



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 **Preferred Option**.

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 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 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 and age are affected in areas where traffic flows are forecast to change or where bus infrastructure improvements are located. Non-protected characteristic relating to deprivation.</p>	<p>Disability: The analysis shows that the preferred option in terms of accidents and accessibility will have a substantial distributional impact disproportionately benefitting the most vulnerable residents with regards to disability. Age: In terms of air quality the improvements are marginally greater for areas with a greater proportion of children than those with a lower proportion of children but overall there is no distributional trend. The bus infrastructure improvements provide a disproportionate accessibility benefit to children due to the location of LSOAs with higher proportions of young people.</p>	<p>The preferred option will negatively affect people in terms of operating costs, fuel costs and travel time. Any increase in these costs will be felt more by low income households as they will represent a greater proportion of household income. These disbenefits are only felt by certain journeys that would have otherwise travelled through the bus gates.</p>	<p>To review during the development of the Full Business Case. People could consider retiming their journeys away from the peak periods. The preferred option includes improvements to walking and bus infrastructure. The communications plan will ensure these are effectively promoted.</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</p>	<p>Users of public transport and pedestrians.</p>	<p>Improvements to bus infrastructure including real time passenger information will increase</p>		<p>To review during the development of the Full Business Case. Communications plan can provide communities with</p>

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to social care or health services?		confidence in using the bus. Two new pedestrian crossing points will provide dedicated time to safely cross the road.		information in a timely manner.
Economy How will the proposal impact on the economy of Staffordshire or impact on the income of Staffordshire's residents?	People making journeys that currently travel through the bus gate locations during the peak periods. Bus users.	Improvements to bus infrastructure including real time information will make it easier for people to travel to work.	The preferred option will negatively affect people in terms of operating costs, fuel costs and travel time. Potential to be seen as restricting traffic and therefore the ability to easily conduct business however the measures will improve local air quality which will improve the local area.	To review during the development of the Full Business Case. People could consider retiming their journeys away from the peak periods. The preferred option includes improvements to walking and bus infrastructure. The communications plan will ensure these are effectively promoted.
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 EU directive limit of 40µgm ³ . The preferred option provides a saving of 101 tonnes per year of NOx and 3 tonnes per year of PM2.5. Bus services are exempt from the bus gates and therefore will gain a competitive advantage compared to similar journeys by car.	Over a ten-year period of operation the preferred option adds 13,324 tonnes of carbon into the air. The preferred option will impact any vehicles travelling along the affected routes. Depending on their origin and	To review during the development of the Full Business Case. The preferred option is a short term proposal which will be removed when natural compliance of the vehicle fleet has been achieved.

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			destination of journeys they may experience increased travel distance and therefore time and travel costs.	
Localities / Communities	The changes are unlikely to have any impact on each of the topic areas.			
How will the proposal impact on Staffordshire's communities?				