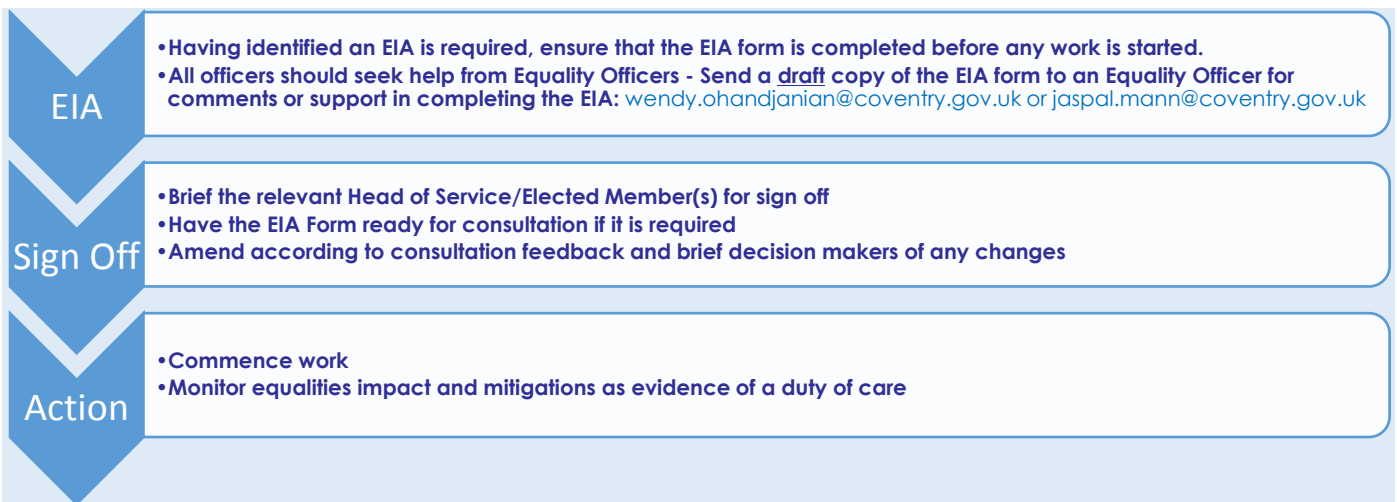


EQUALITY IMPACT ASSESSMENT (EIA)



EIA Author	Name	Faye Griffiths
	Title	Engagement Manager
	Date of completion	January 2021
Head of Service	Name	Colin Knight
	Title	Director of Highways and Transportation
Cabinet Member	Name	Cllrs Jim O'Boyle and Patricia Hetheron
	Portfolio	Jobs and Regeneration/City Services



SECTION 1 – Context & Background

1.1 What is the area of work for the EIA?

Spon End from Hearsall Lane to Windsor Street and specifically the properties to be acquired for the completion of the scheme.



1.2 In summary, what is the background to the planned change? Why is this change being considered?

Background

The Environment Act 1995 (City of Coventry) Air Quality Direction obliges the City Council to take action to reduce the levels of NO₂ pollution within the City. The Direction set out a number of infrastructure improvements to be implemented as part of the Direction including

1. Capacity improvements on the B4101 through Spon End – including the removal of a traffic pinchpoint and the widening of the carriageway along with traffic and pedestrian signal upgrades. This work requires land acquisition and may involve a Compulsory Purchase Order
2. Capacity improvements at Junction 7 on the Ring Road – removal of a roundabout and the Moat Street car park, closure and filling in of subways and improved at grade pedestrian and cycling facilities
3. Opening up of Upper Hill Street onto the A4053 Ring Road giving left in access from the Ring Road via the anti-clockwise on-slip at Junction 8
4. Change of Barras Lane between A4114 Holyhead Road and Coundon Road/Upper Hill Street into one way route from Coundon Road to Holyhead Road with priority junction at Holyhead Road
5. Peak time traffic restrictions and additional interpeak time traffic restrictions on the eastern section of Holyhead Road on the approach to Junction 8;
6. Construction of segregated cycleway linking Coundon with the City Centre along Coundon Road/Upper Hill Street - a new segregated cycleway through the underpass at the Coundon Road railway crossing and along the south-eastern side of Coundon Road. Coundon Road is narrow at this point and so the cycleway will be 2.0m wide. The Coundon Road section will then cross Barras Lane and link with the new cycleway in Upper Hill Street and onto the new ramp at Hill Street Bridge.

A Compulsory Purchase Order (CPO) is required in connection with the Spon End element of the proposals, and includes targeted junction and road layout changes at Spon End, to enable use of Spon End as part of a parallel route to Holyhead Rd to allow freer-flowing traffic, reduce congestion and to provide better walking and cycling routes from Spon End into the city. These measures will allow the traffic flows on Holyhead Road to be reduced through restrictions if necessary to allow NO₂ levels to be brought below legal limits on this route. The CPO has been made to enable delivery of the highway improvements on the B4101 at Spon End.

1.3 Who has primary responsibility for delivery?

Transport and Innovation Team
Legal Services

EQUALITY IMPACT ASSESSMENT (EIA)



1.4 Who are the main stakeholders? Who will be affected?

All residents within scheme area All shops and businesses within scheme area Esso Filling Station Godiva Carpets	Local people National Tyres Nissan garage The owner/occupiers of the former Black Horse Pub The owners of the former Hamptons pub
---	---

SECTION 2 – Consideration of Impact

2.1 In order to assess your area of work for relevance to the Equality Act 2010 and the Public Sector Equality Duty, please answer the following questions:

Does this area of work have due regard to the need to: -

- (a) Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

Yes (X) No ()

If No please state the reason/s below:

2.2 Baseline data and information (sources and dates if applicable and relevant to the area of work/changes outlined in the EIA only. This data is needed to help decision makers understand more clearly the purpose of the EIA, so it needs to be simple and specific to the EIA being considered)

Air Quality Baseline Modelling – 2017/18
Pollution Climate Mapping - 2017
NO₂ Screening Assessment, Further Assessments and Annual Status Reports – 2015, 2016, 2017, 2018/9
Multi Criteria Analysis of the long list of possible options for reducing NO₂ -2018
Traffic Flow assessments: Noise, Accident, Accessibility, Security
Microsim modelling – modelling traffic patterns and behaviour - 2021

EQUALITY IMPACT ASSESSMENT (EIA)



Land valuations for former Black Horse public house, Godiva Carpets, Esso, National Tyres, Nissan – 2020 & 2021, former Hamptons pub
Local Air Quality Action Plan consultation report – 2020
CPO Statement of Reasons - 2021

2.3 On the basis of evidence, has the potential impact of the area of work been judged to be positive (+), neutral (=) or negative (-) (+&-) Positive and negative impacts for each of the equality groups below and in what way?

Please outline the impact on the Council workforce in question 2.8 – not below

Protected Characteristic	Impact type +, =, - or +&-	Nature of impact <i>(A brief description of impact as more detailed mitigation to be included in 2.7)</i>
Age 0-18	+	Children and young people may be more vulnerable to the health impacts of air pollution (World Health Organization (2013) Review of evidence on health aspects of air pollution). There is also good evidence for the association between the development of asthma in childhood and traffic-related air pollution. The scheme will benefit air quality in the city and by removing the current pinch point in Spon End will smooth traffic flow through this area.
Age 19-64	+	All ages are impacted by poor air quality, but the young and the old are the most vulnerable. Those most likely to be affected by air pollution are people with asthma, lung disease, COPD or a cardiovascular disease, including those within this age group. Reducing harmful pollutants in this area will therefore positively impact on this group.
Age 65+	+	The relationship between short-term exposure to air pollution and morbidity in the elderly is well-documented. Significant increases in hospitalizations, ED or home medical visits for respiratory causes, mainly COPD, asthma, and pneumonia, resulted associated with exposures to outdoor air pollutant. Improving air quality will have a positive impact on older people.
Disability	+	Air pollution appears to increase the risk of several chronic diseases that contribute to the progression of disability. At grade pedestrian access and additional pedestrian crossings will make moving around this area of the city easier for disabled people. Segregated cycleways will mean disabled people will feel less vulnerable than when sharing space with with cyclists.

EQUALITY IMPACT ASSESSMENT (EIA)



Gender reassignment	n/a	No specific impact
Marriage and Civil Partnership	n/a	No specific impact
Pregnancy and maternity	+	Evidence suggests that air pollution can affect the growth of the unborn baby and may be linked to premature birth. Therefore the reduction in nitrogen dioxide levels brought about by compliance with the Ministerial Direction should have a positive impact on people within this protective characteristic group
Race (Including: colour, nationality, citizenship ethnic or national origins)	n/a	No specific impact
Religion and belief	+	No specific impact
Sex	+	Many women feel vulnerable when using subways and replacing the subway with at grade footpaths will mean some women will now have the option to walk into the city centre.
Sexual orientation	n/a	No specific impact

2.4 Although the groups listed in the box are not protected characteristics within the Equality Act 2010, they are of interest to decision makers as they are part of the Marmot objectives we have signed up to as a council.

Does the area of work have any potential impact on the most deprived/vulnerable people and their families known as health inequalities/Marmot implications of this proposal?

If you need assistance in establishing impact on the Marmot inequality groups please contact: Hannah Watts (hannah.watts@coventry.gov.uk) or Karen Lees (karen.lees@coventry.gov.uk) in Public Health for more information

Marmot Inequality Groups	Impact type +, =, -, or +&-	Nature of inequalities impact <i>(A brief description of impact as more detailed mitigation to be included in 2.7)</i>
Deprivation	=	No specific impact.
Looked after Children	n/a	No specific impact
Armed Forces	n/a	No specific impact
Carers	n/a	No specific impact

EQUALITY IMPACT ASSESSMENT (EIA)



2.5 How will the positive or negative impacts relating to the area of work outlined in 2.3 and 2.4 be monitored?

The monitoring of levels of NO₂ will continue. We will work with colleagues in public health to monitor the impact on protected characteristic groups.

2.6 Who will be responsible for monitoring?

Transport and Innovation Team
Public Health
Environmental Protection Team

EQUALITY IMPACT ASSESSMENT (EIA)



2.7 Mitigation/s that will be put in place to address in part the potential negative impacts that have been identified if this is possible? Additionally, the positive outcomes that will happen if mitigations are put in place. If none are possible put N/A

- N/A

2.8 Are there any potential impact(s) of this area of work on Council staff from protected groups? Please summarise:

N/A

You should only include the following data if this area of work will potentially have an impact on Council staff. This can be obtained from: andy.hyland@coventry.gov.uk

Headcount:

Sex:

Female	
Male	

Age:

16-24	
25-34	
35-44	
45-54	
55-64	
65+	

Disability:

Disabled	
----------	--

EQUALITY IMPACT ASSESSMENT (EIA)



Not Disabled	
Prefer not to state	
Unknown	

Ethnicity:

White	
BAME	
Prefer not to state	
Unknown	

Sexual Orientation:

Heterosexual	
LGBT+	
Prefer not to state	
Unknown	

Religion:

Any other	
Buddhist	
Christian	
Hindu	
Jewish	
Muslim	
No religion	
Sikh	
Prefer not to state	
Unknown	

2.9 Completion Statement. Put and X in the appropriate box

EQUALITY IMPACT ASSESSMENT (EIA)



NOTE: (to be completed after the EIA is completed but, before the area of work commences)

As the appropriate Head of Service for this area, I confirm that in this EIA the potential equality impact is:

No impact has been identified for one or more equality groups

Positive impact has been identified for one or more equality groups

Negative impact has been identified for one or more equality groups

Both positive and negative impact has been identified for one or more equality groups

If applicable complete information below:

Name of Councillor: Jim O'Boyle

Date sent to Councillor: 10/12/2021

Name of Director: Colin Knight

Date sent to Director: 10/12/2021