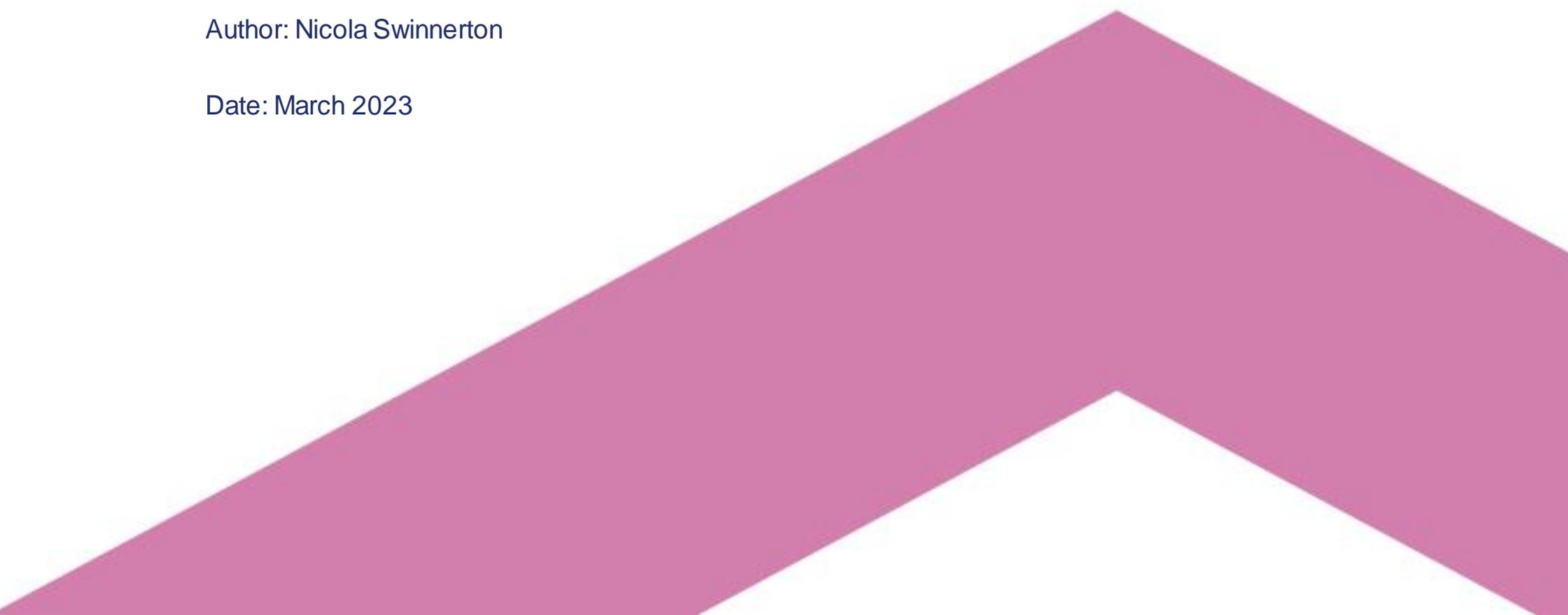


Community Impact Assessment

Staffordshire Local Transport Plan

Author: Nicola Swinnerton

Date: March 2023



Equality Assessment

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Age - older and younger people	There will be identified benefits from the proposals in the LTP for people who are too young to drive and who feel that they are too old to drive.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.	There will be identified benefits from the proposals in the LTP for people who live with a disability. For example, the provision of walking and cycling infrastructure will be compliant with Equality Act 2010.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Gender reassignment - those people in the process of transitioning from one sex to another	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work	There will be identified benefits from the proposals in the LTP	Risks will be assessed during LTP's preparation and	N/A

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	that can be associated to all population groups.	implementation stage. Focus will happen at the scheme design and delivery stage.	
Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Sex - men or women	There will be identified benefits from the proposals in the LTP that can be associated	Risks will be assessed during LTP's preparation and implementation stage.	N/A

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	to all population groups. For example, the LTP will look at women's safety when using the transport network.	Focus will happen at the scheme design and delivery stage.	
Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

➤ **Workforce Assessment**

Who will be affected – consider the following protected characteristics: age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion or belief, sex and sexual orientation	Benefits	Risks	Mitigations / Recommendations

➤ **Health, Well-being and Social Care Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Mental Health and Wellbeing	The LTP will seek to provide more opportunities for people to walk and cycle, and become more physically active, which will improve the mental health and wellbeing of Staffordshire's residents.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit.
Healthy Lifestyles	<p>Increase physical activity from more walking and cycling will help to reduce excess weight and associated health issues.</p> <p>Not related to lifestyles, but Staffordshire has 18 Air Quality Management Areas (AQMAs), which were declared for exceedances in nitrogen dioxide (NO₂) caused by road traffic emissions. When the AQMA was declared, a district/borough council is required to draw up an Air Quality Action Plan (AQAP) in pursuit of reducing levels of pollutants below permitted levels. This means that any new transport intervention in the AQMA should not add to the already poor air quality. Poor local air quality increases the risk of heart and respiratory diseases, as well as lung cancer. NO₂ can also cause asthma, bronchial symptoms, lung</p>	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	<p>Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit.</p> <p>Benefits can be maximised by reducing motorised vehicle use in AQMAs and ensuring the expeditious flow of traffic.</p>

Key considerations	Benefits	Risks	Mitigations / Recommendations
	inflammation and reduced lung function.		
Accidents and Falls Prevention	<p>Resurfacing and upgrading the county's roads, footways and cycleways will help to reduce the likelihood of falls and accidents. The provision of segregated cycling facilities will further reduce conflict between cyclist, pedestrians and vehicles.</p> <p>The LTP seeks to improve transport for the user, which includes their experience by creating a network that is safe, reliable and inclusive.</p>	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Road Safety Audits will be completed on schemes, as appropriate.

➤ **Communities Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
Rural communities	There will be a positive impact on the rural communities if resources are made available to maintain the highway network, including the public rights of way network, and investment is made in alternatives to the private motor car such as public transport, cycling and walking.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
Access to employment opportunities	The LTP will seek to facilitate Staffordshire's growth ambitions, enabling businesses to prosper sustainably. It will encourage a greener recruiting and a greener workforce and promote remote working.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Improved business connections and reducing congestion	The LTP will seek to facilitate a reliable road network in Staffordshire by working with stakeholders, including the local planning authorities and Highways England.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Greening freight	The LTP will seek to promote green freight through initiatives such as electric vehicle fleets and car clubs, EV charging points, e-cargo bikes, and road to rail.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Decarbonising transport	The LTP will seek to maintain and increase the walking and cycling network will encourage	Extreme weather affecting transport services.	It is legally binding that the sale of new petrol and diesel cars and vans will be phased out by 2030, and all

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>behavioural change. Avoiding the need to travel through digital connectivity will also be encouraged in the LTP.</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP), Bus Service Improvement Plan (BSIP) and the Electric Vehicle Charging Strategy will be updated and appended to the LTP.</p>	<p>Infrastructure not being in place to keep up with demand or to encourage people to switch</p>	<p>new cars and vans will be fully zero emission at the tailpipe from 2035.</p> <p>By law, the UK's emissions must now be net zero by 2050.</p>

➤ **Environment Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Built Environment/ Land Use	<p>Maintaining the condition of the walking and cycling network, enhancing public realm and delivering sustainable transport improvement schemes will have a positive impact on the built environment.</p>	<p>Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.</p>	N/A

Key considerations	Benefits	Risks	Mitigations / Recommendations
Rural Environment / Countryside	There will be a positive impact on the rural environment, if resources are made available to maintain the highway network, including the public rights of way network.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Air, Water and Land Quality	Encouraging walking and cycling for short journeys, and public transport for medium to long journeys, could reduce greenhouse gases and improve local air quality in the 18 designated Air Quality Management Areas in Staffordshire.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Air quality monitoring is completed by District / Borough Councils and Air Quality Action Plans associated with Air Quality Management Areas will be reviewed and updated
Waste and Recycling	Benefits will be provided from the use of recycled road materials.		N/A
Agriculture and Food Production	N/A	N/A	N/A
Transport	<p>The key objective of the LTP is to improve the transport network, ensuring that it:</p> <ul style="list-style-type: none"> Reduce environmental impacts 	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<ul style="list-style-type: none"> • Grow and level up the economy • Improve transport for the user <p>The LTP will provide wider benefits by increasing travel choices, improving road safety, reducing community severance, enhancing public realm, reducing congestion and improved air quality.</p>		
Noise	A mode shift to walking and cycling could reduce traffic delays that may have associated noise benefits.	Noise risks associated with scheme construction will be assessed at the scheme design and delivery stage.	N/A