

## Policy Screening Form

### Policy Scoping

**Policy Title: Dromore Town Centre Public Realm**

**Brief Description of Policy (please attach copy if available). Please state if it is a new, existing or amended policy.**

The Dromore Town Centre Public Realm scheme will enhance the streetscape of the outer Market Square, Bridge Street, and Church Street areas of the town centre, situated within the designated Dromore Conservation Area. The development of Dromore is guided by the Dromore Town Centre Masterplan which was completed in 2015.

The policy for this scheme will include high quality design, natural materials and bespoke details that reflect the town's history, while improving the functionality and accessibility of the town centre. The physical improvements in this scheme, will contribute to the economic, social and vitality growth of Dromore. Particular consideration will be given to the needs of businesses, visitors, bus travellers, and parking bay users as there is currently pedestrian and vehicle congestion on the southern side of Market Square.

There are issues regarding pedestrian safety along Bridge Street an attractive one way street which accommodates a number of independent businesses. Pavements are missing in northern Bridge Street, it is a shared surface in its current state, due to the historic narrow nature of the street. Bridge Street connects the town centre to the outer streets by providing a crossing point over the river Lagan via the B2 listed Downshire Bridge.

The scheme will address access issues between the main Lottery Place carpark and the town centre, by improving connectivity for users on Church Street.

The Dromore Town Centre Public Realm Scheme is currently being developed and will be the subject of a 8 week public information period between Oct 2018 and December 2018.

**Intended aims/outcomes. What is the policy trying to achieve?**

The policy aims to deliver upon some of the relevant themes of the Dromore Town Centre Masterplan, with particular emphasis on:

- Creating a pedestrian and cycle friendly town;
- Creating active streets, accommodating vehicles but avoiding their domination; and
- Connecting local communities with the town centre.

The policy will:

- Construct high quality pavement finishes and street frontage to commercial properties;
- Provide bespoke lighting, street furniture and decorative features;
- Create an attractive town centre;
- Celebrate the heritage of Dromore through subtle interventions within the Public Realm;
- Improve pedestrian flow, widened footpaths and crossing points;
- Enhance pedestrian safety, whilst accommodating vehicular movements;

- Create a pleasant experience for users and visitors; and
- Raise the profile of the River Lagan, Bridge Street leading to the listed Downshire Bridge.

**Policy Framework**

Has the policy been developed in response to statutory requirements, legal advice or on the basis of any other professional advice? Does this affect the discretion available to Council to amend the policy?

N/a

**Are there any Section 75 categories which might be expected to benefit from the policy? If so, please outline.**

This policy will benefit people within all the section 75 categories through the enhancement of Dromore Town Centre’s physical environment. The policy/scheme will provide improved access and movement to and within public and pedestrian spaces and will enhance the physical appearance of the town centre for the benefit of all users.

Given the nature of the policy, those within the ‘age’, ‘persons with a disability’ and ‘persons with dependants’ categories will particularly benefit.

**Who initiated or wrote the policy (if Council decision, please state). Who is responsible for implementing the policy?**

<b>Who initiated or wrote policy?</b>	<b>Who is responsible for implementation?</b>
<p>The policy was initiated by Armagh City, Banbridge and Craigavon Borough Council’s Regeneration Department.</p> <p>This policy has been developed by the appointed Design Team, GM Design Associates Ltd, who lead a multi-disciplinary team.</p> <p>A range of stakeholders have been identified and attended engagement sessions between March and Sept 2018 to inform the design.</p>	<p>Armagh City, Banbridge and Craigavon Borough Council.</p>

**Are there any factors which might contribute to or detract from the implementation of the policy (e.g. financial, legislative, other)?**

Financial – availability of funding is subject to the approval of the Dromore Public Realm Economic Appraisal.

Legislation – Unlikely to affect the implementation of the scheme

### **Main stakeholders in relation to the policy**

Please list main stakeholders affected by the policy (e.g. staff, service users, other statutory bodies, community or voluntary sector, private sector)

- Staff – No impact
- Service users – General public including local residents, traders, visitors, commercial operators.
- Utility providers – NIE Networks, NI Water, British Telecommunications (BT), Phoenix Natural Gas
- Transport providers – Translink
- Statutory bodies – Armagh City, Banbridge and Craigavon Borough Council, Dept for Communities (DfC), Department for Infrastructure (DfI), Northern Ireland Environment Agency (NIEA)
- Community or voluntary sectors – The Inclusive Mobility and Transport Advisory Committee (Imtac), Disability Action, Guide Dogs NI, RNIB NI, Mae Murray Foundation, Sustrans
- Private sector – Local shops, businesses
- Dromore Traders Association

**Are there any other policies with a bearing on this policy? If so, please identify them and how they impact on this policy.**

Yes, there is both local and regional policy that has a bearing on this policy. They are:

- Dromore Town Centre Masterplan – May 2015
- Banbridge , Newry and Mourne Area Plan 2015
- Armagh, Banbridge and Craigavon Local Development Plan Paper 2015
- Community Plan for Armagh City, Banbridge and Craigavon Borough 2017-2030
- Regeneration & Development Strategy for Armagh City, Banbridge & Craigavon Borough Council
- Armagh City, Banbridge and Craigavon Borough Council- Corporate Plan 2018-2023
  
- NI Regional Development Strategy 2035
- Strategic Planning Policy Statement for Northern Ireland
- Shared Future Policy and Strategic Framework for Good Relations in Northern Ireland 2005
- Urban Regeneration and Community Development Policy Framework 2013

### **Available Evidence**

Council should ensure that its screening decisions are informed by relevant data. What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

The Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) documents were used to inform the initial concept design and the drawings produced for public consultation.

The following evidence has been taken into account to better inform the development of the scheme/policy:

- DfI Director of Engineering Memorandum DEM 154/15 “Kerb Heights in Public Realm Schemes;
- DfI data on vehicular accidents statistics within the scheme boundary;
- DfI data on Parking Permits for the Permit Parking only designated area within the scheme boundary;
- Effective Kerb Heights for Blind and partially Sighted People – University College London Research (2009);
- RNIB NI Manifesto 2015;
- RNIB Key Facts on sight loss in Northern Ireland (2015);
- DRDNI Dromore Transport Study (April 2006)

Topographical Surveys and Underground Utility Surveys were carried out in the project area between April to July 2018. These surveys together with on-site survey and analysis work identified the following key issues and challenges in relation to Bridge Street:

- Underground Services located at shallow depths from the road surface. These include BT services at approximately 300-400mm below ground level and Electric cables at approximately 500mm below ground level. A proposed Natural Stone surface and related sub-base installation would impact on these existing services and would result in additional cost.
- Doorway threshold levels at low levels related to the roadway levels.
- No provision of a dedicated footpath from the ‘Country Choice’ property to the interface of Bridge Street and Market Square. The footpath leading from Market Square finishes abruptly and the pedestrians are exposed to frequent vehicle movement. The restricted width of Bridge Street presents a challenges to provide both a roadway and a dedicated footpath.
- Due to the nature of falls from the surrounding roads, Bridge Street is prone to flooding, particularly in the section between the ‘Country Choice’ property and the interface of Bridge Street and Market Square. This flooding was witnessed recently in July 2018.

These key issues presents significant challenges in terms of design resolution and any related cost implications.

GM Design and Council have engaged with stakeholders between March 2018 and September 2018 to develop the design for the Public Realm.

On 7th March 2018 we met with DfI representatives including Roads and Street Lighting, and conducted a site walk of the project area.

On 10th May 2018 we met with DfI representatives to discuss design options as a result of feedback from the site walk.

On 15th May 2018 we consulted with Elected Members on the design options for the scheme.

On 17th May 2018 we met with Disability Action, Guide Dogs NI, Imtac, and Mae Murray Foundation. GM design led a site walk of the project area, and discussed the design options with the attendees. Guide Dogs NI, Mae Murray Foundation and Imtac provided written feedback after the engagement meeting.

All traders in the town centre were invited to attend a consultation on 4th June 2018, the invitations were hand delivered. On the evening members from the Dromore Traders Association which included 14 business representative. GM Design presented the proposals and discussed the designs.

On 14th June 2018, representatives from Phoenix Natural Gas, NI Water, NIE Networks attended a meeting to discuss the design options and any works that they have planned for the near future in Dromore.

On 5<sup>th</sup> July 2018, we held a meeting with representatives from Translink. The primary focus of the meeting was to discuss a potential option of relocating the bus stop from the south side of Market Square, in front of the shops to the north side of Market Square. The north side of the Square is quieter and the relocation of the bus stop would help to ease congestion. Translink were not in favour of this option, as they had previously located the Bus Stop on the Northern side and it created operational problems for them. Further discussions at the meeting also took place on the provision of a 'Bus Border', auto-tracking of buses through the town centre and the new fleet of Translink vehicles which have increased dimensions.

A further meeting with Elected Members and the Lord Mayor was held on the 31<sup>st</sup> July 2018. The purpose of this meeting was to provide information on the inclusion of Church Street within the project. These proposals were positively received by all attendees.

On the 2<sup>nd</sup> August 2018 we held a technical meeting with DFI Roads and DFI Street Lighting. The purpose of this meeting was to talk through the technical issues related to surface finishes, kerb heights, Bridge Street, drainage provision and the technical details of the Lighting Specification and Design.

We held a Consultation meeting with Virgin Media on the 2<sup>nd</sup> August 2018. Virgin Media do not currently have any services within the area and discussions took place regarding what programme of work that they may have in the future and what options they may have to carry out service installation ahead of the Public Realm works.

On the 10<sup>th</sup> August 2018 we held a further Section 75 update meeting with the following groups: Imtac, Guide Dogs NI and RNIB. Apologies were received from Disability Action and the Mae Murray Foundation. The main focus of the meeting was to provide the Section 75 groups with information on the inclusion of Church Street within the proposals. Other issues discussed also included: Tactile paving alignment, Bus Border, Bridge Street proposals, controlled crossings, lighting, interpretation panels, street furniture and the consultation period.

We held a further technical meeting with DFI Roads and DFI Development Control Department on the 3<sup>rd</sup> September 2018. The key focus of this meeting was to discuss the proposals on Bridge Street. It was agreed that two different options should be developed, both utilising dedicated footpath provision. The key issues to address involved: relationship of road levels to thresholds, carriageway widths, kerb heights, traffic flow and traffic calming measures.

GM Design and Council welcomed the discussions from the above sessions and the feedback helped to shape the final design for Dromore Public Realm.

The Public Consultation was completed between 29<sup>th</sup> October 2018 to the 3<sup>rd</sup> January 2019

with presentation boards of the Concept Design located at key locations within the town including the Town Hall, Dromore Library, Café Thyme and the Dromore Community Centre. A series of special information events were hosted which allowed interested parties to discuss aspects of the scheme with members of the Design Team and representatives from the Council. These events took place on the following dates:

- Café Thyme – Thursday 8<sup>th</sup> November 2018 from 12:00pm to 4:00pm. This event was attended by five people.
- Dromore Library – Tuesday 27<sup>th</sup> November 2018 from 3:00pm to 7:00pm. This event was attended by two people.
- Dromore Community Centre – Wednesday 12<sup>th</sup> December 2018 from 4.00pm to 8.00pm. This event was attended by twelve people.

Public Consultation will also be carried out through online surveys via citizen space and 47 responses were received. A further 38 hard copies of the survey were completed.

The Northern Ireland Census 2011 showed that Dromore had a population of 6,011 (based on Dromore Settlement Area and using exact figures) Approximately 11,439 people live within a 10 minute drive time and 25,466 people live within a 15 minute drive time of Dromore town centre (2016 population estimates, NISRA and Town Centre Database).

Section 75 category	Evidence
Religious belief	<p>The following statistics were recorded with regard to religious beliefs within Dromore, according to the 2011 Northern Ireland Census:</p> <p>75.9% stated their religion as Protestant 15.8% stated their religion as Catholic</p> <p>Dromore is a mainly Protestant town with 75.9% in the 2011 Census stating their religion as Protestant or Other Christian, but with a significant Catholic minority (15.8% stated their religion as Catholic).</p> <p>There are two places of worship in the project area, Elm Church on Bridge Street, and the Cathedral Church of Christ the Redeemer abuts Church Street.</p>
Political opinion	<p>The 2011 Census did not record political opinion. Although general election results and electorates are not officially made available for ward-by-ward in Northern Ireland, estimated figures were made available showing the result breakdown of the 2017 General Elections. In the 2017 Northern Ireland General Elections, 1,996 votes were cast in Dromore. Of these, it is estimated that the Dromore voted as follows:</p> <p>DUP: 54.6% UUP: 26.6% SDLP: 5% Sinn Fein: 2.5%</p>

	<p>Other: 10.9%</p> <p>In the 2011 Census a considerably larger proportion of the town's residents when compared to Northern Ireland, described themselves as British (75.9% compared to 41.6%) or Northern Irish (32.1% compared to 29.2%) whereas only a small proportion described themselves as Irish (7.5% compared to 28.0%).</p>
Racial group	<p>The following statistics were recorded with regard to age breakdown within Dromore, according to the 2011 Northern Ireland Census:</p> <p>99% were of the white ethnic group  89.7 were born in Northern Ireland  4.8% were born elsewhere in the UK  1.2% were born in the Republic of Ireland  2.7% were born in other EU countries  1.6 % were born elsewhere</p> <p>Dromore is almost completely "white" with 99.0% of residents thus defining their ethnic group. Within that group there is now a small but significant Eastern European emigrant population who reside in the town.</p>
Age	<p>The following statistics were recorded with regard to age breakdown within Dromore, according to the 2011 Northern Ireland Census:</p> <p>23% were aged between 0-15  63% were aged between 16-64  14% were aged 65+</p>
Marital status	<p>The following statistics were recorded with regard to marital status within Dromore, according to the 2011 Northern Ireland Census:</p> <p>52.5% were married or in a registered same-sex civil partnership  30.8% were single  4.1% were separated  5.8% were divorced or formerly in a same-sex partnership  6.7% were widowed or a surviving partner from a same-sex civil partnership</p>
Sexual orientation	<p>There is no official statistical data/information available on this Section 75 group.</p>
Men and women generally	<p>The following statistics were recorded with regard to gender within Dromore, according to the 2011 Northern Ireland Census:</p> <p>48% were male  52% were female</p>

Disability	<p>Dromore has a slightly lower proportion of its population with long term health problems or disability compared to that of Northern Ireland (19.1% in Dromore compared to 20.7% in Northern Ireland). A higher proportion of Dromore residents described their health as good (81.2%) compared to Northern Ireland (79.5%).</p> <p>On the 17th May 2018 and the 10<sup>th</sup> August 2018 we met with various Disability and Section 75 groups, including Guide Dogs for the Blind, IMTAC, Disability Action and The Mae Murray Foundation. We are utilizing the feedback received to inform the Design Proposals.'</p> <p>The key learning and feedback gained from the meeting with the Section 75 Groups that is now being considered within the proposals include:</p> <ul style="list-style-type: none"> <li>- Tactile paving provision and safe crossing points.</li> <li>- Adequate parking bay dimensions for disabled access vehicles.</li> <li>- Location of disabled parking bays.</li> <li>- De-cluttering of Street Furniture</li> <li>- Sufficient light level provision</li> <li>- A link to the Public Car Park at Lottery Place</li> <li>- Kerb heights (Ideally 100mm but no less than 60mm)</li> <li>- Sufficient footpath widths- where possible.</li> <li>- Footpath provision within Bridge Street</li> <li>-Safe Bus access via a 'Bus Border'</li> <li>- Interpretation Panels for all- i.e. panels to include raised features and braille text.</li> <li>- Consideration on the use of dished channels and their potential to be a trip hazard.</li> </ul>
Dependants	<p>The 2011 Census recorded that within Dromore:</p> <p>36% of households had dependent children</p> <p>The proportion of Dromore's adults providing and receiving care is similar to that in Northern Ireland.</p>

### Needs, experiences and priorities

Taking into account the information gathered above, what are the different needs, experiences and priorities of each of the following categories in relation to this particular policy/decision?

Section 75 category	Needs, experiences and priorities
Religious belief	There is no evidence of any different needs, experiences or priorities for this Section 75 group. In fact all groups will benefit directly and/or indirectly from the policy.
Political opinion	There is no evidence of any different needs, experiences or priorities for this Section 75 group. In fact all groups will benefit directly and/or indirectly from this public realm policy.



Racial group	There is no evidence of any different needs, experiences or priorities for this Section 75 group. In fact all groups will benefit directly and/or indirectly from the policy.
Age	<p>The scheme will be designed to be fully DDA (Disability Discrimination Act) compliant.</p> <p>This may also address the needs and priorities of the elderly and those in the very young age group in that it aims to provide an improved environment with high quality pavement finishes, tactile paving crossing points, de-clutter street furniture and interpretation panels for all.</p>
Marital status	No needs or priorities identified relating to marital status. It is intended that the policy will benefit people regardless of marital status.
Sexual orientation	No needs or priorities identified relating to sexual orientation. It is intended that the policy will benefit people regardless of sexual orientation.
Men and women generally	No needs or priorities identified on the basis of gender. It is intended that the policy will benefit people regardless of gender.
Disability	<p>The policy has been designed to be fully compliant with the Disability Discrimination Act. This will address all needs and priorities of those with disabilities.</p> <p>The policy will provide for a range of varying needs for persons with disabilities including:</p> <ul style="list-style-type: none"> <li>- High quality, level surface pavement finishes</li> <li>- Tactile paving crossing points of contrasting colours</li> <li>- De-cluttering of street furniture with any new street furniture being located at strategic locations to avoid becoming an obstacle for navigation through the town. Street Furniture will have back and arms rests to assist less able bodied users.</li> <li>- Interpretation panels for all which will included raised graphics and braille.</li> <li>- Sufficiently wide footpaths will be provided where possible and existing kerb lines will be extended into the carriageway, where possible to allow for increased pedestrian comfort space.</li> <li>- Upstand Kerbs will be retained and increased where possible. These kerbs are ideally to be 100-125mm high and a minimum of 60mm high. This will be of particular benefit to site users with guide dogs who need upstand kerb provision to aid navigation through the town.</li> <li>- Adequate and well located disabled parking bay provision together with increased dimensions for these parking bays to allow for ease of access for wheelchair users.</li> <li>- A Bus Border will be provided to improve access from the Bus Stop to the Bus.</li> <li>- Lighting Levels will be improved and designed to reach all required specifications and standards from DfI Street Lighting to aid navigation through the town.</li> <li>- A clear link with the Public Car park at Lottery Place.</li> </ul>

Dependants	It is intended that the Dromore Town Centre Public Realm project will benefit people regardless of whether or not they have dependants. Enhanced accessibility and better footways, carriageways and parking will benefit users with prams, buggies and wheelchairs.
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### Screening Questions

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

Category	Policy Impact	Level of impact (Major/minor/none)
Religious belief	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people with different religious beliefs.	None
Political opinion	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people with different political opinions.	None
Racial group	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people from different racial/ethnic groups.	None
Age	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people of different ages, any impact is expected to be positive particularly for older people.	None
Marital status	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people of different marital status.	None
Sexual orientation	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse	None

	impact on people of different sexual orientation.	
Men and women generally	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people of different gender.	None
Disability	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people with a disability, any impact is expected to be positive.	None
Dependents	The policy aims to improve the urban environment for all users. It is not felt that the policy will have an adverse impact on people with dependants, any impact is expected to be positive.	None

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

Category	If yes, provide details	If no, provide reasons
Religious belief		This policy does not offer any opportunity to better promote Equality of Opportunity for people of different religious beliefs.
Political opinion		This policy does not offer any opportunity to better promote Equality of Opportunity for people of different political opinion.
Racial group		This policy does not offer any opportunity to better promote Equality of Opportunity for people of different racial or ethnic group.
Age	The policy has the potential to better promote Equality of Opportunity for this group in that the physical environment will be enhanced for its users. Improved surfaces, wider footpaths and safer crossing points should allow for ease of access for people within	

	this category, particularly the elderly.	
Marital status		This policy does not offer any opportunity to better promote Equality of Opportunity for people of different marital status.
Sexual orientation		This policy does not offer any opportunity to better promote Equality of Opportunity for people of different sexual orientation.
Men and women generally		This policy does not offer any opportunity to better promote Equality of Opportunity for men and women generally.
Disability	<p>The proposed policy will improve accessibility and movement for those with disabilities. To address concerns raised by representatives of this category during consultation we have included the following proposals:</p> <ul style="list-style-type: none"> <li>- High quality, level surface pavement finishes</li> <li>- Tactile paving crossing points of contrasting colours</li> <li>- De-cluttering of street furniture with any new street furniture being located at strategic locations.</li> <li>- Interpretation panels for all.</li> <li>- Sufficiently wide footpaths will be provided where possible and existing kerb lines will be extended into the carriageway.</li> <li>- Upstand Kerbs will be retained and increased where possible.</li> <li>- Adequate and well located disabled parking bay provision together with increased dimensions for these parking bays.</li> </ul>	

	<ul style="list-style-type: none"> <li>- A Bus Border will be provided.</li> <li>- Lighting Levels will be improved and designed to reach all required specifications and standards.</li> <li>- A clear link with the Public Car park at Lottery Place.</li> </ul>	
Dependents	The proposed policy will improve accessibility and movement for those with dependents. Improved surfaces, wider footpaths, directional guidance paving and safer crossing points should allow for ease of access for people within this category.	

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

Category	Details of Policy Impact	Level of impact (major/minor/none)
Religious belief	<p>The policy will benefit all site users, within all the Section 75 groups. It is not expected that the scheme will have any negative impact on good relations between people of different religious beliefs, political opinion, or racial group.</p> <p>Positive impacts are expected due to the enhanced and regenerated physical environment of shared public space within the town centre.</p>	None
Political opinion		
Racial group		

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

Category	If yes, provide details	If no, provide reasons
Religious belief	<p>The enhanced and regenerated shared public space is anticipated to offer opportunities to better promote good relations between people of different</p>	
Political opinion		
Racial group		

	religious beliefs, political opinions and racial groups.	
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**Multiple Identity**

Generally speaking, people fall into more than one Section 75 category (for example: disabled minority ethnic people; disabled women; young Protestant men; young lesbian, gay and bisexual people). Provide details of data on the impact of the policy on people with multiple identities. Specify relevant s75 categories concerned.

Young/elderly people with a disability/dependents  
 People of different racial group/religious belief/political opinion

The Dromore Town Centre Public Realm project will benefit all Section 75 groups within the equality categories, including those with multiple identities mentioned above. The enhancement of the physical environment within the town centre will remove obstacles to all potential users. Improved surfaces, wider footpaths, de-clutter street furniture, directional guidance paving and safer crossing points improve access and movement throughout the town centre providing future regeneration opportunities in the area.

**Disability Discrimination (NI) Order 2006**

Is there an opportunity for the policy to promote positive attitudes towards disabled people?

The Dromore Town Centre Public Realm project will introduce navigational panels and directional guidance paving which will promote awareness of the needs and requirements of those with disabilities. This will help promote positive attitudes towards those with disabilities and the importance of considering their specific needs.

Is there an opportunity for the policy to encourage participation by disabled people in public life?

As above

**Screening Decision**

**A: NO IMPACT IDENTIFIED ON ANY CATEGORY – EQIA UNNECESSARY**

Please identify reasons for this below

**B: MINOR IMPACT IDENTIFIED – EQIA NOT CONSIDERED NECESSARY AS IMPACT CAN BE ELIMINATED OR MITIGATED**

Where the impact is likely to be minor, you should consider if the policy can be mitigated or an alternative policy introduced. If so, an EQIA may not be considered necessary. You must indicate the reasons for this decision below, together with details of measures to mitigate the adverse impact or the alternative policy proposed.

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

The Dromore Town Centre Public Realm project aims to improve the physical environment for all its users. It is considered that the scheme will not have an adverse impact on any of the Section 75 groups.

The scheme will benefit all Section 75 groups by enhancing and regenerating the physical environment and improving the general appearance of the area. Existing obstacles will be removed with improved surfaces, wider footpaths, de-clutter street furniture, directional guidance paving and safer crossing points providing enhanced access and movement throughout the town centre, leading to potential future regeneration opportunities in the area.

### C: MAJOR IMPACT IDENTIFIED – EQIA REQUIRED

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

N/A

#### **Timetabling and Prioritising**

**If the policy has been screened in for equality impact assessment**, 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.

<b>Priority criterion</b>	<b>Rating (1-3)</b>
Effect on equality of opportunity and good relations	
Social need	
Effect on people's daily lives	

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 council in timetabling its EQIAs.

Is the policy affected by timetables established by other relevant public authorities? If yes, please give details.

N/A

## Monitoring

Effective monitoring will help the authority identify any future adverse impact arising from the policy. It is recommended that where a policy has been amended or an alternative policy introduced to mitigate adverse impact, monitoring be undertaken on a broader basis to identify any impact (positive or adverse).


Further information on monitoring is available in the Equality Commission's guidance on monitoring ([www.equalityni.org](http://www.equalityni.org)).

Identify how the impact of the policy is to be monitored

Responses to the ongoing consultation will continue to be monitored during subsequent phases of implementation. Furthermore, there will be a commitment to continue to monitor those who access the area through each stage of implementation, and to keep a register of any complaints that may attach to section 75 considerations. Where issues attaching to section 75 grounds are identified then they will be remedied accordingly.

## Approval and Authorisation

A copy of the screening form for each policy screened should be signed off by the senior manager responsible for that policy. The screening recommendation should be reported to the relevant Committee/Council when the policy is submitted for approval.

Screened by	Position/Job title	Date
Chris McNabb	Director- Landscape Architect	23 <sup>rd</sup> January 2019
Approved by	Position/Job Title	Date
Armagh City Banbridge and Craigavon Borough Council	 Therese Rafferty Head of Regeneration Dept.	23 <sup>rd</sup> January 2019

Please forward a copy of the completed policy and form to:

[mary.hanna@armaghbanbridgescraigavon.gov.uk](mailto:mary.hanna@armaghbanbridgescraigavon.gov.uk)

who will ensure these are made available on the Council's website.

The above officer is also responsible for issuing reports on a quarterly basis on those policies "screened out for EQIA". This allows stakeholders who disagree with this recommendation to submit their views. In the event of any stakeholder disagreeing with the decision to screen out any policy, the screening exercise will be reviewed.



