

# Community Impact Assessment – Checklist and Executive Summary

**Name of Proposal: Highways and Transport Capital Programme 2022/23**

**Project Sponsor:**

**Project Manager: James Bailey**

**Job Title: Commissioner for Highways and the Built County**

**Date: February 2022**

**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 (tick)	Comments/Actions
The project supports the Council's Business Plan, priorities and MTFS.	✓	Capital maintenance programmes are defined by the whole-life-cost (value for money) Highway Infrastructure Asset Management Plan (HIAMP). Capital improvement schemes are prioritised objectively in line with the Outcomes of the Strategic Plan and District Integrated Transport Strategies. External funded capital schemes are provided through various capital grant bids for ring-fenced schemes, or as part of private development infrastructure.
It is clear what the decision is or what decision is being requested.	✓	Approval of the 2022/23 Highways and Transport Capital Programme is required.
For decisions going to Cabinet, the CIA findings are reflected in the Cabinet Report and <b>potential impacts are clearly identified and mitigated for</b> (where possible).	✓	A full CIA has been completed and the Executive Summary is included in the Cabinet Report.
The <b>aims, objectives and outcomes</b> of the policy, service or project have been clearly identified.	✓	The aim of the programme is to help deliver the outcomes of the Strategic Plan.
The <b>groups</b> who will be affected by the policy, service or project have been clearly identified.	✓	The groups affected are summarised in the CIA.
The <b>communities</b> that are likely to be more adversely impacted than others have been clearly identified.	✓	The communities affected are summarised in the CIA.
Engagement / consultation has been undertaken, and is representative of the residents most likely to be affected.	✓	Initial engagement has taken place with local Councillors and stakeholders on IT schemes. Further consultations on individual schemes will take place at the detailed design stage.
A range of people with the appropriate knowledge and expertise have contributed to the CIA.	✓	
Appropriate evidence has been provided and used to inform the development and design of the policy, service or project. This includes data, research, engagement/consultation, case studies and local knowledge.	✓	Highway and transport data and consultations have been used to justify the programme.
<b>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.</b>	✓	The Equality Act 2010 has been taken into account when producing the CIA.
The next steps to deliver the project have been identified.	✓	The programme will be delivered using the County Council's infrastructure + partnership with Amey and other key stakeholders.

**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><b>PSED</b> – What are the impacts on residents with a protected characteristic under the <b>Equality Act 2010</b>? <i>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.</i></p>	<p>There are identified benefits from the proposed programme that can be associated to the population as a whole.</p>	<p>Provision of integrated transport infrastructure will be compliant with Equality Act 2010.</p>	<p>Risks will be assessed at the scheme design and delivery stage</p> <p>Deterioration in road and footway condition can deter movement by pedestrians, particularly the elderly, adults with young children and the disabled. Reductions in planned maintenance will put more pressure on the need for unplanned maintenance and delays to unplanned maintenance will further deter pedestrians.</p>	<p>N/A</p>
<p><b>Health and Care</b> – 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>Positive impact on mental wellbeing, healthy lifestyles and reducing road accidents.</p>	<p>Walking and cycling schemes will increase physical activity and local safety schemes will reduce road casualties.</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. Road Safety Audits will be completed as appropriate.</p>

<p><b>Economy</b> – How will the proposal impact on the economy of Staffordshire or impact on the income of Staffordshire’s residents?</p>	<p>Positive impact on economic growth, income, workplace health and access to jobs</p>	<p>Supports LEP and Local Plan objectives by delivering workforce health benefits through walking and cycling, access to jobs, providing a well maintained road network and helping to tackle traffic congestion.</p>	<p>Risks will be assessed at the scheme design and delivery stage Potential increases in risk of structural failure could have a significant effect on the local economy and community accessibility (e.g. a bridge spanning a river with businesses/communities on both sides of the river).</p>	<p>Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit</p>
<p><b>Environment</b> – How will the proposal impact on the physical environment of Staffordshire?</p>	<p>Positive impact on transport, the built and rural environment, air quality and use of recycled materials</p>	<p>The programme aims to improve road safety, reduce community severance, enhance public realm, reduce congestion, improve air quality, increase levels of walking and cycling and increase travel choices and access to job opportunities.</p>	<p>Risks will be assessed at the scheme design and delivery stage</p> <p>As roads deteriorate, vehicle speeds reduce and fuel consumption and the levels of emissions change. As the network deteriorates unplanned reactive work increases which is likely to lead to an increase in emissions from vehicles maintaining the network.</p> <p>Deterioration of the road structure is likely to accelerate with reduced routine and planned maintenance and outfall water quality may reduce if maintenance of any drainage pollution controls is delayed.</p>	<p>Air Quality Action Plans will be reviewed and updated for Air Quality Management Areas, by the appropriate District/Borough Council</p>

<p><b>Localities / Communities</b> – How will the proposal impact on Staffordshire’s communities?</p>	<p>Positive impact on strengthening communities, improving community safety and access to education and leisure</p>	<p>The Divisional Highway Programme is established through community engagement. The programme helps to reduce antisocial vehicle use, improve sustainable access to education and leisure and encourage walking and cycling as a leisure pursuit</p>	<p>Risks will be assessed at the scheme design and delivery stage</p> <p>Road maintenance management approaches inevitably focus funding where risks and traffic are most significant, therefore it would be expected that remote communities will suffer a bigger disadvantage if maintenance funding is reduced and less used routes are not prioritised.</p>	<p>Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit</p>
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