



Staffordshire
County Council

Community Impact Assessment Checklist and Executive Summary

Name of Proposal:

North Staffordshire Local Air Quality Plan – approval of Outline Business Case. Assessment of the **Clean Air Zone**.

Project Sponsor:

Clive Thomson, Assistant Director for Connectivity and Sustainability

Project Manager:

Nick Dawson, Connectivity Strategy Manager

Date Completed:

01/10/20

Final Checklist

Prior to submitting your Community Impact Assessment (CIA), please ensure that the actions on the checklist below have been completed, to reassure yourself / SLT / Cabinet that the CIA process has been undertaken appropriately.

Checklist	Action Completed	Comments/Actions
The project supports the County Council's Business Plan, priorities and MTFS.	✓	Links to priorities to help Staffordshire's economy to grow and generate more good jobs and invest in infrastructure for growing communities. Implementation of the scheme will be cost neutral for the Authority as all funding will be provided by Government.
It is clear what the decision is or what decision is being requested.	✓	Cabinet is being asked to approve the preferred option and formal submission of the Outline Business Case to Government.
For decisions going to Cabinet, the CIA findings are reflected in the Cabinet Report and potential impacts are clearly identified and mitigated for (where possible).	✓	The cabinet report includes the headline information.
The aims, objectives and outcomes of the policy, service or project have been clearly identified.	✓	The Strategic Case of the Outline Business Case states the aims, objectives, outcomes and reason for change.
The groups who will be affected by the policy, service or project have been clearly identified.	✓	The preferred option is a highway solution and as such the impacts are felt spatially. See communities below.
The communities that are likely to be more adversely impacted than others have been clearly identified.	✓	The detailed traffic and air quality models enable impacts to be forecast at a granular level and overlaid with LSOA level population geodemographic data.
Engagement / consultation has been undertaken and is representative of the residents most likely to be affected.	✗	A full EQIA will be completed as part of the Development of the Full Business Case which will include the relevant consultations. Initial community engagement had been planned for this summer before Covid19 affected the ability to hold information events.
A range of people with the appropriate knowledge and expertise have contributed to the CIA.	✓	Transport and air quality consultants have undertaken the traffic and air quality modelling, produced the economic case and completed a distributional analysis. The project group which includes officers from the three Local Authorities have provided local intelligence and assurance.
Appropriate evidence has been provided and used to inform the development and design of the policy, service or project. This includes data, research,	✓	A Distributional analysis was undertaken as part of the Outline Business Case and is available as part of the supporting

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engagement/consultation, case studies and local knowledge.		<p>documentation. Data was analysed at LSOA level including:</p> <ul style="list-style-type: none"> • The Indices of Multiple Deprivation, • UK business count data, • Office for National Statistics population data split by age, gender and ethnicity, • Sensitive receptors for air quality data using Ordnance Survey data and local knowledge • Postcode data for businesses with Operator Licences allowing operation of HGVs. <p>The study area comprised the whole of North Staffordshire which relates to the North Staffordshire Multi-Modal Traffic Model and the associated air quality model domain. A central impact area was also defined for more detailed analysis.</p> <p>An Economic assessment was also undertaken as part of the main Outline Business Case document.</p>
The CIA evidences how the Council has considered its statutory duties under the Equality Act 2010 and how it has considered the impacts of any change on people with protected characteristics.	✓	All protected characteristics were considered as part of the Distributional Analysis and the impact on affected populations of described geographically and by type of impact e.g. road traffic accidents.
The next steps to deliver the project have been identified.	✓	Work to complete the Full Business Case.

Executive Summary

The Executive Summary is intended to be a collation of the key issues and findings from the CIA and other research undertaken. This should be completed after the CIA and research has been completed. Please structure the summary using the headings on the left that relate to the sections in the CIA template. Where no major impacts have been identified, please state N/A.

	Which groups will be affected?	Benefits	Risks	Mitigations / Recommendations
<p>PSED</p> <p>What are the impacts on residents with a protected characteristic under the Equality Act 2010? Highlight any concerns that have emerged as a result of the equality analysis on any of the protected groups and how these will be mitigated. It is important that Elected Members are fully aware of the equality duties so that they can make an informed decision, and this can be supported with robust evidence.</p>	<p>Protected characteristics of disability, sex and age are affected when journeys enter the CAZ.</p>	<p>In terms of accident risk, the CAZ will be most beneficial to areas with greater numbers of resident population with a registered disability suggesting a disproportionate benefit for these groups who are more vulnerable to the risk of accidents.</p>	<p>In terms of personal affordability, areas with a higher ratio of disabled populations are likely to experience higher costs with a CAZ. These are predominantly near the town centres and as such these populations will be most heavily impacted by the CAZ. Taxis are often relied upon by disabled who are unable to drive and could face a disproportionate share of any CAZ charges the private hire vehicle operators choose to pass on.</p> <p>The area of impact for the CAZ has a higher than average proportion of males and therefore men will pay higher than average costs. Evidence shows that women rely on taxis and PHVs</p>	<p>It is recommended that the Preferred Option is accepted and the Outline Business Case is formally submitted to Government on this basis to avoid the negative impacts of a CAZ.</p>

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			<p>slightly more than men. If PHVs increase their costs in response to the CAZ charge then these costs will be more greatly felt by women.</p> <p>In terms of personal affordability young people are more reliant on buses who may choose to pass on the costs associated with the CAZ charge. The CAZ causes the largest increases in traffic in areas with the highest number of children. Cost potentially forming a barrier to access to places of worship and GP surgeries if located within CAZ boundary.</p>	
<p>Health and Care</p> <p>How will the proposal impact on residents' health? How will the proposal impact on demand for or access to social care or health services?</p>	<p>Potential impacts in relation to mental health and independent living depending on response of taxi operators. Accidents where traffic flows reduce.</p>	<p>Traffic flows reduce on a significant number of road links reducing the risk of road accidents. Many of these links are forecast to reduce by over 10%.</p>	<p>Uncertainty associated with the scheme when new.</p> <p>Private hire vehicles may pass on cost increases.</p>	<p>It is recommended that the Preferred Option is accepted and the Outline Business Case is formally submitted to Government on this basis to avoid the negative impacts of a CAZ.</p>
<p>Economy</p> <p>How will the proposal impact on the economy of</p>	<p>Extensive impacts in relation to economic growth, poverty and income and access to jobs.</p>		<p>Operators with non-compliant HGVs will have to bear the costs of CAZ</p>	<p>It is recommended that the Preferred Option is accepted and the Outline Business Case is formally submitted to</p>

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Staffordshire or impact on the income of Staffordshire's residents?			charges or upgrade vehicles. Greater impacts forecast to be felt by smaller companies (freight in particular), bus and taxi operators. Lower income households are more likely to own a non-compliant vehicle. Jobs may be at risk if a CAZ scheme is delivered due to increased operating costs felt by businesses.	Government on this basis to avoid the negative impacts of a CAZ.
Environment How will the proposal impact on the physical environment of Staffordshire? Does this proposal have any Climate Change implications?	Air quality, transport and climate change in North Staffordshire	Will bring all road links into compliance with the EU directive limit of 40µgm ³ . The CAZ scheme provides a saving of 555 tonnes per year of NOx and 35 tonnes per year saving of PM2.5. If the CAZ operates for 10 years then the scheme will result in a reduction of 194,854 tonnes of CO2 emissions due to vehicle upgrades and amended journeys as a response to the CAZ charge.	Drivers of non-compliant vehicles will be subject to a daily charge to enter the CAZ boundary. This can be avoided by upgrading their vehicle, amending their journey or cancelling their journey. The impact will be felt by communities and businesses.	It is recommended that the Preferred Option is accepted and the Outline Business Case is formally submitted to Government on this basis to avoid the negative impacts of a CAZ.
Localities / Communities	Participation in leisure activities		People with non-compliant	It is recommended that the Preferred Option is

	Which groups will be affected?	Benefits	Risks	Mitigations / Recommendations
How will the proposal impact on Staffordshire's communities?			vehicles wishing to access leisure opportunities based within the CAZ would have to pay the CAZ charge or upgrade their vehicle to continue to do so. They may also look for other leisure opportunities that are unaffected by the CAZ or cancel their journey.	accepted and the Outline Business Case is formally submitted to Government on this basis to avoid the negative impacts of a CAZ.