

Community Impact Assessment

Name of Proposal: Local Cycling and Walking Infrastructure Plan

Project Sponsor (if applicable):

Project Manager (if applicable) or Lead: Clive Thomson, Assistant Director for Connectivity and Sustainability

Date: March 2021

Community Impact Assessment

Public Sector Equality Duty (PSED) – Use this section to identify if the proposal will impact on our legal obligations under the Equality Act 2010 for both residents and staff. In summary, those subject to the general equality duty must have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups.

Please consider:

- Who is currently using the service, across the protected characteristics?
- What do we know about their experiences and outcomes?
- What relevant information is available from the Census and population trends data?
- What were the findings of the engagement/consultation?
- Is there any relevant national, regional and/or local sources of research/evidence available?
- Is there any relevant information from partners or voluntary, community, social enterprise organisations?
- What is the analysis of the impact on those with relevant protected characteristics?

| Protected Characteristics: | Which groups will be affected | Benefits | Risks | Mitigations / Recommendations |
|----------------------------|-------------------------------|--|--|-------------------------------|
| • Race | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |
| • Disability | Positive | Provision of walking and cycling infrastructure compliant with Equality Act 2010. | Risks will be assessed at the scheme design and delivery stage | N/A |
| • Sex | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |
| • Age | Positive | Walking and cycling schemes will benefit those too young to drive | Risks will be assessed at the scheme design and delivery stage | N/A |
| • Religion or Belief | Positive | There are identified benefits from the proposals in the LCWIP | Risks will be assessed at the scheme design and delivery stage | N/A |

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| | | that can be associated to all population groups. | | |
| <ul style="list-style-type: none"> • Gender Reassignment | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |
| <ul style="list-style-type: none"> • Sexual Orientation | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |
| <ul style="list-style-type: none"> • Pregnancy and Maternity | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |
| <ul style="list-style-type: none"> • Marriage and Civil Partnership The duty to have due regard to the need to eliminate discrimination also covers marriage and civil partnerships in relation to employment issues. | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |
| Impact on SCC Staff If the proposal affects SCC staff, consider the workforce profile compared against the protected characteristics pre and post change, the impact of job losses, available support for | Positive | There are identified benefits from the proposals in the LCWIP that can be associated to all population groups. | Risks will be assessed at the scheme design and delivery stage | N/A |

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| staff, and HR protocols. | | | | |
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Evidence Base: (Evidence used/ likelihood/ size of impact)

The LCWIP has identified benefits that can be associated to all population groups. This including health benefits in terms of reduced risk of premature deaths; reduced absenteeism from work and education, associated with the health benefits of increased physical activity; improved journey ambience for pedestrians and cyclists; and reduced reliance on the car, which has associated congestion and air quality benefits.

Health and Care – Use this section to determine how the proposal will impact on resident’s health and wellbeing, and whether the proposal will impact on the demands for, or access to health and care services. Please consider the Care Act 2014 and the Health and Social Care Act 2012.

| Category Area (Areas highlighted are suggestions only and there may be other impacts in these categories) | Which groups will be affected | Benefits | Risks | Mitigations / Recommendations |
|--|--------------------------------------|--|---|--|
| Mental Health and Wellbeing Will the proposal impact on the mental health and wellbeing of residents or services that support those with Mental Health issues? | Positive | Providing opportunities to enable more people to walk and cycle and become more physically active will help to improve the mental health and wellbeing of Staffordshire’s residents. | Risks will be assessed 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 Will the proposal promote independence and personal responsibility, helping people to make positive choices around | Positive | Increase physical activity from more walking and cycling will help to reduce excess weight and associated health issues. | Risks will be assessed at the scheme design and delivery stage. | Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit. |

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| physical activity, healthy food and nutrition, smoking, problematic alcohol and substance use, and sexual health? | | | | |
| Accidents and Falls Prevention Does the proposal reduce or increase the risk of: falls in older people, childhood accidents, road accidents, or workplace accidents? | Positive | Resurfacing and upgrading the quality of the pedestrian environment will help to reduce the likelihood of falls and accidents. The provision of segregated cycling facilities will reduce conflict between cyclist, pedestrians and vehicles. | Risks will be assessed at the scheme design and delivery stage. | Road Safety Audits will be completed on schemes, as appropriate. |
| Access to Social Care Will the proposal enable people to access appropriate interventions at the right time? | N/A | N/A | N/A | N/A |
| Independent Living Will the proposal impact on people's ability to live independently in their own home, with care and support from family, friends, and the community? | N/A | N/A | N/A | N/A |
| Safeguarding Will the proposal ensure effective safeguarding for the most vulnerable in our communities? | N/A | N/A | N/A | N/A |

Evidence Base: (Evidence used/ likelihood/ size of impact)

Data to support the proposals in the LCWIP is available, including accident data, Census 2011 data and forecast increases in cycling associated with proposed improvements. The LCWIP has been amended according to the outcome of public and stakeholder consultations. All priority walking and cycling routes have been independently audited by Sustrans. Further schemes assessments will be completed at scheme design stage.

Greater physical activity through walking and cycling will create health benefits in terms of reduced risk of premature deaths; reduced absenteeism from work and education, associated with the health benefits of increased physical activity; improved journey ambience for pedestrians and cyclists; and reduced reliance on the car, which has associated congestion and air quality benefits.

Economy – Use this section to determine how the proposal will impact on the economy of Staffordshire and the income of residents.

| Category Area (Areas highlighted are suggestions only and there may be other impacts in these categories) | Which groups will be affected | Benefits | Risks | Mitigations / Recommendations |
|--|--------------------------------------|--|--|--------------------------------------|
| Economic Growth Will the proposal promote the county as a “go to” location for business, and make it easy for businesses to start up, innovate and expand? | Positive | The programme supports the LEP’s Strategic Economic Plan and the District/Borough Council Local Plans. Improving walking and cycling accessibility and reducing congestion will improve access to jobs. Improved health from physical activity reduces the chances of absenteeism. | Risks will be assessed at the scheme design and delivery stage | N/A |

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| Poverty and Income Will the proposal have an impact on income? Will it reduce the gap between high and low earners? | Positive | Encouraging the use of cheaper forms of transport, such as walking and cycling, can potentially increase disposable income. | Risks will be assessed at the scheme design and delivery stage | N/A |
| Workplace Health and Environments Will the proposal impact on working conditions and the health of Staffordshire's workforce? | Positive | Delivering schemes in the programme that encourage physical activity can benefit the health of the workforce | Risks will be assessed at the scheme design and delivery stage | Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit |
| Access to jobs/ Good quality jobs Will the proposal create the right conditions for increased employment in more and better jobs? | Positive | Maintaining and improving the local highway and transport network will contribute to creating the right conditions for increased employment | Risks will be assessed at the scheme design and delivery stage | |

Evidence Base: (Evidence used/ likelihood/ size of impact)

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Environment – Use this section to identify the impact of the proposal on the physical environment. How does the proposal support the utilisation and maintenance of Staffordshire’s built and natural environments, thereby improving health and wellbeing and strengthening community assets?

| Category Area (Areas highlighted are suggestions only and there may be other impacts in these categories) | Which groups will be affected | Benefits | Risks | Mitigations / Recommendations |
|---|--------------------------------------|--|--|---|
| Built Environment/ Land Use Will the proposal impact on the built environment and land use? | Positive | 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 | Risks will be assessed at the scheme design and delivery stage | N/A |
| Rural Environment Will the proposal impact on the rural natural environment or on access to open spaces? | Positive | There will be a positive impact on the rural environment, if resources are made available to maintain and enhance walking and cycling provision. | Risks will be assessed at the scheme design and delivery stage | N/A |
| Air, Water and Land Quality Will the proposal affect air quality (e.g. vehicle, industrial or domestic emissions), drinking water quality or land quality (e.g. contamination)? | Positive | Encouraging walking and cycling for short journeys, rather than the car could reduce greenhouse gases and improve local air quality in designated Air Quality Management Areas | Risks will be assessed 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 |

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| Waste and Recycling Will the proposal affect waste (e.g. disposal) and recycling? | Positive | Benefits will be provided from the use of recycled road materials. | Risks will be assessed at the scheme design and delivery stage | N/A |
| Agriculture and Food Production Will the proposal affect the production of healthy, affordable and culturally acceptable food? | N/A | N/A | N/A | N/A |
| Transport Will the proposal affect the ability of people/ communities/ business to travel? Will the proposal impact on walking/ cycling opportunities? | Positive | The key objective of the LCWIP is to improve conditions for walking and cycling. There is expected to be wider benefits of increasing travel choices, improving road safety, reducing community severance, enhancing public realm, reducing congestion and improved air quality. | Risks will be assessed at the scheme design and delivery stage. | N/A |
| Noise Will the proposal cause disruptive noise? | Neutral | 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 |

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Localities / Communities – Use this section to identify the impact of the proposal on communities. How will the proposal strengthen community capacity to create safer and stronger communities? It is important to recognise the different localities and communities your proposal may impact upon and identify any communities that could be more adversely impacted than others. District Commissioning Leads (DCL's) have a great deal of knowledge about their relevant locality and they must be engaged with as part of your Project Team at an early stage of the process.

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|--|--------------------------------------|--|--|--------------------------------------|
| Community Development/ Capacity Will the proposal affect opportunities to work with communities and strengthen or reduce community capacity? | Positive | Community engagement is established through the Divisional Highway Programme to help deliver community needs. | Risks will be assessed at the scheme design and delivery stage | N/A |
| Crime/ Community Safety Will the proposal support a joint approach to responding to crime and addressing the causes of crime? | Positive | There are schemes that will have a positive benefit on addressing crime and reducing antisocial use of vehicles, such as speeding and obstructive parking, and are supported by the police | Risks will be assessed at the scheme design and delivery stage | N/A |
| Educational Attainment and Training | Positive | There are schemes in the programme that improve access to education and | Risks will be assessed at the scheme design and delivery stage | N/A |

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| <p>Will the proposal support school improvement and help to provide access to a good education? Will the proposal support the improved supply of skills to employers and the employability of residents?</p> | | <p>increased physical activity through walking and cycling can benefit health and wellbeing</p> | | |
| <p>Leisure and Culture Will the proposal encourage people to participate in social and leisure activities that they enjoy?</p> | Positive | <p>There are schemes in the programme that will improve access to leisure activities in town centres and schemes will be provided for those wishing to walk or cycle for leisure purposes.</p> | <p>Risks will be assessed at the scheme design and delivery stage</p> | <p>Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit</p> |
| <p>Volunteering Will the proposal impact on opportunities for volunteering?</p> | N/A | N/A | N/A | N/A |
| <p>Best Start Will the proposal impact on parental support (pre or postnatally), which helps to ensure that children are school-ready and have high aspirations, utilising a positive parenting approach?</p> | N/A | N/A | N/A | N/A |
| <p>Rural Communities Will the proposal specifically impact on rural communities?</p> | Positive | <p>There are schemes that will deliver transport benefits in rural villages</p> | <p>Risks will be assessed at the scheme design and delivery stage</p> | |

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Now transfer the main findings of this assessment to the '**Checklist and Executive Summary**' template. Then both documents need to be approved/signed off by the appropriate people. For CIAs that are going to **Cabinet**, only the '**Checklist and Executive Summary**' should be submitted as part of the **Cabinet Papers**. The full CIA document should be submitted as a **Background Paper**.