

## Thanet District Council (TDC) Equality Impact Assessment

### Step one: test for relevance

## 1 Person responsible for this assessment

Name:	Amanda Berry		
Job title:	Senior Environmental Health Practitioner		
Phone:	01843 577422		
Service area:	Regulatory Services	Date of assessment:	13th March 2024

## 2 Others involved in carrying out the analysis

Name:	Catherine Curtis (Information Governance & Equalities Manager)
Name:	Morgan Sproates (Regulatory Services Manager)
Name:	

## 3. Description of strategy, policy, service, project, activity or decision

Title:	Implementation of anti idling vehicles powers
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Is it new?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
A review of existing?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

### 3.1 Aims and objectives

**Consider:** **what** you are doing? **why** you are doing it? **who** will benefit?

The implementation and enforcement of provisions relating to anti idling as laid down by the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 aims to:

- Increase awareness of the consequences of leaving vehicle engines running.
- Reduce emissions from idling vehicles in locations where pollution is high and people are being exposed regularly.
- Support measures in the Council's Climate Change Strategy and upcoming Air Quality Action Plan.
- Authorising relevant officers or appropriate persons to stop the commission of stationary idling offences and issue fixed penalty notices (FPNs) in respect of such offences, in accordance with Regulation 6(3) of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.
- Disseminate information by way of awareness campaigns focussed on AQMA 'hot spot'

locations such as outside schools and other areas where vehicles are known to idle for periods of time.

- Service of Fixed Penalty Notices to be issued as a last resort if drivers refuse to co-operate and switch off engines when asked to do so, or regularly flout the Regulations.

### 3.2 What outcomes are expected? Who is expected to benefit?

Improve air quality and reduce emissions from idling vehicles particularly in locations where pollution levels are high or exceeding the relevant Air Quality Objective (AQO) and where people are likely to be exposed to the vehicle emissions.

The Regulations will cover the whole of the Thanet district and as such all areas and wards will be affected. However, it is likely that the main enforcement will be via campaigns directed at areas where there are known pollution hotspots and where drivers regularly leave vehicle engines running such as outside schools.

## 4 Who is affected?

- 4.1 Which groups or individuals does the strategy, policy, service, project, activity or decision affect? For example, the Council, employees (including temporary workers), other public authorities, contractors, partner organisations, wider community, others.

Operators of vehicles with combustion engines (with exhausts).  
General public will be made aware of the health effects of idling on people with existing respiratory conditions such as asthma and COPD via behavioural change and awareness campaigns..

- 4.2 Does the strategy, policy, service, project, activity or decision relate to a service area with known inequalities? (Give a brief description).

No.

## 5 Equality Act 2010

How does the strategy, policy, service, project, activity or decision actively meet the public sector equality duties to:

**Eliminate unlawful discrimination** (including harassment, victimisation and other prohibited conduct)

No discrimination identified. If any impact is measured after implementation – for example language or cultural barriers to the anti-idling message we will consider these and adjust our communications accordingly.

**Advance equality of opportunity** (between people who share a protected characteristic and people who do not share it)

The introduction of these Regulations is of no relevance to people with different protected characteristics. The impact is positive and will benefit people who are vulnerable to poor air quality including the very young, the very old, and those with medical conditions such as respiratory or cardio vascular illnesses.

**Foster good relations** (between people who share a protected characteristic and people who do not share it). Could it have an adverse impact on relations between different diverse groups?

No adverse impacts identified.

## 6 Priority

The following questions will help you to identify whether this 'service' is a high priority. Please answer all questions with particular reference to the protected characteristics; race, gender, gender reassignment, disability, religion or belief, sexual orientation, age, marriage and civil marriage/partnership and pregnancy and maternity.

**Please provide a comment for each answer, providing evidence for your answer, regardless whether you have answered yes or no.**

Questions	Yes	No
1. Are there any particular groups who may have trouble accessing the 'service'?		x
<b>Comments:</b> No particular groups identified.		
2. Does your information suggest that some groups of people are less satisfied than others with this 'service'?		x
<b>Comments:</b>		
3. Will this service have a significant impact on any of our residents?		x
<b>Comments:</b> Drivers identified as idling in areas near schools or where people are present are requested to turn their engine off and only if this is ignored and the idling continues will they receive an FPN.		
4. Do you have any evidence that discrimination, harassment and/or victimisation could occur as part of this service?		x
<b>Comments:</b> No evidence to support this.		
5. Do you think the service will hinder communication and negatively impact relations between the organisation and its employees, residents, contractors or anyone else?		x
<b>Comments:</b> The powers will be supported by campaigns to improve air quality.		
6. Does this service need to improve the way in which it is communicated to people who have literacy, numeracy or any other access needs?		x
<b>Comments:</b> If any impact is measured after implementation – for example language or cultural barriers to the anti-idling message we will consider these and adjust our communications accordingly.		
7. Does consultation need to be carried out?		x
<b>Comments:</b> No consultation is required under Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002		


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In order to assess the priority of your 'service' please complete the table below by adding up how many questions you answered yes to and following the appropriate action.

Priority	Number of questions answered 'yes'	Rating	Action
High	3 or more		Continue to section 2
Medium	1 to 2		Please provide evidence to any questions you answered 'yes' to in section 1. Test for relevance complete (sometimes a full assessment may be required).
Low	0	0	Test for relevance complete.

**Declaration**

I am satisfied that a Test for Relevance has been carried out on the matter named in this Analysis and conclude that a full Equality Impact Assessment <b>is not required</b> .	
Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If you do not think that a full Equality Impact Assessment is required – please give your reasons:	
I confirm that a full Equality Impact Assessment has been completed.	
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Signature of Head of Service:	Date: 29 April 2024
	

Recommendations agreed:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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Signed:  (Director):  Mike Humber - Director of Environment	EIA date:  1 May 2024
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