

## DOE SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

### Section 1

#### **Introduction**

This form is intended 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 consultation on the outcome of the screening exercise and will be referenced in the Annual Report to the Equality Commission. Copies of completed forms should be retained on file within business areas (**and a copy sent to the Equality Unit**) and reference should be made to the outcome of the screening exercise and subsequent consultation in any submission made to the Minister.

#### **Background**

##### **The Legal Background**

Under section 75 of the Northern Ireland Act 1998, the Department is required to have due regard to the need to promote equality of opportunity:

- between persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation;
- between men and women generally;
- between persons with a disability and persons without; and
- between persons with dependants and persons without.

The main groups within each of the nine categories, highlighted above, are identified at Appendix 1.

In addition, without prejudice to its obligations above, the Department is also required, in carrying out its functions relating to Northern Ireland, to have regard to the desirability of promoting good relations between persons of different religious beliefs, political opinion or racial group.

religious beliefs, political opinion or racial group.

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### **Policies included for EQIA**

If, after screening, it is decided that a policy will require a full EQIA, a decision will be required on the priority and timing of the assessment. The screening form should be noted accordingly, signed off and copied to the Equality Unit for inclusion in the EQIA programme.

### **Policies excluded for EQIA**

If a decision is taken to screen out the policy or where there is ambiguity about the equality implication of the proposal, the screening form should be signed off by a senior officer responsible for the policy and a copy sent to the Equality Unit. Copies of all screening out forms will be placed on the Department's website.

## **Section 2 – Policy to be Screened**

### **Definition of Policy**

There have been some difficulties in defining what constitutes a policy in the context of Section 75. To be on the safe side it is recommended that you consider changes to or any new initiatives, proposals, schemes or programmes as policies. The policies covered in the Equality Scheme EQIA programme are a reasonable guide both to the nature of external departmental policies and the level at which they should be considered.

The revised Guidance from The Equality Commission emphasises that the Statutory duties apply to **internal** policies (relating to people who work for the organisation) as well as **external** policies (relating to those who are, or could be, served by the organisations).

It is important to remember that even if a full EQIA has been carried out in respect of an "overarching" policy or strategy, it will still be necessary for the policy maker to consider if a further EQIA needs to be carried out in respect of those policies cascading from the overarching strategy.

OFMDFM Guidance on Legislative Procedures (Primary and Subordinate) sets out clearly the stages at which equality of opportunity considerations should be taken into consideration in the development of legislation.

### **Overview of Policy Proposals**

The aims and objectives of the policy must be clear and well defined. You must take into account any available data or evidence that will enable you to come to a decision on whether or not a policy may or may not have a differential impact on any of the S75 categories. Evidence may be qualitative and or quantitative and may include research or internal information and or experience in relation to service and customer monitoring exercises. Where appropriate, arrangements should be made to obtain any data necessary to assist screening. The Equality Unit or Central Statistics & Research Branch (Stephanie Harcourt ext 40878) are available to provide advice on data requirements.

**2.1 Please insert below a brief description of the policy/legislation, including the title and all the main aims and objectives**

<b>Title</b>	<b>Road Safety Education, Training and Publicity</b>
<b>Aims</b>	<b>To encourage positive road user attitudes and behaviour and contribute to reducing road deaths and serious injuries on Northern Ireland's Roads. The achievement of long term casualty reduction targets in the Northern Ireland Road Safety Strategy 2002-2012 through progression in achieving the strategic objectives and casualty reduction targets, and monitoring by the Road Safety Review Group.</b>

It is essential that all the aims/objectives of the policy be clearly and fully defined.

**2.2 On whom will the policies/legislation impact? Please specify**

**Whilst the above policy aims to encompass all groups, certain ages have been identified and are targeted more specifically.**

**DOE Road Safety Education Officers provide teaching resources and materials and training to school teachers through a programme of school visits to enable teachers to teach road safety on a regular structured basis. As well as general road safety initiatives, Road Safety Education Officers also work with schools on the delivery of**

- **Practical Child Pedestrian Safety Training**
- **Walking Bus**
- **Road Traffic Studies**
- **GCSE in Motor Vehicles and Road User Studies**
- **Driver Training Scheme**

**Road Safety Publicity specifically targets those responsible for road traffic collisions. 17-24 year old males, as a group have been identified through research as the group responsible for 25% of all fatal and serious injury collisions. They are hugely over-represented in collisions which are caused by speed, drink/drugs and driver inattention. However publicity messages do apply and are delivered to all those responsible for causing road traffic collisions.**

#### **Course for Drink Drive Offenders**

**This course is designed to prevent re-offending and is available to drivers 17 years and over who have been convicted of a drink driving offence. The court can make an order that a drink drive offender's period of disqualification can be reduced by up to 25%.**

**In 2004 course attendees were overwhelmingly male (85%) and most attendees were in the age range 21-50.**

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**2.3 Who is responsible for (a) devising and (b) delivering the policy, e.g. is it DOE, a Whitehall Department or EU? What is the relationship and have they considered this issue and any equality issues?**

**(a) DOE is responsible for devising and delivering the policy and equality issues have been considered.**

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**(b)**

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**2.4 What linkages are there to other NI Departments/Naps in relation to this policy/legislation?**

**Police Service of Northern Ireland, Northern Ireland Courts Service and Probation Board of Northern Ireland will be involved in the enforcement of the policy.**

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**Education and Library Boards, Council for Curriculum, Examinations and Assessment, Department of Education in the development and delivery of school-based road safety initiatives.**

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**DRD Roads Service with regards to engineering areas, e.g. road signage, traffic calming measures etc**

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**2.5 What data are available to facilitate the screening of this policy/ legislation?**

**The following qualitative data has been gathered to facilitate the screening of this policy.**

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**The Department consulted with the respondents to the previous EQIA on this policy however no significant impacts on Section 75 groups were raised.**

**The Department commissions research on an annual basis and the following quantitative data have been commissioned to facilitate the screening of this policy.**

**Northern Ireland Seatbelt Survey 2006**

**Northern Ireland Road Safety Strategy Annual Report 2005**

**Road Safety Monitor 2005**

**Annual Tracking Research - by Campaign**

**PSNI Statistical Report – Injury Road Traffic Collisions 1<sup>st</sup> April 05-31<sup>st</sup> March 06**

**The above research has been broken down into varying groups including, age, gender, pedestrians, drivers of motor vehicles, motorcyclists, pedal cyclists, passengers, pillion passengers, front and back seat occupants and other road users.**

**According to PSNI statistics, between 2001 and 2005, over three quarters of car drivers that died were male. The highest number of driver fatalities for both sexes was in the 16-24 age group. The fatality rate for passengers also peaked in the 16-24 age group for both sexes.**

**The age group with the highest numbers of motorcyclist fatalities 2001-2005 was 16-24.**

**Between 2001-2005, there have been consistently more male than female child pedestrian and child pedal cyclist KSIs.**

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**2.6 Is additional data required to facilitate screening? If so, give details of how and when it will be obtained.**

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**No further data is required to facilitate screening.**

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**See Appendix 4 of the Equality Commission Practical Guidance on EQIA which provides a list of Sources of S75 data or speak to Central Statistics and Research Branch (Stephanie Harcourt, ext 40878) or Equality Unit (Alex Boyle, ext 41194, or Una Downey, ext 40855).**

**Section 3 – Screening Analysis**

In cases where there is no available quantitative evidence, you will need to take a pragmatic, common sense judgement as to whether the policy/legislation you are screening may have a particular/differential impact on any of the groups. Discussions with Equality Unit, Statistics Branch and organisations representing the Section 75 Groups will be important and helpful at this stage in obtaining qualitative evidence of impacts. Every effort should be made to ensure that assessments are evidence based.

The following criteria must be considered when screening.

**3.1 Is there any indication or evidence of higher or lower participation or uptake by the following Section 75 groups?**

	Yes	No
Religious belief		✓
Political opinion		✓
Racial group		✓
Age		✓
Marital status		✓
Sexual orientation		✓
Gender		✓
Disability		✓
Dependants		✓

**Please give details**

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**3.2 Is there any indication or evidence that any of the following Section 75 groups have different needs, experiences, issues and priorities in relation to this policy issue?**

	Yes	No
Religious belief		✓
Political opinion		✓
Racial group		✓
Age		✓
Marital status		✓
Sexual orientation		✓
Gender		✓
Disability		✓
Dependants		✓

**Please give details**

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**3.3 Have consultations with the relevant representative organisations or individuals within any of the Section 75 categories, indicated that policies of this type create problems specific to them?**

	<b>Yes</b>	<b>No</b>
Religious belief		✓
Political opinion		✓
Racial group	✓	
Age		✓
Marital status		✓
Sexual orientation		✓
Gender		✓
Disability		✓
Dependants		✓

**Please give details of any consultations carried out, and any problems identified.**

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**NICEM highlighted issues relating to ethnic minorities in Northern Ireland having difficulties understanding laws governing the roads and licensing laws.**

**The Department of The Environment's DVA is responsible for Northern Ireland licensing laws.**

**The Department's Road Safety Branch is responsible for the production of the Highway Code. A consultation on the Highway Code was completed on 17<sup>th</sup> October 2006, and consultees were asked to provide comments on the availability of the Highway Code in other languages. This consultation indicated that, at present, the Highway Code did not need to be provided in other languages.**

**The Department's publicity campaigns are highly visual and do not rely on language to communicate road safety messages. Tracking research would also suggest that our advertising has a positive impact on road user's behaviours and attitudes to road safety.**

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**3.4 Is there an opportunity to better promote equality of opportunity or**

**community relations by altering the policy, or by working with others, in Government, or in the larger community in the context of this policy?**

Yes                      No

**Please give details**

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**3.5 It may be that a policy/legislation has a differential impact on a certain Section 75 group, as the policy has been developed to address an existing or historical inequality or disadvantage. If this is the case, please give details below:**

**No.**

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**3.6 Please consider if there is any way of adapting the policy to promote better equality of opportunity or good relations.**

**Please give details**

**The current policy does not need adapting.**

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**Section 4****EQIA Recommendation**

You should consider carefully in this section whether full EQIA is necessary, particularly where answers to any questions in Section 3 are affirmative.

- 4.1 Full EQIA procedures should be carried out on policies considered to have significant implications for equality of opportunity. Please fill in the following grid in relation to the policy/legislation.

<b>Prioritisation Factors</b>	<b>Significant Impact</b>	<b>Moderate Impact</b>	<b>Low Impact</b>
Social Need.			✓
Effect on people's daily lives.			✓
Effect on economic, social and human rights.			✓
Strategic significance			✓
Financial significance			✓

**Please give details**

**There is little or no impact on social need, people's daily lives, economic, social and human rights, strategic significance or financial significance, the road safety message is open to all citizens of Northern Ireland regardless of their status.**

- 4.2 **In view of the considerations in Section 3 and 4 do you consider that this policy/legislation should be subject to a full EQIA? Please give reasons for your considerations. If you are unsure, please consult with affected groups and revisit the screening analysis accordingly. Yes/No/Unsure**

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**Taking account of the quantitative and qualitative evidence this policy highlights the high levels of deaths in the male 17-24 year old category. However, the Departments policy is aimed at reducing these numbers, and through its publicity, training and education, reduce overall those killed and seriously injured on Northern Ireland's roads. A full EQIA was not anticipated before this screening exercise and now that the policy has been reviewed this decision remains the same. The policy currently works effectively towards our objective of reducing KSIs and improving road users' attitudes and behaviours.**

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**4.3 If an EQIA is considered necessary please comment on the priority and timing in light of the factors in table 4.1.**

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**4.4 If an EQIA is considered necessary is any data required to carry it out/ensure effective monitoring?**

**Please give details**

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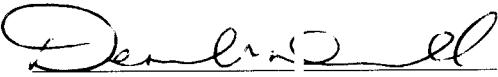
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**Section 5**

**Endorsement**

I can confirm that the proposed policy has been screened for equality of opportunity and good relations implications and has been screened out for equality impact assessment/requires a full equality impact assessment.

Signed:   
Agency/Division: Road Safety Division  
Date: 16 APRIL 2007

**PLEASE FORWARD A COPY OF THIS COMPLETED FORM TO:**

**DOE EQUALITY UNIT  
ROOM 413A  
CLARENCE COURT  
10-18 ADELAIDE STREET  
BELFAST  
BT2 8GB**

**QUERIES TO: ALEX BOYLE, EXT 41194  
[alex.boyle@doeni.gov.uk](mailto:alex.boyle@doeni.gov.uk)  
UNA DOWNEY, EXT 40855  
[una.downey@doeni.gov.uk](mailto:una.downey@doeni.gov.uk)**

**Section 6**

**For Completion by Equality Unit**

**Date**

**Screening result recorded:**      18/4/07

**Placed on website:**                      \_\_\_\_\_

**Screening out completed:**              18/4/07.

**Screening to be reconsidered:**        \_\_\_\_\_

**Give reasons:**

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**Agency/Division notified date:**      \_\_\_\_\_

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<b>Main Groups Relevant to the Section 75 Categories</b>	
<b><u>Category</u></b>	<b><u>Main Groups</u></b>
Religious belief	Protestants; Catholics; people of non-Christian faiths; people of no religious belief
Political opinion	Unionists generally; Nationalists generally; members/supporters of any political party
Racial Group	White people; Chinese; Irish Travellers; Indians; Pakistanis; Bangladeshis; Black Africans; Black Caribbean people; people with mixed ethnic group
Gender	Men (including boys); women (including girls); transgendered people
Marital status	Married people; unmarried people; divorced or separated people; widowed people
Age	For most purposes, the main categories are: children under 18, people aged between 18-65, and people over 65. However, the definition of age groups will need to be sensitive to the policy under consideration
“Persons with a disability”	Disability is defined as: A physical or mental impairment, which has a substantial and long-term adverse effect on a person’s ability to carry out normal day-to-day activities as defined in Sections 1 and 2 and Schedules 1 and 2 of the Disability Discrimination Act 1995
“Persons with dependants”	Persons with personal responsibility for the care of a child; persons with personal responsibility for the care of a person with an incapacitating disability; persons with personal responsibility for the care of a dependent elderly person
Sexual orientation	Heterosexuals; bi-sexuals; gays; lesbians

