

Title of proposed EIA	CAZ vehicle scrappage and mobility credit scheme proposed amendment
Reference No	EQUA1196
EA is in support of	Amended Policy
Review Frequency	No preference
Date of first review	22/03/2024
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Clean Air Zone
Responsible Officer(s)	<input type="checkbox"/> Lana Forrester
Quality Control Officer(s)	<input type="checkbox"/> Janet L Hinks
Accountable Officer(s)	<input type="checkbox"/> Stephen Arnold
Purpose of proposal	Encourage a more rapid adoption of CAZ compliant vehicles amongst low-income workers, and certain groups residents, of the Zone. An update and expansion of the existing scheme which will enhance the current scheme therefore providing a positive benefit.
Data sources	Survey(s)
Please include any other sources of data	Clean Air Zone incentive development: CAZ residents. Survey of residents of the CAZ in receipt of an exemption from the daily fee: 379 respondents' data was analysed which was in excess of the 330 needed for a 95% confidence level.
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	

Protected characteristic: Age	Service Users / Stakeholders; Wider Community		
Age details:	<div><div>There are 21,763 households Census 2021within the Clean Air Zone of which over 56% currently do not have access to a car/van. 38% of the households that do have access to one or more vehicles benefited from the temporary exemption from the CAZ daily fee. Results from the recently completed survey indicated that more than 80% of respondents who provided their age are within the 25–59-year-old age bracket with the following detailed analysis age breakdown specified:-</div><table><tr><td>18 - 19</td><td>1</td></tr></table></div>	18 - 19	1
18 - 19	1		

20 - 24	4
25 - 29	41
30 - 34	46
35 - 39	48
40 - 44	49
45 - 49	50
50 - 54	32
55 - 59	22
60 - 64	21
65 - 69	16
70 - 74	6
75 - 79	6
80 - 84	2
Prefer not to say	7
No answered	28
<i>Total</i>	<i>379</i>

Children living or attending school within the Clean Air Zone are potentially impacted where parents are driving them to school. There are currently 20 schools located within the Clean Air Zone. Alternative modes of transport can be accessed.

Community vehicles that are non-compliant and hold a section 19 or section 21 permit are exempt from charge therefore there will be no direct impact on school age pupils in relation to school trips and accessing school-based enrichments.

Protected characteristic: Disability

Disability details:

Service Users / Stakeholders; Wider Community

41% of respondents from the survey of residents self-identified as having a disability or mobility issue that made car ownership essential.

A higher proportion of residents with additional barriers use their car at least daily versus those with no additional barriers (71% compared to 53%)

Of the respondents who identified as having a disability or mobility issue 6% had a vehicle that is currently classified as a disabled tax class vehicle therefore these vehicles are exempt from the CAZ daily fee.

Residents receiving specific benefits (e.g., DLA, PIP) are also eligible for support to upgrade their vehicle from initiatives such as Motability.

Medical visits to three defined locations within the Zone are covered by an exemption from the daily fee.

Around half or more respondents face additional barriers across all three CAZ resident segments

- In all segments, respondents that described having mobility issues made up the largest share of the group with additional barriers (33-40%)

Intended actions of the respondents actions post 01/06/23.

The proposal are intended to increase the level of support for residents who identify as having a disability or mobility issue through a package of financial support to replace a vehicle subject to the CAZ daily fee with the option of adding a mobility credit to the package in order to derive greater value.

Eligibility for the enhanced package of support includes being in receipt of certain benefits.

Protected characteristic: Sex

Gender details:

Service Users / Stakeholders; Wider Community

Statistical data held demonstrates that there is a lower proportion of female residents living within the Clean Air Zone. This is also reflected from the recent survey results. 23% of respondents identify as female 71% identify as male The proposals will not have a detrimental impact on this protected characteristic.

Protected characteristics: Gender Reassignment

Gender reassignment details:

Service Users / Stakeholders; Wider Community

The proposals will not have a detrimental impact on this protected

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

Protected characteristics: Race

Race details:

characteristic.

Service Users/ Stakeholders; Wider Community

The proposals will not have a detrimental impact on this protected characteristic.

Service Users / Stakeholders; Wider Community

The proposals will not have a detrimental impact on this protected characteristic.

Service Users / Stakeholders; Wider Community

Results from the recently conducted residents survey indicated that 37% of respondents who provided their ethnicity identify as the following groups below:-

What is your ethnic group?	# responses
White: English/Welsh/Scottish/Northern Irish/British	135
Other White background	56
Asian/Asian British	63
Black African/Caribbean/Black British	58
Mixed/multiple ethnic groups	12
Other ethnic group	16
Prefer not to say	58
<i>Total</i>	398

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

Service Users / Stakeholders; Wider Community

Initial EIA completed prior to the implementation of the Clean Air Zone did not indicate any direct negative impact on individuals in relation to religion or beliefs. This is also applicable to

residents who would be visiting places of worship within the Zone. Therefore, the proposals will not have a detrimental impact on this protected characteristic.

Protected characteristics: Sexual Orientation

Service Users / Stakeholders; Wider Community

Sexual orientation details:

The proposals will not have a detrimental impact on this protected characteristic.

Socio-economic impacts

Residents whose cars are currently non-compliant are currently subject to the daily fee of £8 post end of the exemption period 01/06/23.

54% of respondents faced additional barriers to compliance. 32% of respondents received one or more government benefits in the last 12 months, more than half of these receiving Universal Credit

The above information provides the detailed responses in relation to the additional barriers that the respondents identified.

96 respondents (25%) have indicated that they will continue to drive and pay the daily charge with 49% indicating they identify as having additional barriers.

110 respondents 29% are intending to change vehicle to a compliant vehicle with currently cost being the inhibiting factor and charging infrastructure also a consideration that has delayed some purchases. with 58% indicating they identify as facing additional barriers.

173 respondents (45%) have indicated that they will continue to drive and pay the daily charge with 51% indicating they identify as face additional barriers.

The Daily fee for driving into the CAZ was set following the public consultation conducted in 2018 and the additional

behavioural work informed the charging levels with these remaining at £8 daily fee per non-compliant car.

38% of the households that do have access to one or more vehicles around 38% benefited from the temporary exemption from the CAZ daily fee.

The estimated financial benefit from this exemption could be in the region of £7m

A survey of exemption permit holders suggests that there is a high degree of dependence on private transport.

A significant percentage of permit holders have adjusted their travel behaviours since the introduction of the CAZ

Similarly, around three-quarters of exemption permit holders have upgraded or are considering switching their non-compliant vehicle

By implementing a revised scheme with the option of partial travel credits for public travel options. This will benefit individuals and increase the financial incentive received. For the vehicle scrappage element of the scheme recipients will also likely be able to benefit from an increased level of choice regarding any subsequent compliant vehicle purchase.

Please indicate any actions arising from completing this screening exercise.

N/A

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Various data sources including a survey of residents living within the clean air zone.

Consultation analysis

N/A

Adverse impact on any people with protected characteristics.

Proposal for revised scrappage scheme does not have any adverse affect on any people with a protected characteristic. It will provide an enhanced benefit with more people eligible for the scheme. Therefore potentially enhancing inclusivity and equality.

Could the policy/proposal be modified to reduce or eliminate any adverse impact? N/A

How will the effect(s) of this policy/proposal on equality be monitored?

No identified adverse impact on any groups. Increase in uptake to the scheme.

What data is required in the future?

N/A

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Completed pre implementation of the CAZ

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

Detailed within each area where applicable within the form.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

Yes

Quality Control Officer comments

Decision by Quality Control Officer

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Date approved / rejected by the Accountable Officer

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Attachments

BCC CAZ_Residents report final.pdf

Content Type: Item

Version: 3.0

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