

Equality Impact Assessment (EqIA)

Deciding what needs to be assessed

In theory all policies, decisions, services, projects and programmes should be impact assessed. The most practical approach is to assess as the proposal is being developed or as processes, services and policies come up for review making the EQIA part of the development process. Do not be put off by the list below, it does not mean that long and detailed assessments are required every time you are engaged in one of the activities. However, it does mean that you should always consider the equalities implications of your proposals.

Policy

- New policy development
- Substantial revision of an existing policy or process
- Any change which may have a disproportionate impact on a particular group

Decision

- Key decision
- Decision for management board/cabinet
- Budget change decision

Service

- New service
- Service review, including the decommissioning of services
- Any service change which may have a disproportionate impact on a particular group

Projects and programmes

- All, at planning stage

Further information: [Equality Impact Assessments - a user's guide](#)

Section one

No.	Question	Response
1.1	Name of policy/decision/service/project/programme being assessed	Introduction of vehicle weight limit at Kingshill Road, Swindon as a result of the declaration of an Air Quality Management Area.
1.2	Summary of aims and objectives of the policy/decision/service/project/programme	<p>The Council declared an Air Quality Management Zone on Kingshill Road (A4289) in February 2017 as a result of the level of noxious emissions (NO₂) detected within the air. Nitrogen dioxide is a gas which is generally emitted from high temperature combustion processes such as road transport. In order to address the issue at Kingshill Road an Air Quality Action Plan has been prepared outlining a number of actions by which to achieve improvements in the air quality on Kingshill Road. This Action Plan was approved by Cabinet in March 2019 and updated in December 2023.</p> <p>The non-compliant stretch of Kingshill Road is steeply uphill, with houses and trees on each side forming a small street canyon. The road runs WNW to ESE and so is relatively sheltered from prevailing winds that might otherwise help to disperse the gases. The air quality issues on Kingshill Road are considered to be as a result of a combination of factors, one of which being the contribution of exhaust emissions from larger vehicles using the route. In order to meet the annual average air quality objective figure Nitrogen Oxide produced via use of the road must be reduced. In order to achieve this the number of vehicles using the road must be reduced, or the Nitrogen Dioxide emissions from the vehicles using the road must be reduced, or a combination of both.</p>

		<p>As a result, one item on the Action Plan is the introduction of a vehicle weight limit to restrict the size of vehicles permitted to use Kingshill Road between Westcott Place and Okus Road junctions</p> <p>This involves a Traffic Regulation Order being introduced through a statutory process which includes a right to object. Those objections are considered and dealt with through the Cabinet Member Decision Note process as required in the Council Constitution.</p>
1.3	<p>Who is affected by the policy/decision/service/project/programme? (For example, employees/service users/supplier/contractor)</p>	<p>All local residents and users of the highway in the area who breath in the existing air as well as the HGV drivers and operators who will be diverted from the route and those who live on the diversion routes.</p>
1.4	<p>What involvement and consultation has been done in relation to this proposal? (For example, with relevant groups and stakeholders)</p>	<p>The original Air Quality Management Area action plan (including weight limit) was subject to consultation when it was first proposed. It was strongly supported by local residents in the Kingshill area.</p> <p>The Traffic Regulation process has included informal consultation with local stakeholders followed by a statutory consultation on the proposed Traffic Regulation Order as required by the regulations.</p>
1.5	<p>What are the arrangements for monitoring and reviewing the actual impact of the policy/funding activity/event?</p>	<p>The new restriction will be monitored through traffic surveys 6 months after implementation to assess levels of compliance with the weight limit – and consider any additional measures required.</p>

Section two – protected characteristics

Protected characteristic group	Is there a potential for positive or negative impact? Is the impact neutral?	Please explain and give examples of any evidence/data used	Action to address negative impact (for example, adjustment to the proposal)
Disability	Impact will be positive	Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives, or are more susceptible to health problems caused by air pollution. The most vulnerable face all of these disadvantages. Groups that are more affected by air pollution include individuals with existing CVD or respiratory disease.	No negative impact expected
Gender reassignment	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected
Marriage or civil partnership	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected
Pregnancy and maternity	Impact will be positive	Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives, or are more	No negative impact expected

		susceptible to health problems caused by air pollution. The most vulnerable face all of these disadvantages. Groups that are more affected by air pollution include pregnant women.	
Race	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected
Religion or belief	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected
Sexual orientation	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected
Sex (gender)	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected
Age	Impact will be positive	Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives, or are more susceptible to health problems caused by air pollution. The most vulnerable face all of these disadvantages. Groups that are more affected by air	No negative impact expected

		pollution include older people and children.	
Children in care and care leavers	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected

Section three – evaluation

No.	Question	Explanation/justification
3.1	Is it possible the proposed policy or activity or change in policy or activity could discriminate or unfairly disadvantage people?	No evidence that this would happen as a result of the new weight limit in the Kingshill area. For residents in areas on the diversion routes it is considered that there is capacity on the alternative routes (that do not share the problematic topography of the top of Kingshill Road) to accommodate the relatively small number of diverted HGVs, without resulting in a noticeable change in the local environment in these areas.

No.	Final Decision	Tick the relevant box	Include any explanation / justification required
1	No barriers identified, therefore activity will proceed	X	Air pollution is associated with a number of adverse health impacts and poor air quality is the largest environmental risk to public health. Long-term exposure to air pollution (over years or lifetimes) can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma and increases in respiratory and cardiovascular

		<p>hospital admissions and mortality. There is also emerging evidence of associations between air pollution and low birth weight, diabetes, cognitive decline and dementia. It is recognised as a contributing factor in the onset of heart disease and cancer.</p> <p>Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives, or are more susceptible to health problems caused by air pollution. The most vulnerable face all of these disadvantages.</p> <p>Groups that are more affected by air pollution include:</p> <ul style="list-style-type: none">• older people• children• individuals with existing CVD or respiratory disease• pregnant women• communities in areas of higher pollution, such as close to busy roads• low-income communities <p>Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with inequalities, because areas with poor air quality are also often less affluent. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion¹. Swindon Borough Council is committed to reducing the exposure of people in Swindon to poor air quality in order to improve health.</p>
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2	Stop at some point because the data shows bias towards one or more groups		
3	Adapt or change the event in a way which you think will eliminate the bias		
4	Barriers and impact have been identified, however having considered all available options carefully, there appear to be no other proportionate ways to achieve the aim of the policy or practice (for example, in extreme cases or where positive action is taken). Therefore, proceed with caution with this knowing that it may favour some people less than others, providing justification for this decision		

Section four – record keeping

Question	Response
Will this EqIA be published* (*EqIA's should be published alongside relevant event paperwork including cabinet papers):	Yes
Date completed	8 November 2024
Review date (if applicable)	

Change log

Name	Date	Version	Change made

Responsibilities

Question	Response	Date completed
Name of person leading this EqIA	Philip Martlew	08/11/2024

Question	Response
Names and roles of people involved in the consideration of impact	Julie Furneal, Senior Traffic Engineer

Question	Response	Date signed
Name of Director signing EqIA	Steve Iles	09/11/2024