

Equality Impact Assessment

Section 1: Executive Summary	
1.1	<p>Title of policy (or decision) Outline Business Case for removal of Air Quality Exceedances on East Mayne, Basildon and changes to crossing locations on East Mayne, Basildon</p>
1.2	<p>Describe the main aims, objectives and purpose of the policy (or decision) To remove public access to the existing route along the central reservation of East Mayne and therefore remove the location of the air quality exceedance.</p> <p>What outcome(s) are you hoping to achieve? <i>Refer to strategic aims / strategic priorities in Organisation Strategy</i> Improve the health of people in Essex</p>
1.3	<p>Is this a new policy (or decision) or a change to an existing policy, practice or project? Yes – a new decision being made to comply with an air quality directive</p>

Section 2: Assessing the Equality Impact

Use this section to record how you have assessed any potential impact on equality groups. What is known about the population likely to be affected which will support your understanding of the impact of the policy (or decision)? Consider any consultation / data as supporting evidence (eg service uptake/usage, customer satisfaction surveys, staffing data, performance data, research information). An opportunity to explain impacts on specific protected groups is provided later on this form

The decision actively supports the following ECC Strategic Priorities as set out in the Organisation Strategy 2017–21:

HELP PEOPLE GET
THE BEST START
AND AGE WELL



- » Help keep vulnerable children safer and enable them to fulfil their potential
- » Enable more vulnerable adults to live independent of social care
- » Improve the health of people in Essex

We will remove the obstacles that hold Essex residents back, tackling inequalities between children and supporting older people to live independently with dignity.

The data had been reviewed using the Basildon District Profile from the Joint Strategic Needs Assessment 2019. The project is not expected to affect one sector of the population more than any other.

Basildon

In the Indices of Multiple Deprivation 2019 the Basildon Local Authority area was ranked 111 out of 317 lower tier authorities in England based on the average rank of the Lower Layer Super Output Areas (LSOAs) in this area (where 1= most deprived). This places Basildon in the bottom 40% of most deprived Lower Tier Local Authorities (LTLAs) nationally.

In 2019 there were a total of 872 LSOAs in the Essex County Council administrative area, of which 75 were ranked in the 20% most deprived area (deciles 1&2) nationally. Basildon has 26 LSOAs which puts it 2nd in Essex having the highest proportion of LSOAs in deciles 1&2 and together with Tendring and Colchester were equivalent to 85% of all the LSOAs in this quintile in the ECC area.

As of 2019 the Basildon area contains 110 LSOAs of which 26 are ranked in the bottom two most deprived deciles nationally; equivalent to 23.6% of all the LSOAs in the Basildon local authority area. This is the second highest proportion of any LTLA in the ECC area and higher than the average for ECC combined area (8.6%). Compared to other areas Basildon is one of four LAs in the ECC area to have any LSOAs in bottom 2 deciles nationally.

Essex Insight reports for Basildon indicate that:

- The percentage of people living with a disability in Essex is over 22% which is higher than the national average of 19%.
- The total population will increase from 179,600 to 191,600: an increase of 6% or 12,000 more people.
- The number of people aged over 65 years of age will increase by 19% between 2015 and 2025
- There is poor wellbeing amongst adults but a lower than average percentage with mental health issues
- There are high levels of child poverty

- Residents report that access to a car is essential for people out of work and not able to use public transport or walk to an employment centre. 16% of residents indicate they may miss out on work opportunities unless they have access to a car.
- There is higher than average percentage of residents who are satisfied with local bus service and local transport information.
- Only 66% of residents rate their general health as good, the third lowest percentage in Essex. This is below the county average of 70% and is the third lowest percentage in Essex.

Essex has the highest population of any local authority within the UK of:

- Visually impaired people (60,000)
- Hearing Impaired persons (160,000)
- Deafblind (15,000 people)

This amounts to 10 -15% of Essex's overall population.

The requirement to implement the Air Quality Action Plan is a directive from Central Government. A national consultation 'Improving air quality: reducing nitrogen dioxide in our towns and cities' was carried out in May 2017 and the information fed into the national Air quality plan for nitrogen dioxide (NO₂) in UK (2017) setting out the UK's plan for reducing roadside nitrogen dioxide concentrations.

In June 2019 ECC received a directive to put in place measures to reduce NO₂ exceedances along East Mayne, Basildon. A consultation exercise with local businesses was launched in March 2020 but responses were limited as a result of the COVID Lockdown measures. A wider consultation and engagement exercise ran between 13 Nov 2020 and 13 Dec 2020.

The responses have been collated and a report produced. Concerns have been raised regarding the additional crossings that are being introduced and the increased journey time that is required. The concerns have been fully investigated and reported to the director for consideration as well as being raised with DEFRA and DfT who will fund the project. Any departures from standards will be fully detailed within the report for sign off by the Cabinet Member Cllr Kevin Bentley.

Specific changes to the pedestrian and cyclist use along East Mayne will be consulted via the formal statutory noticing in line with statutory guidance

Specific engagement plans have been prepared and approved by both ECC and Basildon. This engagement will be undertaken to ensure the views of those groups with protected characteristics are heard.

Mitigation is being investigated to help reduce the impact on mobility impaired users.

Does or will the policy or decision affect:

Service users	<input checked="" type="checkbox"/> Y	<input type="checkbox"/> N
Employees	<input type="checkbox"/> Y	<input checked="" type="checkbox"/> N
The wider community or groups of people, particularly where there are areas of known inequalities	<input checked="" type="checkbox"/> Y	<input type="checkbox"/> N

Which geographical areas of Essex does or will the policy or decision affect (e.g. Borough/City/District/All Essex)

All Essex	<input type="checkbox"/>	Colchester	<input type="checkbox"/>
Basildon	<input checked="" type="checkbox"/>	Epping Forest	<input type="checkbox"/>
Braintree	<input type="checkbox"/>	Harlow	<input type="checkbox"/>
Brentwood	<input type="checkbox"/>	Maldon	<input type="checkbox"/>
Castle Point	<input type="checkbox"/>	Rochford	<input type="checkbox"/>
Chelmsford	<input type="checkbox"/>	Tendring	<input type="checkbox"/>
		Uttlesford	<input type="checkbox"/>

Will the policy or decision influence how organisations operate?

Y ☐

N ☒

Will the policy or decision involve substantial changes in resources?

Y ☐

N ☒

Is the new or revised policy linked to a digital service (website, system or application)?

Y ☐

N ☒

Please describe the steps you have taken to:

- meet the digital accessibility requirements
- test the accessibility of the website, system or application
- maintain accessibility once it has gone live

All website content will be developed and reviewed to ensure it conforms to digital accessibility requirements. This requirement is set within the brief to the web designers

Section 3: Description of Impact

Description of impact	Nature of impact Positive, neutral, adverse (please explain your reasons)	Extent of impact Low, Medium, High (please explain your reasons)
Age	<p>Older People</p> <p>In Basildon by 2025 over 65s will increase from 31,400 to 37,500: an increase of 19% (6,100) and will represent 20% of the total population in the district.</p> <p>Older people living in town centres and residential areas are particularly vulnerable to health impacts from traffic emissions. These include pulmonary infections and also coronary heart disease</p> <p>Positive. DEFRA assume a Clean Air Zone is the best option for encouraging traffic to divert to other routes. In this situation a Clean Air Zone cannot be delivered in the shortest possible time when compared against an option to change the crossing layout on East Mayne. By delivering within the shortest possible time health impacts will be minimised.</p> <p>Young people</p> <p>In Basildon by 2025 there will be 3,300 more under 19s and 26,200 new babies will be born over the period.</p> <p>Babies and young children are particularly susceptible to pulmonary infections and asthma as a result of traffic emissions</p> <p>Positive. As with older adults by delivering within the shortest possible time health impacts will be minimised.</p>	<p>M</p> <p>M</p>

Disability – learning disability	Neutral	L
Disability – mental health issues	Neutral	L
Disability – physical impairment	Positive The new crossings will be fully DDA compliant and will take into account the needs of those with physical impairment. The crossing layout will minimise the time people will be exposed to poor air quality on the central reservation	M
Disability – sensory impairment	Neutral	L
Gender / Sex	Neutral	L
Gender reassignment	Neutral	L
Marriage / civil partnership	Neutral	L
Pregnancy / maternity	Neutral	L
Race	Neutral	L
Religion / belief	Neutral	L
Sexual orientation	Neutral	L

I confirm that I have considered the potential impact on all of the protected characteristics Y ☒

Describe any actions that have already been taken to mitigate negative impacts on any of the protected characteristics.

A review of alternative measures to mitigate the longer journeys is underway and will be considered as part of the scheme.

Cross-cutting themes

Description of impact	Nature of impact Positive, neutral, adverse (explain why)	Extent of impact Low, medium, high (use L, M or H)
Socio-economic	<p>Positive</p> <p>The data shows that there is a higher percentage of people in lower socio-economic groups living in rented housing closer to the city centre. The air pollution in these areas is higher due to the greater density of traffic and slower average speeds which does not allow the pollutants to disperse.</p> <p>By not implementing a clean air zone around the Basildon Enterprise Corridor the traffic will not divert into residential areas and there will be no additional adverse impact.</p> <p>The changes to the crossing layout will have a positive impact on the health of people on lower social economic groups who are more likely to walk or cycle in the area</p>	M
Environmental, eg housing, transport links/rural isolation	<p>Negative</p> <p>Although the proposals to reduce the NO₂ pollutants will enable Basildon and Essex to deliver compliance with the national air quality requirements and will not have adverse air quality impacts on the surrounding areas, the proposal does create a longer route for cyclists between Wickford and Basildon and does increase the number of crossings that must be used along that route. As such it does have a negative impact on cyclists in particular as the main users of the route between the two towns.</p>	M

Section 4: Action plan to address and monitor adverse impacts

Does your EqlA indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups?

Y ☒ N ☐

If 'YES', use the space below to describe what mitigating actions you could put in place to address any adverse impacts identified

What are the mitigating actions?

Date they will be achieved?

Review of additional engineering options that can provide a more direct route for mobility impaired users is underway and will be presented to Defra for additional funding to address these concerns

2022

Section 5: Sign off

**I confirm that this initial analysis has been completed appropriately.
(A typed signature is sufficient.)**

Signature of person completing the EqlA:
Mark Robinson

Date: 12/02/21

Names and contact details:
Mark Robinson (mark.robinson@essex.gov.uk)

Your function, service area and team:
Principal Transportation and Infrastructure Planner, Highways and Transportation

If you are submitting the EqlA on behalf of another function, service area or team, specify the originating function, service or team area

Signature of Head of Service:



Date: 18/2/2021