

Title of proposed EIA	Places for People - Kings Heath and Moseley
Reference No	EQUA773
EA is in support of	New Function
Review Frequency	Annually
Date of first review	21/11/2022
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	<input type="checkbox"/> Aoife Otooole
Quality Control Officer(s)	<input type="checkbox"/> Janet L Hinks
Accountable Officer(s)	<input type="checkbox"/> Mel Jones
Purpose of proposal	The Kings Heath and Moseley Places for People scheme has been implemented as part of the Emergent Active Travel Fund (EATF) Tranche 1. The scheme under consideration in this assessment is an expansion of that scheme under Tranche 2 of the Active Travel Fund.
Data sources	Other (please specify)
Please include any other sources of data	
	Site Visits
	Scheme concept drawings

ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS

Protected characteristic: Age

Age details:

Wider Community

<p>Of the 1,140,500 people living in Birmingham (according to the 2020 mid-year population estimates):</p> <ul style="list-style-type: none"> • 22.5% (257,100) are children and young persons; and • 13.1% (140,400) are pensioners (older persons and the elderly). <p>Younger people are typically more reliant on public transport (approx. 15% of trips made by bus) and make a higher than average proportion of journeys on foot.</p> <p>Enabling children to cycle at an earlier age and develop their confidence and skills will provide great benefit, particularly for children travelling unaccompanied and thereby creating a greater sense of independence and a greater chance of continuing to cycle into adulthood.</p> <p>Older people are typically more reliant on the bus to access key services and facilities. According to a Sustrans study entitled Bike Life in 2017, people aged over 65 are underrepresented when it comes to cycling in Birmingham and therefore providing a safe facility could benefit older people.</p> <p>It is also recognised that some older people with physical mobility issues may be dependent on private vehicle use to access key services and facilities provided in Kings Heath Local Centre, including health, employment, leisure, education and retail services and facilities, as well as major transport interchange such as the main rail stations and Digbeth Coach Station.</p> <p>Whilst all ages will experience some positive benefit as a result of the scheme, it is likely that younger people and the elderly will receive greater benefit as the scheme reduces the risk of conflict with motor vehicles by delivering a reduction in traffic passing through the treated residential areas.</p> <p>The implementation of Moseley and Kings Heath Places for People could result in some adverse impacts to accessibility to local key services and facilities for this protected characteristic, caused by some loss of on-street parking. As part of the proposals, parking space provision for blue badge holders will be retained to mitigate any adverse impacts and ensure older persons who are reliant on private vehicles to access local services and facilities may continue to do so, although it is recognised that alternative routing may be required, particularly if visiting numerous locations in the area.</p> <p>All age groups are likely to feel positive effects of reduced local air pollution as a result of less through traffic. There is evidence that the process of normal lung function growth in children is suppressed by long term exposure to air pollution. Throughout childhood, there is a natural development of lung functioning which is vitally important. Low lung function will lead to reduced lung efficiency and/or lung disease. Similarly, lung function in adulthood slowly declines with age, and there is emerging evidence that air pollution and living near a busy road accelerates this decline for both adults and older people. It is likely that the implementation of this proposed scheme will help to improve the lung health of all age groups as a result of vehicular traffic reduction across the study area. This will be heightened by more people being encouraged to make shorter trips by walking or cycling due to an increased perception of safety with there being less vehicular traffic.</p> <p>Measures which improve the ability to access the local services and facilities by active and public transport travel modes will disproportionately benefit this protected characteristic, both by improving access and contributing towards improved public health in by providing and enabling more journeys to be made using healthier, active travel alternatives. This will contribute towards tackling high childhood obesity levels in Birmingham where 24.4% of children are overweight or obese by the ages of 5-6, rising</p>
--

	<p>to 40% by the ages of 10-11.</p> <p>The public consultation gathered age group data, and the views of the protected characteristic group will be taken into account as part of scheme development.</p> <p>It is recognised that for some older persons with sight and hearing impairments, and those with dementia, cycles and scooters (both electric and manual) may not be immediately visible or audible which can lead to accidents and confusion. To mitigate this, separated and segregated transport modal facilities will be provided wherever possible, with appropriate signage, as part of wider high-quality streetscape design.</p> <p>It is considered that Moseley and Kings Heath Places for People will result in a net Positive impact upon the Age protected characteristic.</p>
--	--

Protected characteristic: Disability

Disability details:

	<p>The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). More and more people are living with impairments or with or beyond serious illness.</p> <p>Around a fifth of disabled people report having difficulties related to their disability in accessing transport.</p> <p>It is recognised that some disabled persons with physical mobility issues may be dependent on access a private vehicle to access Kings Heath Local Centre and its range of health, employment, leisure, education and retail services and facilities, as well as public transport services operating along the High Street (A435).</p> <p>The implementation of the scheme may result in some adverse impacts on local accessibility for this protected characteristic, caused by some loss of on-street parking. As part of the proposals, parking space provision for blue badge holders will be retained to ensure blue badge holders who are reliant on private vehicles to access services and facilities in the local area may continue to do so, although it is recognised that alternative routing may be required, particularly if visiting a range of different locations.</p> <p>Some people with disabilities, particularly blind and partially sighted users are adapted and proficient at navigating barriers and have often built up mental recognition of the most accessible routes for them. Sudden and drastic changes to these known routes can be distressing and disorientating. This distress can be heightened if the person suffers from disabilities such as autism. As a result, it is important that proposed changes are specifically communicated to these groups, so they can adapt to planned changes.</p> <p>It is recognised that for some disabled groups with hearing or sight impairments, cycles and scooters (both electric and manual) may not always be visible or audible which can lead to accidents and confusion. The implementation of this scheme is likely to lead to a significant increase in the use of these modes, and a concurrent reduction in through vehicular traffic. To mitigate this, separated and segregated transport modal facilities will be provided wherever possible, as well as dropped kerbs to improve legibility for all users as part of wider high-quality streetscape/public realm (re)design.</p> <p>A number of questions aimed at persons with this protected characteristic were included in the formal consultation for this scheme, and their responses will be taken into full account as part of scheme development and design.</p> <p>It is considered that Moseley and Kings Heath Places for People will result in a net Positive impact upon the Disability protected characteristic.</p>
--	--

Protected characteristic: Sex

Gender details:

	<p>The gender balance of residents in Birmingham is currently 49.2% male and 50.8% female.</p> <p>The implementation of Moseley and Kings Heath Places for People is expected to significantly increase footfall across the treated area. This will deliver increased natural surveillance, creating a safer environment for all residents and visitors. This change is likely to be disproportionately beneficial to women and girls who will benefit from a safer neighbourhood environment at all times of the day and night.</p> <p>A study undertaken by Sustrans entitled Birmingham Bike Life 2017 identified that women in Birmingham are less represented than men in cycling and a lack of cycle infrastructure adversely affect them, attributable in part to women generally having a more risk averse attitude to mixing with traffic. The implementation of this scheme should make cycling and walking around the study area significantly safer and more attractive to both genders as a result of removed through traffic, promoting equality of opportunity.</p> <p>It may be necessary to do further engagement with women and girls to ensure that the proposed schemes deliver expected benefits and do not impact upon this protected characteristic unnecessarily.</p> <p>It is considered that Moseley and Kings Heath Places for People will result in a net Positive impact upon the Sex protected characteristic.</p>
--	---

It is considered that Moseley and Kings Heath Places for People will result in a net **Positive** impact upon the Disability protected characteristic.

Protected characteristics: Gender Reassignment

Gender reassignment details:

Wider Community

There are no national estimates on the trans population in England because the subject is not included in the national census. Additionally, there has not been any research completed elsewhere in England which was large enough to be statistically significant. The best estimate is that around 1% of the population might identify as trans, including people who identify as non-binary.

The implementation of Kings Heath and Moseley Places for People is expected to significantly increase footfall across the study area. This will deliver increased natural surveillance, improving perceptions of, and actual personal safety at all times of the day and creating a safer environment for all residents and visitors. This change is likely to be disproportionately beneficial to those undergoing gender reassignment who can be at higher risk of discrimination, hate crime and personal safety issues by delivering improved, safer access to key services and facilities provided locally at all times of the day at night.

Members of Birmingham's LGBTQIA+ community participated in the public consultation process for the scheme, and provided feedback which will be used in the design process.

It is considered that Moseley and Kings Heath Places for People will result in a net **Positive** impact upon the Gender Reassignment protected characteristic.

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Wider Community

Only 41% of Birmingham's resident population are married or in a civil partnership, which partly reflects the relative youth of the city's population.

It is considered that Kings Heath and Moseley Places for People will result in a net **Neutral** impact upon the Marriage and Civil Partnership protected characteristic.

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

Wider Community

Approximately 17,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic.

The proposed implementation of Kings Heath and Moseley Places for People will provide an enhanced environment for all users of active travel and road-based public transport modes. In particular, this proposal will improve opportunities and access for parents who use pushchairs, cargo bikes and family mobility bikes.

Pregnant women or people with young children in pushchairs could be adversely affected by environments which experience high footfall and higher levels of cycling, as this can increase the risk of conflict and make navigation through more open spaces difficult. In recognition of this, modal separation will be considered wherever possible, to provide a more regulated environment for all users of all travel modes.

The public consultation process for Kings Heath and Moseley Places for People did not specifically ask participants if they had this protected characteristic. It may be necessary to undertake further bespoke consultation with those with this protected characteristic to ensure that their needs are fully considered in the design process.

Research shows that pregnancy and early childhood are critical times for the formation and maturation of bodily systems. Factors that can adversely affect human development include air pollution and can have both immediate and long-lasting effects such as low birth weight and premature birth. The implementation of the scheme will further reduce local air pollution and the effects it has on pregnant women and their new-born children.

It is considered that Kings Heath and Moseley Places for People will result in a net **Positive** impact upon the Pregnancy and Maternity protected characteristic

Protected characteristics: Race

Race details:

Wider Community

Birmingham is a multi-ethnic city with 57.9% of Birmingham's population identifying as white, 26.6% as Asian, 9% as black and 2% as other ethnicities.

The proposed implementation of Kings Heath and Moseley Places for People will provide an enhanced environment for all users of active travel and road-based public transport modes, regardless of race.

The scheme provides shared space for all users to walk and cycle, including BAME people. A study

undertaken by Sustrans entitled 'Bike Life' in 2017 shows that black and ethnic minority communities are under-represented when it comes to riding a bike in Birmingham. Some ethnic minorities are also known to have lower levels of overall physical activity. This may influence certain health conditions linked to obesity, type II diabetes. Providing an enhanced environment for active travel in the study area will enable all persons of all racial backgrounds to enjoy the health benefits associated with walking and cycling.

Car ownership in Birmingham, collected from the 2011 census is lower than the England average. 36% of households in Birmingham do not own a car or van compared to 26% for England. Disproportionately, Asian, black and other ethnicities are less likely to have access to a car, and so will be reliant on other modes of transport to access key services and facilities.

Providing quieter roads due to a reduction in through traffic will improve the perception of safety for active travel users, encouraging greater levels of participation, whilst having the potential to address some of these inequalities by adopting active travel modes of transport.

Proportionate representations were received from each of the racial groups resident in Birmingham in the scheme's public consultation process, and their responses will be considered as part of scheme development.

It is considered that Kings Heath and Moseley Places for People will result in a net **Neutral** impact upon the Race protected characteristic.

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

Wider Community

In Birmingham, 46.1% identify as Christian, 21.8% as Muslim, 19.3% have no religion, 3% are Sikh, 2.1% are Hindu and the remaining 7.7% are other religions. The city is known for its ethnic diversity.

There are a number of religious institutions located within the study area. The implementation of Kings Heath and Moseley Places for People will impact on vehicular access routes to these institutions, although vehicular access will be retained. Access to religious institutions in the local area by active travel modes (and to a lesser extent, public transport) will be improved as a result of the implementation of Kings Heath and Moseley Places for People.

There may be some impacts on faiths which are required to access their places of worship on a very regular basis (such as the Islamic faith). As part of the proposals, access for vehicles will be retained, although it is recognised that alternative routing may be required.

Responses from the various religions and beliefs in Birmingham were secured as part of the public engagement process for the scheme.

It is considered that Kings Heath and Moseley Places for People will result in a net **Neutral** impact upon the Religion or Belief protected characteristic.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Wider Community

Public Health England (PHE) estimates that between 2% and 5% of the national population identify with a non-heterosexual sexual orientation. GP survey data also shows that young adults are more likely to identify with non-heterosexual identities than older age groups. Although there has been NHS guidance on collecting data on sexual orientation there is very little Birmingham data on the health of this group. Based on the various available reports we have estimated the LGBTQIA+ population of Birmingham to be approximately 45,000 adults. This does not however include practising homosexual men who continue to see themselves as heterosexual whilst having sexual contact with other men.

Members of the LGBTQIA+ community are disproportionately more likely to be subject to personal security issues, discrimination and hate crime. They can also have specific healthcare needs, which are provided by specialist providers including the Birmingham LGBT Centre at 38/40 Holloway Circus, amongst others. The implementation of Kings Heath and Moseley Places for People will increase footfall and natural surveillance across the treated residential streets improving perceptions of, and actual personal safety at all times of the day, as well as improving access by active travel modes for all by enhancing the quality of infrastructure and services provided to support use of these modes.

Members of Birmingham's LGBTQIA+ community participated in the public consultation process for the scheme, and provided feedback which will be used in the design process.

It is considered that Kings Heath and Moseley Places for People will result in a net **Positive** impact upon the sexual orientation protected characteristic.

Socio-economic impacts

Please indicate any actions arising from completing this screening exercise.

Consider the specific needs of all groups of people with protected characteristics throughout the scheme design and delivery process, especially when considering streetscape design and provision of specific facilities (such as dropped kerbs and blue badge parking capacity, for example).

Please indicate whether a full impact assessment is recommended

NO

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

- **Census 2011 and Mid Year Population Estimates** (www.nomisweb.co.uk)
- **Kings Heath and Moseley Places for People Consultation Summary Report** (Jacobs)
- **Why getting transport right matters to young people - Campaign for Better Transport:** https://bettertransport.org.uk/sites/default/files/research-files/Young_People_and_Buses_FINAL_forweb_0.pdf
- **Fit for the Future – Birmingham's Childhood Obesity Strategy:** https://www.birmingham.gov.uk/downloads/file/8102/fit_for_the_future_childhood_obesity_strat
- **The future of Transport in an Ageing Society – Age UK:** https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf
- **Transport for London – Violence Against Women and Girls Strategy:** https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf
- **Bike Life Birmingham 2017 – Sustrans:** <https://www.sustrans.org.uk/media/2950/bike-life-birmingham-2017.pdf>
- **LGBT in the UK - Trans Report - Stonewall:** https://www.stonewall.org.uk/system/files/lgbt_in_britain_-_trans_report_final.pdf
- **LGBT Britain – Hate Crime and Discrimination – Stonewall:** <https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>
- **Health Matters: Air Pollution – Public Health England:** <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

Consultation analysis

Adverse impact on any people with protected characteristics.

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

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

What data is required in the future?

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

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

This Equalities Assessment has identified broadly positive and neutral impacts on protected characteristic groups, which are outlined in detail in this report.

This Equalities Assessment has identified the importance of specifically considering the needs of the various groups with protected characteristics during the scheme design process, to ensure that expected benefits are achieved. It has also identified that further engagement may be required with younger people (0-17 years) and women and girls (including those who are pregnant and/or caring for very young children) to clarify the potential impacts of the proposals on those with these protected characteristics.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Approve to proceed to Accountable Officer 15.12.22

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

15/12/2022

Reasons for approval or rejection

approved as all impacts are neutral or positive


Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 20.0

Created at 15/11/2021 10:09 AM by  Aoife Otooole

Last modified at 15/12/2022 05:03 PM by Workflow on behalf of  Mel Jones

Close