

# **Equality impact assessment form**

**Communities & Place**

**Traffic & Transportation**

**Air Quality – Roadside Nitrogen Dioxide (NO<sub>2</sub>)**

**Project – Approval to submit Full Business Case  
Submission March 2019**

**24/1/18**

**Nicola Weekly - Group Manager Traffic &  
Transportation**

**Date published on website –**

## **Equality impact assessment – please read this section first before you do the assessment**

This is our equality impact assessment form to help you equality check what you are doing when you are about to produce a new policy, review an older one, write a strategy or plan or review your services and functions. In fact you need to do an equality impact assessment whenever a decision is needed that affects people and **before** that decision is made.

So why do we need to do equality impact assessments? Although the law does not require us to do them now, the courts still place significant weight on the existence of some form of documentary evidence of compliance with the **Public Sector Equality Duty** when determining judicial review cases. This method helps us to make our decisions fairly, taking into account any equality implications, so yes we still need to do them.

The Public Sector Equality Duty is part of the Equality Act 2010 and this Duty requires us as a public body to have '**due regard**' to eliminating discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act. It requires us to advance equality of opportunity and foster good relations between people who share a '**relevant protected characteristic**' and people who don't.

Having 'due regard' means:

- removing or minimising disadvantages suffered by people due to their protected characteristics
- taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- encouraging people with certain protected characteristics to participate in public life or in other activities where the participation is disproportionately low.

The protected characteristics are:

- age
- disability
- gender identity
- marriage and civil partnership

- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

This completed form should be attached to any Chief Officer Group, Cabinet or Personnel Committee report to help elected members make their decisions by taking the equality implications into account. Equality impact assessments **must be done before** decisions are made. Include the Cabinet or Personnel Committee's decision on the front sheet when you know it.

You'll find that doing these assessments will help you to:

- understand your customers' and communities needs
- develop service improvements
- improve service satisfaction
- demonstrate that you have been fair and open and considered equality when working on re-structuring
- make sure you pay due regard to the requirements of the Public Sector Equality Duty.

Don't do the form by yourself, get a small team together and make sure you include key people in the team such as representatives from our Diversity Forums and employee networks and you could invite trade union representatives too – the more knowledge around the table the better. You also need to decide how and who you will consult with to help inform the equality impact assessment. Our Lead on Equality and Diversity can help with useful contacts – we have a team of people who are used to doing these assessments and can help with information on barriers facing particular groups and remedies to overcome these barriers.

You'll need to pull together all the information you can about how what you are assessing affects different groups of people and then examine this information to check whether some people will be negatively or positively affected. Then you'll need to look at ways of lessening any negative effects or making the service more accessible – this is where your assessment team is very useful and you can also use the wider community. Against every negative impact you will need to complete the mitigation section to explain how you will lessen the impact.

Agree an equality action plan with your assessment team, setting targets for dealing with any negative effects or gaps in information you may have found. Set up a way of monitoring these actions to make sure they are done and include them in your service business plans.

When you have completed the assessment, get it signed by your Head of Service or Service Director and **send it to our Lead on Equality and Diversity for checking and to publish on our website**. It is a public document so must not contain any jargon and be easy to understand.

Remember, we need to do these assessments as part of our everyday business, so we get our equality responsibilities right and stay within the law – Equality Act 2010.

### **Equality groups and protected characteristics**

These are the equality groups of people we need to think about when we are doing equality impact assessments and these people can be our customers or our employees and job applicants...

- Age equality – the effects on younger and older people
- Disability equality – the effects on the whole range of disabled people, including Deaf people, hearing impaired people, visually impaired people, people with mental health issues, people with learning difficulties and people with physical impairments
- Gender identity – the effects on trans people
- Marriage and civil partnership equality
- Pregnancy and maternity equality - women who are pregnant or who have recently had a baby, including breast feeding mothers
- Race equality – the effects on minority ethnic communities, including newer communities, gypsies and travellers and the Roma community
- Religion and belief or non-belief equality – the effects on religious and cultural communities, customers and employees
- Sex equality – the effects on both men and women and boys and girls

- Sexual Orientation equality – the effects on lesbians, gay men and bisexual people

### **Contact for help**

Ann Webster – Lead on Equality and Diversity

[ann.webster@derby.gov.uk](mailto:ann.webster@derby.gov.uk)

Tel 01332 643722 Minicom 01332 640666 Mobile 07812301144

## The form

We use the term 'policy' as shorthand on this form for the full range of policies, practices, plans, reviews, activities and procedures.

Policies will usually fall into three main categories...

- Organisational policies and functions, such as recruitment, complaints procedures, re-structures
- Key decisions such as allocating funding to voluntary organisations, budget setting
- Policies that set criteria or guidelines for others to use, such as criteria about school admissions, procurement methods, disabled facilities grants, on street parking bays

If in doubt – it's better and safer to do an Equality Impact Assessment than not to bother! You never know when we may get a legal challenge and someone applies for Judicial Review.

## What's the name of the policy you are assessing?

Air Quality – Preferred Option for Reducing Roadside Nitrogen Dioxide to comply with legal limits

## The assessment team

Team leader's name and job title – Nicola Weekly, Group Manager, Traffic & Transportation

Other team members

Name	Job title	Organisation	Area of expertise
Verna Bayliss	Acting Director of Planning and Transportation	Derby City Council	Service
Nigel Brien	Head of Service Traffic and Transportation	Derby City Council	Service

## Step 1 – setting the scene

Make sure you have clear aims and objectives on what you are impact assessing – this way you keep to the purpose of the assessment and are less likely to get side tracked.

### **1. What are the main aims, objectives and purpose of the policy? How does it fit in with the wider aims of the Council and wider Derby Plan? Include here any links to the Council Plan, Derby Plan or your Directorate Service Plan.**

The primary aim is to deliver appropriate measures for Derby to address predicted roadside nitrogen dioxide (NO<sub>2</sub>) exceedances in 2020. A local air quality plan must be submitted to central government for approval and the proposed measures introduced in the shortest possible time period to ensure the levels of roadside NO<sub>2</sub> are within the legal limit.

In 2015 Derby was identified by DEFRA, along with four other cities (outside London), as needing to take action to improve roadside NO<sub>2</sub> to ensure compliance with legal limits. In July 2017 the Government launched a revised National Air Quality Plan for NO<sub>2</sub> emissions. This plan set out that Local Authorities should develop local measures to achieve compliance. The locally developed scheme has to be submitted to the Secretary of State for approval. If approval is given, then the Council would be legally obliged to implement the scheme.

The local measures that are proposed must:

- a) deliver compliance with the legal limit for roadside NO<sub>2</sub> in the shortest possible time frame
- b) be at least as effective as the predicted modelled benefits of a chargeable clean air zone

On 24<sup>th</sup> October 2018 Cabinet approved the preferred option - a traffic management solution in the vicinity of the one predicted exceedance site (Stafford Street) in conjunction with wider network management measures. It also approved further consultation to take place on the details of the preferred option.

A ministerial direction was issued to Derby in December 2018 setting out certain legal requirements including the submission of a full business case by 26<sup>th</sup> March 2019. It is a legal requirement to meet the timescales set out in the ministerial direction and it fits in with environmental and public health concerns across services areas of the Council.

Public Health evidence suggests that the very old, the very young and anyone suffering from a health condition will be disproportionately negatively impacted by poor air quality. NO<sub>2</sub> is not the only element contributing to air quality, but there is growing evidence of the negative health impacts of NO<sub>2</sub>

The project is a significant priority for the Communities and Place Directorate and thus is in corresponding Business and Service Plans. It aligns to the “Strong” vision in the Council and the Derby Plan as the city is a place where people work together, can enjoy good health and wellbeing throughout their life and feel that they belong to a thriving community.

## **2. Who delivers/will deliver the policy, including any consultation on it and any outside organisations who deliver under procurement arrangements?**

The feasibility study for the project has been undertaken in line with central governments requirements and we have had to follow their methodology to determine the issue and to provide robust evidence to identify the appropriate solution. It has been undertaken by council officers with support from specialist consultants.

Two consultation exercises have been completed:

- 30 July to 24 September 2018 – consultation on the three emerging options with the Council identifying their preferred option. Over 2,500 responses were received to the online e survey and meetings were held with various stakeholders. The comments were given due consideration and used to help inform the further development of the proposals
- 31<sup>st</sup> October – 21<sup>st</sup> November 2018 consultation on the detailed design of the preferred option. Primarily an online survey and direct communications with key stakeholders. Over 200 responses received.

The comments from stakeholders have been given due consideration. Further refinement of the details of the preferred option have been undertaken utilising the feedback and to help address specific areas of concerns raised by stakeholders. The results have also helped further refine the details of the bids for supporting mitigation measures.

The delivery of the proposed measures will be undertaken through existing highway maintenance framework contractors and other specialist framework contractors.

Certain elements of the supporting mitigating measures need further detailed design in order to confirm the procurement route, but could include delivery with assured partners.

This is still subject to the necessary approval process to submit the bid and subject to receiving the approval and the grant funding from central government.

### **3 Who are the main customers, users, partners, employees or groups affected by this proposal?**

All users of the highway network In the vicinity of the one exceedance site (Stafford Street). Those who live, visit or work in the vicinity of the exceedance site.

To a lesser extent those highway users on routes where traffic is redistributed and those who live, visit or work near to that part of the highway network.

To some extent those who use the wider highway network such as for the delivery of goods and services.

## Step 2 – collecting information and assessing impact

### **4 Who have you consulted and engaged with so far about this policy, and what did they tell you? Who else do you plan to consult with? – tell us here how you did this consultation and how you made it accessible for the equality groups, such as accessible locations, interpreters and translations, accessible documents.**

Two consultation events have been undertaken.

The first was an eight week public consultation undertaken from 30 July to 24 September 2018, over 2,500 responses were received. The consultation was primarily conducted through an online survey with paper versions and translations available on request. Stakeholders and individuals were also given the opportunity to write in with any other comments they had and these have all been incorporated in this report.

In addition to the online survey, information on the consultation was sent directly to around 50 key businesses and stakeholder groups to encourage both them and their employees to respond. Along with the consultation information, links to various supporting and technical documents with further information on the air quality project were also provided. This information was sent to key stakeholders including but not limited to bus operators, taxi associations, emergency services, businesses, haulage associations and active travel groups. Council officers have also attended meetings with individual businesses with information stands to engage and inform employees on current proposals.

As part of the consultation Council officers have also met with the following key stakeholders:

- The Federation of Small Businesses
- The Health and Well-being Board
- Derby Renaissance Board
- Derby Voices in Action Youth Council
- The Active Travel Forum
- Adults and Health Scrutiny Board

The second consultation was on the preferred option and included an online survey, a public event and direct communications with key stakeholders, including the Green

Forum and Derby Renaissance Board. Over 200 responses were received.

The option of receiving the survey in an alternative language or an alternative format was given and officers were available at the public events and key stakeholder events to explain the proposals in a way appropriate to the audience.

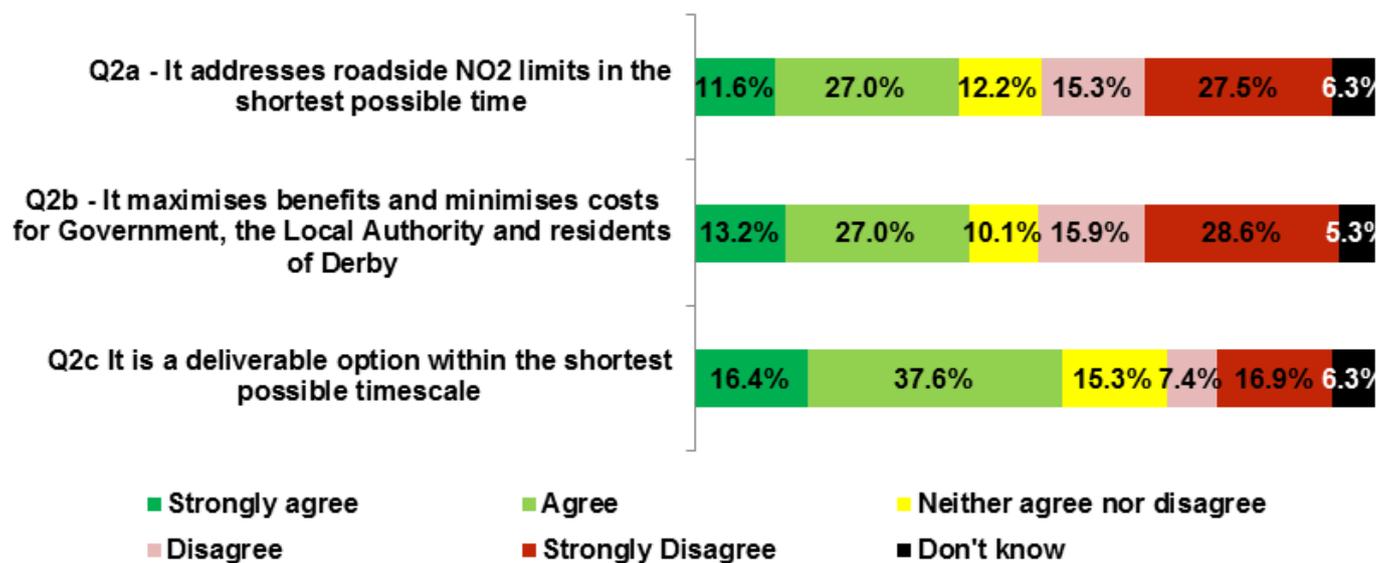
## Feedback from the consultation

### First Consultation

Three main options were set out for consideration. Of the three options set out in the consultation document the overwhelming support was for Option 1, the traffic and network management solution and the Council's preferred option. Just under three quarters of respondents (73.6%) agreed with the main measures set out in Option 1, compared to just 27.5% for Option 2 (charging zone for the inner ring road) and 17.1% for Option 3 (extended charging zone).

### Second Consultation

The main conclusions are as follows:



A greater proportion of respondents believed it was a scheme which is a deliverable option within the shortest possible timescale – that is the primary aim of the project.

Other concerns raised included:

- the need for new and improved cycling schemes to address the changes to specific junctions
- the concerns of bus operators specifically regarding other supporting schemes to assist with vehicle upgrades
- specific concern was raised regarding the issue of moving the air quality issues to other areas

Members from our Equality Hubs and 50 + Forum attended our Equality Impact Assessment meeting

**5 Using the skills and knowledge in your assessment team, and from any consultation you have done, what do you already know about the equality impact of the policy on particular groups? Also, use any other information you know about such as any customer feedback, surveys, national research or data. Indicate by a tick for each protected characteristic group whether this is a negative or a positive impact. If it's negative, fill in the mitigation section as well to explain how you are going to lessen the impact.**

A distributional impact assessment has been undertaken on the preferred option. The impact categories included deprivation/ income, children, old people, disability, sex equality, ethnicity, businesses. The costs and benefits were looked at under four categories and the key initial findings are below:

**Air quality** - across the city the preferred option scheme has a very small impact (on average less than 0.2  $\mu$ .mg-3) and so has no significant distributional impact for any social group. The concentrations are significantly reduced on Stafford Street with some small changes on other roads as traffic is diverted.

**Business affordability** - The scheme is unlikely to have any significant direct or indirect impacts. It may have a small impact on delivery vehicles in the area around Stafford Street and access to business premises. So consideration could be given to managing access for deliveries outside peak hours to mitigate this minor impact.

**Household affordability** - The scheme may generate a small direct impact on households in relation to journeys that could be affected by the scheme either by diversion or changing mode. There may also be a small indirect impact through affects to business, primarily deliveries. However, no specific distributional impact

between different social groups is expected.

**Traffic impacts** – the scheme is generating impact through diversion of vehicles. The traffic management scheme will affect road links, primarily around the Stafford Street area, but to a greater degree than the benchmark charging scheme which was also assessed. Therefore, has the potential to have noise or accident impacts related to changes in traffic activity.

Further work on the possible localised impacts is currently being undertaken and a health impact assessment is also due to be completed on the scheme.

The work on localised impacts will be used to further inform the details of the supporting mitigation measures.

## Age

What do you already know?	Positive impact	Negative impact	Mitigation
Poor air quality can have a disproportionate effect on very young and older people. It also has an effect on people with existing medical conditions The introduction of the scheme and proposals for the Clean Air Fund will provide health benefits	X		
Those more reliant on cars will be affected by the redistribution of traffic		X	A further localised impact assessment has been done in the vicinity of where traffic is likely to be redistributed, to refine the Clean Air Fund proposals to provide mitigation



## Gender identity- trans

<b>What do you already know?</b>	<b>Positive impact</b>	<b>Negative impact</b>	<b>Mitigation</b>
Any health benefits will apply to this group – Derbyshire LGBT+ has an office in Bramble Street, in the surrounding area, and so there will be a positive health effect on the workers there and their visitors	X		

## Marriage and Civil Partnership

<b>What do you already know?</b>	<b>Positive impact</b>	<b>Negative impact</b>	<b>Mitigation</b>
Any health benefits will apply to this group	X		

## Pregnancy and maternity

<b>What do you already know?</b>	<b>Positive impact</b>	<b>Negative impact</b>	<b>Mitigation</b>
There will be a positive effect on pregnant women and their unborn babies	X		

## Race

<b>What do you already know?</b>	<b>Positive impact</b>	<b>Negative impact</b>	<b>Mitigation</b>
We know that Black and Minority Ethnic groups generally have poorer health than the overall population, so any health benefits from this initiative are a positive	X		

## Religion or belief or none

<b>What do you already know?</b>	<b>Positive impact</b>	<b>Negative impact</b>	<b>Mitigation</b>
Any health benefits will apply to this group	X		

## Sex

<b>What do you already know?</b>	<b>Positive impact</b>	<b>Negative impact</b>	<b>Mitigation</b>
Any health benefits will apply to this group	X		

## Sexual orientation

What do you already know?	Positive impact	Negative impact	Mitigation
Derbyshire LGBT+ has an office in Bramble Street, in the surrounding area, and so there will be a positive health effect on the workers there and their visitors	X		All beneficial impact should be equally applicable to this group.

**Important** - For any of the equality groups you don't have any information about, then make it an equality action at the end of this assessment to find out. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. You can get lots of information on reports done from organisations' websites such as the Equality and Human Rights Commission, Stonewall, Press for Change, Joseph Rowntree Trust and so on. Please don't put down that the impact affects 'everyone the same' – it never does!

### 6 From the information you have collected, how are you going to lessen any negative impact on any of the equality groups? How are you going to fill any gaps in information you have discovered?

As part of the business case process we have undertaken a distributional impact assessment and a health impact assessment is being undertaken.

We are legally mandated to directly address the roadside NO<sub>2</sub> predicted exceedance site in the shortest possible time period whilst not creating any other sites of exceedance.

The feasibility study has determined the preferred option is the most appropriate solution for Derby to achieve that primary aim. We are working closely with central government to access any other funding opportunities, including the clean air fund, to put in place other supporting measures.

Wider improvement in roadside NO<sub>2</sub> reduction are also proposed as a result of

additional measures to reduce overall emission levels from road transport by supporting people to change to lower emission cars and vans and facilitating travel choices changes to more sustainable travel options. This in conjunction with other existing committed schemes to support this work such as bus retrofitting and the cleaner taxis project which including taxis licensing changes.

Other measures to support active, low emission and sustainable travel, may provide better options for some categories and support healthier lifestyles and better accessibility.

### Step 3 – deciding on the outcome

**6 What outcome does this assessment suggest you take? – You might find more than one applies. Please also tell us why you have come to this decision?**

<b>Outcome 1</b>	X	<b>No major change needed</b> – the EIA hasn't identified any potential for discrimination or negative impact and all opportunities to advance equality have been taken
<b>Outcome 2</b>		<b>Adjust the policy</b> to remove barriers identified by the EIA or better advance equality. Are you satisfied that the proposed adjustments will remove the barriers you identified?
<b>Outcome 3</b>		<b>Continue the policy</b> despite potential for negative impact or missed opportunities to advance equality identified. You will need to make sure the EIA clearly sets out the justifications for continuing with it. You need to consider whether there are: <ul style="list-style-type: none"> <li>• sufficient plans to stop or minimise the negative impact</li> <li>• mitigating actions for any remaining negative impacts</li> <li>• plans to monitor the actual impact.</li> </ul>
<b>Outcome 4</b>		<b>Stop and rethink</b> the policy when the EIA shows actual or potential unlawful discrimination

Our Assessment team has agreed Outcome number(s)

Outcome 1 has been selected as it is acknowledged that the decision on the preferred option as the most appropriate option to take forward for Derby was made at Cabinet in October 2018. However information in this EIA still needs to be taken forward in the further refinement of the supporting measures for the preferred option.

No significant negative equality issues were raised in either of the consultations exercises carried out or in the distributional impact assessment. However we are continuing to work with stakeholders to refine the supporting measures and assessing any localised impacts.

There are wider issues also to consider, particularly related to public health and the wider air quality improvements. Such issues could be taken forward through further work on the draft Low Emission Strategy in the light of national air quality policies and hence to be further considered by the council.

Why did you come to this decision?

It is acknowledged that the Council has a legal obligation to deliver a scheme to ensure that roadside NO<sub>2</sub> is within legal limits in the shortest possible timescale.

The primary aim and the modelling methodology set by government limit the scope of this project and the preferred option. The project is not intended to improve all air quality pollutants and is limited to road side emissions.

The proposal is a proportionate response to deliver this, with a positive impact on people living, working and travelling in close proximity to the one exceedance location by the removal of that predicted NO<sub>2</sub> exceedance.

The preferred option has the benefit of avoiding direct costs on businesses and road users, which are inherent in the possible alternative schemes. These costs would have a disproportionate negative impact on those in low income groups and also negatively impact small businesses. Any user groups who are car dependant for mobility or support would also be disproportionately negatively impacted by the possible alternative scheme and the implementation of charges.

Whilst traffic is redistributed across the highway network it does not result in any other exceedances and therefore meets the primary aim of the project, and satisfies one of the critical legal tests. Localised impacts from the redistribution of traffic is be addressed through the clean air fund proposals:

- to implement a mobility credit scheme to remove older polluting vehicles and replace them with a credit system to provide individual and flexible choice to use of active / sustainable travel options
- to support the early uptake of low emission vehicles to accelerate fleet change to a greater proportion of lower emission vehicles.
- To introduce traffic management scheme to further encourage the use of low emission vehicles

As these are localised impacts the measures can be specifically designed to address local mitigation while influencing wider fleet changes.

If you have decided on **Outcome 3**, then please tell us here the justification for continuing with the policy. You also need to make sure that there are actions in the Equality Action Plan to lessen the effect of the negative impact. This is really important and may face a legal challenge in the future.

If you have decided on **Outcome 4** then if the proposal continues, without any mitigating actions, it may be likely that we will face a legal challenge and possibly a Judicial Review on the process - it is really important that the equality impact assessment is done thoroughly, as this is what the Judge will consider.

## Step 4 – equality action plan – setting targets and monitoring

- 8 Fill in this table with the equality actions you have come up with during the assessment. Indicate how you plan to monitor the equality impact of the proposals, once they have been implemented.**

### Equality Action Plan –setting targets and monitoring

#### Age

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund are to be designed to support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	Traffic & Transportation as part of the bid process	To be further refined as the supporting projects develop

#### Disability

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund are to be designed to support all user groups.</p> <p>A further EIA will be developed following</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p>	Traffic & Transportation as part of the bid process	To be further refined as the supporting projects develop

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
confirmation of government approval of the Clean Air Fund bid	Economic and social impact will not be immediately offset		

### **Gender identity - trans**

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
The supporting measures in the Clean Air Fund need to be designed to support all user groups  A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid	Improving or maintaining accessibility, with health benefits from improved air quality.  Economic and social impact will not be immediately offset	Traffic & Transportation as part of the bid process	To be further refined as the supporting projects develop

### **Marriage and Civil Partnership**

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
The supporting measures in the Clean Air Fund need to be designed to	Improving or maintaining accessibility, with	Traffic & Transportation as part of the	To be further refined as the supporting projects

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	bid process	develop

### **Pregnancy and maternity**

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund need to be designed to support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	Traffic & Transportation as part of the bid process	To be further refined as the supporting projects develop

## Race

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund need to be designed to support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	<p>Traffic &amp; Transportation as part of the bid process</p>	<p>To be further refined as the supporting projects develop</p>

## Religion or belief or none

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund need to be designed to support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	<p>Traffic &amp; Transportation as part of the bid process</p>	<p>To be further refined as the supporting projects develop</p>

## Sex

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund need to be designed to support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	<p>Traffic &amp; Transportation as part of the bid process</p>	<p>To be further refined as the supporting projects develop</p>

## Sexual orientation

<b>What are we going to do to advance equality</b>	<b>What difference will it make</b>	<b>When will we do it and who will lead</b>	<b>Monitoring arrangements</b>
<p>The supporting measures in the Clean Air Fund need to be designed to support all user groups.</p> <p>A further EIA will be developed following confirmation of government approval of the Clean Air Fund bid</p>	<p>Improving or maintaining accessibility, with health benefits from improved air quality.</p> <p>Economic and social impact will not be immediately offset</p>	<p>Traffic &amp; Transportation as part of the bid process</p>	<p>To be further refined as the supporting projects develop</p>

We can give you this information in any other way, style or language that will help you access it. Please contact us on: 01332 643722  
Minicom: 01332 640666

### Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.

Prosimy o kontakt:

Tel. tekstowy: 01332 640666

### Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ

ਮਿਨੀਕਮ 01332 640666 ਤੇ ਸੰਪਰਕ ਕਰੋ।

### Slovakian

Túto informáciu vám môžeme poskytnúť iným spôsobom, štýlom alebo v inom jazyku, ktorý vám pomôže k jej sprístupneniu. Skontaktujte nás prosím na tel.č: Minicom 01332 640666

### Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم  
منی کام 01332 640666 پر ہم سے رابطہ کریں۔

