | Long-term health problem or disability: Day-to-day activities not limited | | Northern Ireland | 1810863 | 215232  (11.89%) | 159414  (8.8%) | 1436217  (79.31%) | | Newry, Mourne and Down | 171533 | 19579  (11.4%) | 14102  (8.22%) | 135530  (79.01%) |   In Northern Ireland the profile of people with a disability is cited as follows:   * More than 1 in 5 or 21% of the population in Northern Ireland has a disability The incidence of disability is higher in Northern Ireland than any other part of the UK * 1 in 7 people in Northern Ireland have some form of hearing loss * 5,000 sign language users who use British Sign Language (BSL) and/or Irish Sigh Language (ISL) * In Northern Ireland there are 57,000 blind people or people with significant visual impairment * 52,000 people with learning disabilities   (Source: Disability Action)  In 2005, 8.5 million journeys were made on public transport by older people and people with a disability. By 2014/15 this has increased to 13 million journeys highlighting the value of public transport as a sustainable and affordable travel option to these groups. (Page 39 of the Draft Active Travel Masterplan) |
| Dependants | Persons with dependents may be people who have personal responsibility for the care of a child (or children), a person with a disability, and / or a dependent older person.  There are 61,998 households in Newry, Mourne and Down, 37.5% of which have dependents. With regard to these figures, dependents are defined as those aged 0-15 years or those aged 16-18 years who are in full-time education and living with their parents or grandparents. Similar to the regional trend, the proportion of households with dependents in the District has declined from 50% in 1981 to 37.5% in 2011.  There are 5,466 lone parent households with dependent children in Newry, Mourne and Down which equates to almost 9% of number of total households in the District and is the fourth highest in Northern Ireland, after Belfast (17,036), Derry and Strabane (6,337) and Armagh, Banbridge and Craigavon (6,337). Half of the parents in lone parent household in Newry, Mourne and Down are unemployed, almost a quarter are in full time employment and over a quarter are in part time employment. 89% of the parents in lone parent households are female compared to 11% who are male.  In 2012, the teenage conception rate was 1.02 per 1,000 mothers, which is the third lowest in N.Ireland before Lisburn and Castlereagh and Fermanagh and Omagh. |

**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 | No specific needs, experiences and priorities identified. |
| Political opinion | No specific needs, experiences and priorities identified. |
| Racial group | No specific needs, experiences and priorities identified. |
| Age | 1. **Accessible Transport Strategy 2025**   In 2005, 8.5 million journeys were made on public transport by older people and people with a disability. By 2014/15 this has increased to 13 million journeys highlighting the value of public transport as a sustainable and affordable travel option to these groups. A new Accessible Transport Strategy serving up to 2025 concluded its public consultation phase in November 2015. Pre-consultation engagement with various stakeholders, including organisations representing older people and people with a disability have identified five themes which will form the basis of the new 2025 Strategy:   * 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. **Benefits of School Streets**   **Healthier Children**   * Active school travel helps school-aged children meet the recommendation to accumulate at least 60 minutes per day of moderate to vigorous physical activity, which is linked with improved physical health. * Active school travel is associated with mental health benefits including reduced stress, depression and anxiety; as well as increased happiness. * Reduces childhood obesity   **Less Traffic and Pollution**   * Reducing the number of children being driven to school reduces particulate air pollution around the school; this improves air quality and reduces associated risks of lung and cardiovascular diseases.   **Healthier and Safer Communities**   * Reducing traffic volumes creates safer school zones. Improving walking and cycling routes to school also enhances the safety, connectivity and quality of life for the community as a whole.   **Better Academic Performance**   * The increased physical activity specifically associated with the school journey has been found to increase alertness and attention during the school day. * Physical activity supports healthy brain development, which can lead to improved learning and academic outcomes. * A recent report led by Dr Adrian Davis, professor of transport and health at Edinburgh Napier University, sets out the findings of a review of existing literature on the impact of school street closures. Alongside increasing active travel, the findings suggest that in almost all cases, the total number of motor vehicles across school street closures and neighbouring streets reduced.   “It is noteworthy that such a simple intervention can have really positive impacts in terms of increasing children physical activity levels and with this the associated improvements in wellbeing. School street closures looks to be a win-win for residents, schools and children and their families.” – Dr Adrian Davis <https://www.napier.ac.uk/about-us/news/school-street-closures>   1. **20 mph Zones**   Slower traffic speeds in built up areas are a key element in improving actual and perceived road safety. This would be especially beneficial for the most vulnerable people in society, including children and people with disabilities. Slower speeds emphasise the dual function of our streets - to improve both place and movement, and incorporating the movement of vehicles in a safer, more inclusive manner.  Studies suggest that 20mph streets can encourage more people to walk and cycle. Evidence from 20mph pilots in Scotland indicates that when people feel safer, they are more likely to walk and cycle. Monitoring before and after the rollout of 20mph across South Edinburgh showed an increase of 7% for journeys on foot, an increase of 5% for journeys by bike and a decrease of 3% for journeys by car |
| Marital status | No specific needs, experiences and priorities identified. |
| Sexual orientation | No specific needs, experiences and priorities identified. |
| Men and women generally | No specific needs, experiences and priorities identified. |
| Disability | 1. **Accessible Transport Strategy 2025**   In 2005, 8.5 million journeys were made on public transport by older people and people with a disability. By 2014/15 this has increased to 13 million journeys highlighting the value of public transport as a sustainable and affordable travel option to these groups. A new Accessible Transport Strategy serving up to 2025 concluded its public consultation phase in November 2015. Pre-consultation engagement with various stakeholders, including organisations representing older people and people with a disability have identified five themes which will form the basis of the new 2025 Strategy:   * 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. **20 mph Zones**   Slower traffic speeds in built up areas are a key element in improving actual and perceived road safety. This would be especially beneficial for the most vulnerable people in society, including children and people with disabilities. Slower speeds emphasise the dual function of our streets - to improve both place and movement, and incorporating the movement of vehicles in a safer, more inclusive manner.  Studies suggest that 20mph streets can encourage more people to walk and cycle. Evidence from 20mph pilots in Scotland indicates that when people feel safer, they are more likely to walk and cycle. Monitoring before and after the rollout of 20mph across South Edinburgh showed an increase of 7% for journeys on foot, an increase of 5% for journeys by bike and a decrease of 3% for journeys by car |
| Dependants | No specific needs, experiences and priorities identified. |

**Screening Questions**

1. What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 grounds?

|  |  |  |
| --- | --- | --- |
| **Section 75 category** | **Details of policy impact** | **Level of impact? Major/minor/none** |
| Religious belief |  | None |
| Political opinion |  | None |
| Racial group |  | None |
| Age | The draft Active Travel Masterplan is a draft visionary document setting out positive actions and proposals for future consideration which will specifically benefit children and young people and older people. | Major - positive |
| Marital status |  | None |
| Sexual orientation |  | None |
| Men and women generally |  | None |
| Disability | The draft Active Travel Masterplan is a draft visionary document setting out positive actions and proposals for future consideration which will specifically benefit people with disabilities. | Major – positive |
| Dependants |  | None |

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

|  |  |  |
| --- | --- | --- |
| **Section 75 category** | If **Yes,** provide details | If **No**, provide details |
| Religious belief |  | No |
| Political opinion |  | No |
| Racial group |  | No |
| Age |  | As previously noted, the draft Active Travel Masterplan is a draft visionary document setting out positive actions and proposals for future consideration which will specifically benefit children and young people and older people.  Page 227 of the document acknowledges that in line with statutory duty responsibilities to promote equality of opportunity and good relations, assessing and monitoring the impact of schemes on groups with protected characteristics we be critical to ensure that the needs of all users have been considered in the development and implementation of a scheme.  Specific focused engagement with target groups may be highlighted by the nature of the scheme or work arising from future equality screenings. |
| Marital status |  | No |
| Sexual orientation |  | No |
| Men and women generally |  | No |
| Disability |  | As previously noted, the draft Active Travel Masterplan is a draft visionary document setting out positive actions and proposals for future consideration which will specifically benefit people with disabilities.  Page 227 of the document acknowledges that in line with statutory duty responsibilities to promote equality of opportunity and good relations, assessing and monitoring the impact of schemes on groups with protected characteristics we be critical to ensure that the needs of all users have been considered in the development and implementation of a scheme.  Specific focused engagement with target groups may be highlighted by the nature of the scheme or work arising from future equality screenings. |
| Dependants |  | No |

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

|  |  |  |
| --- | --- | --- |
| Good relations category | **Details of policy impact** | **Level of impact? Major/minor/none** |
| Religious belief |  | None |
| Political opinion |  | None |
| Racial group |  | 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 details |
| Religious belief |  | No specific needs, experiences and priorities identified. |
| Political opinion |  | No specific needs, experiences and priorities identified. |
| Racial group |  | No specific needs, experiences and priorities identified. |

**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).

None

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

**Screening Decision**

In light of your answers to the previous questions, do you feel that the policy should (please underline one):

1. **Not be subject to an EQIA (with no mitigating measures required)**

2. Not be subject to an EQIA (with mitigating measures /alternative policies)

3. Not be subject to an EQIA at this time

4. Be subject to an EQIA

If 1. or 2. (i.e. not be subject to an EQIA), please provide details of the reasons why:

|  |
| --- |
| The decision that the Draft Active Travel Masterplan not be subject to an EQIA (with no mitigating measures required) is on the basis that this is a primarily a draft visionary document setting out recommendations and proposals. The document acknowledges that in line with statutory duty responsibilities to promote equality of opportunity and good relations, assessing and monitoring the impact of schemes on groups with protected characteristics is also critical to ensure that the needs of all users have been considered in the development and implementation of a scheme.  Specific focused engagement with target groups may be highlighted by the nature of the scheme or work arising from future equality screenings. |

If 2. (i.e. not be subject to an EQIA), in what ways can identified adverse impacts attaching to the policy be mitigated or an alternative policy be introduced?

|  |
| --- |
|  |

In light of these revisions, is there a need to re-screen the revised/alternative policy? Yes / No. If No, please explain why

|  |
| --- |
|  |

If 3. or 4. (i.e. to conduct an EQIA), please provide details of the reasons:

|  |
| --- |
|  |

**Timetabling and prioritising EQIA**

If 3. or 4, is the policy affected by timetables established by other relevant public authorities? NO

If YES, please provide details:

Please answer the following questions to determine priority for timetabling the EQIA. 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 EQIA.

|  |  |
| --- | --- |
| **Priority criterion** | **Rating (1-3)** |
| Effect on equality of opportunity and good relations |  |
| Social need |  |
| Effect on people’s daily lives |  |
| Relevance to a public authority’s functions |  |

Note: The Total Rating Score should be used to prioritise the policy in rank order with other policies screened in for EQIA. This list of priorities will assist you in timetabling the EQIA. Details of your EQIA timetable should be included in the quarterly Section 75 report.

Proposed date for commencing EQIA: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Monitoring**

Effective monitoring will help identify any future adverse impacts arising from the policy which may lead you to conduct an EQIA, as well as help with future planning and policy development.

Please detail proposed monitoring arrangements below:

|  |
| --- |
| The document acknowledges that in line with statutory duty responsibilities to promote equality of opportunity and good relations, assessing and monitoring the impact of schemes on groups with protected characteristics will also be critical to ensure that the needs of all users have been considered in the development and implementation of a scheme.  (p227, Draft Active Travel Masterplan) |

**Approval and Authorisation**

|  |  |  |
| --- | --- | --- |
| **Screened by:** | **Position/Job Title** | **Date** |
| Colin Moffett | Head of Corporate Policy | 26 July 2021 |
| **Approved by:** |  |  |
| Sheena McEldowney | Head of Sustainability | 4 August 2021 |

Note: The completed policy screening template, signed off by the appropriate policy lead within the Council, and approved by the senior manager responsible for the policy, should be forwarded to the Head of Corporate Policy who will arrange for it to be included in the Council’s Quarterly Report on Screening and made available on the Council’s website.