

Birmingham City Council

Report to Cabinet

16 May 2023



Subject: City Region Sustainable Transport Settlement Programme Governance

Report of: Strategic Director of Place, Prosperity & Sustainability

Relevant Cabinet Member: Councillor Liz Clements –Transport
Councillor Yvonne Mosquito – Finance and Resources

Relevant O & S Chair(s): Councillor Chaman Lal – Sustainability and Transport
Councillor Akhlaq Ahmed – Resources

Report author: Phillip Edwards, Assistant Director – Transport and Connectivity
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Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 011137/2023		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Executive Summary

- 1.1 The climate emergency is setting the pace of fundamental change needed to the way people and goods move around our city. The Birmingham Transport Plan sets out the principles for unlocking the potential of transport in achieving our net zero carbon goal. The projects within the City Region Sustainable Transport Settlement (CRSTS) programme play a significant role in achieving this goal.
- 1.2 CRSTS funding was allocated to the West Midlands Combined Authority (WMCA), with part of the agreement with the Department for Transport (DfT) and HM Treasury that the WMCA's single assurance framework would be utilised to ensure that projects comply with necessary governance requirements.

- 1.3 In addition to the WMCA single assurance framework approvals, the Council's own governance processes still apply. All schemes to be delivered by the Council are named within the Transportation & Highways Capital Programme 2023/24 to 2028/29 approved at Cabinet on 21 March 2023 and therefore benefit from the programme's delegations, however the delegation is capped at £10m per scheme. As most schemes are over this £10m threshold, they would be required to go separately to Cabinet.
- 1.4 This report seeks to approve the governance approach for the development and delivery of the CRSTS schemes in Birmingham, to meet the programme deadline of March 2027.

2 Recommendations

- 2.1 Approve the approach to take the outline business case for each named City Region Sustainable Transport Settlement (CRSTS) scheme with a total project value over £10m (as set out in section 1.3 of this report).
- 2.2 Approve the approach that Cabinet approval of named CRSTS schemes outline business case will include delegation of the subsequent full business case to the relevant Cabinet Members in consultation with the Strategic Director of Place, Prosperity & Sustainability, the Strategic Director of Council Management, the Interim Director of Finance and the City Solicitor.
- 2.3 Approve the approach that at the point of seeking Cabinet approval for a CRSTS scheme's outline business case and full business case funding will be subject to confirmation from the West Midlands Combined Authority.
- 2.4 To note the approach to utilise West Midlands Combined Authority single assurance framework outline business case and full business case documents as appendices to each CRSTS scheme's outline business case and full business cases approval reports as set out in section 3.11 and 3.12 of this report.
- 2.5 Approve the delegation of submission of each named CRSTS scheme's strategic outline case to the West Midlands Combined Authority single assurance framework process to the Assistant Director, Transport & Connectivity in consultation with the Cabinet Member for Transport.
- 2.6 Authorises the City Solicitor & Monitoring Officer to negotiate, execute and complete any necessary legal documentation to give effect to the above recommendations.

3 Background

- 3.1 As part of Central Government's November 2020 Spending Review, it was announced that there was to be a change to how local transport funding is allocated. Over £2.5bn was confirmed for eight city regions across England from 2022-23, as part of the government's commitment of £4.2bn for a five-year, consolidated intracity transport settlements.

- 3.2 In July 2021, WMCA and other Mayoral Combined Authorities received guidance from the DfT pertaining to the CRSTS. Previously badged as the Intracity Transport Settlement, the fund is a five-year capital settlement to enable the region to achieve the Government's ambitions in terms of transport investment, Carbon reduction, economic growth and levelling up.
- 3.3 Following the WMCA Board meeting in September 2021, WMCA submitted an ambitious, over-programmed bid to HM Treasury for consideration which totalled £1.73bn. The Financial Monitoring Report to the November 2021 WMCA Board included an update on the settlement and confirmed the headline allocation awarded to WMCA was £1.050bn. DfT subsequently issued further guidance and advised that the allocation was 'indicative'; to be firmed up as part of the review and acceptance of a final programme level business case.
- 3.4 On 14 January 2022 the WMCA Board agreed to the submission of the CRSTS programme level business case to the government. The WMCA Board then, on 18 March 2022, delegated authority to the WMCA Section 151 Officer to accept the CRSTS Settlement subject to it being in line with the original programme level business case agreed by the WMCA Board. Confirmation of the finalised settlement was provided to WMCA by the DfT on 29 July 2022.
- 3.5 The CRSTS fund will be operated through and be fully compliant with the WMCA single assurance framework. This is in order to ensure compliance with the CRSTS funding objectives and to provide additional assurance to the DfT and HM Treasury over the ability to make the right interventions at the delivery pace required over the five-year programme.
- 3.6 The WMCA single assurance framework process follows a standard project lifecycle approach, requiring schemes to submit a strategic outline case, outline business case and full business case before funding for scheme implementation can be awarded.
- 3.7 Depending on the level of funding sought via the WMCA single assurance framework one of two governance routes are applicable. For funding requests of over £5m, projects need to be presented to the Investment Panel, Investment Board and finally, WMCA Board.
- 3.8 The WMCA single assurance framework process requires the scheme promoter to have sought necessary internal approvals before the outline business case or full business case is submitted. It is proposed to seek Cabinet approval for a CRSTS scheme's outline business case and full business case subject to confirmation of funding from the WMCA. This would allow a scheme's outline business case and full business case to be submitted to the WMCA single assurance framework process with the Council's approval.
- 3.9 It is also proposed that schemes append the WMCA single assurance framework outline business case or full business case documents as appendices to the Council's outline business case and full business case approval documents. Information provided to the WMCA single assurance framework for outline

business case or full business case approval is compliant with HM Treasury Green Book and is comparable to the Council's outline business case or full business case processes. Utilising the WMCA single assurance framework documents would reduce time and resource otherwise needed to transpose and edit information between templates. A covering Executive Report will still be produced in accordance with the City Council's standard formats.

- 3.10 Whilst it is proposed that a named CRSTS scheme's outline business case is reported to Cabinet, with delegation of the approval of each CRSTS scheme's full business case to the relevant Cabinet Member in consultation with the Strategic Director of Place, Prosperity & Sustainability, and the Strategic Director of Council Management, it should be noted that this process is at the discretion of the Cabinet Member for Transport in consultation with the Cabinet Member for Finance & Resources. They may decide that a particular CRSTS scheme's full business case will need to be approved via Cabinet for reasons such as level of impact.

CRSTS schemes to be delivered by Birmingham City Council

- 3.11 The following table details the CRSTS schemes to be delivered by the Council with a short description.

Scheme Name	Scheme Description
East Birmingham to Solihull Corridor – Bordesley Green Area Connectivity	Enhancements in the East Birmingham to Solihull (EBS) Corridor - first/last mile walking and cycling improvements.
Active Travel - A45 Coventry Road Cycle Route	The provision of a segregated cycle way along the A45 towards the Airport.
Sutton Gateway	A package of transport infrastructure enhancements to support Sutton Coldfield Town Centre.
Snow Hill Growth Strategy <i>(N.B. this project is part of the Our Future City Plan Transport Infrastructure Strategy)</i>	Development only project to full business case stage seeking to make improvements to the Snow Hill area of the city centre (including the usage of the ring road). Project would support expansion of development areas for residential and employments sites aligned to Our Future City Plan aspirations and objectives of the Birmingham Transport Plan.
A38 Selly Oak to Longbridge Cycle Route	Completion of the Selly Oak to Longbridge section of the high-quality A38 segregated cycle route.
City Centre Active Travel Connections to Interchange	Improved walking and cycling routes across Birmingham City Centre connecting public transport interchanges with key destinations.

One Station and Smallbrook Queensway <i>(N.B. this project is part of the overall HS2 Readiness programme)</i>	Upgrade of strategic walking and cycling routes between Birmingham New Street, Birmingham Moor Street and Birmingham Curzon Street HS2 stations.
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CRSTS schemes to be delivered by Transport for West Midlands in partnership with Birmingham City Council

- 3.12 The following table details the CRSTS schemes to be delivered by Transport for West Midlands (TfWM) in partnership with the Council with a short description.

Scheme Name	Scheme Description
East Birmingham to Solihull Corridor (Bus Enhancements)	Enhancements in the East Birmingham to Solihull (EBS) Corridor including bus priority measures.
Hagley Road Rapid Transit	Further work and analysis of Metro options for these corridors followed by initial stages of delivery
Cross City Bus Corridors	Cross City Bus corridors including Sutton Coldfield to Longbridge, Perry Common / Hamstead to Hawkesley / Longbridge, Harborne to Castle Bromwich, and Birmingham to West Bromwich.
A34 and A45 Sprint Phase 2	Further Sprint measures on existing A34 and A45 Sprint corridors.

4 Options Considered and Recommended Proposal

- 4.1 **Option 1 – Do Nothing:** The alternative option to not implementing recommendations 2.1 to 2.5 would hamper the city's successful delivery of the CRSTS schemes. Utilising the conventional governance routes could delay progress and hinder the delivery of projects ahead of the funding deadline.
- 4.2 **Option 2 - Implement the proposed recommendations:** The implementation of recommendations 2.1 to 2.5 will aid the city to successfully meet the delivery of the CRSTS schemes in line with the overall CRSTS programme deadline as set out by the government. All these schemes will aid the city's ambition to increase active and sustainable transport modes, support economic growth, and positively contribute towards addressing the climate emergency, as set out within the Birmingham Transport Plan. It is therefore recommended to proceed with this option.

5 Consultation

- 5.1 Consultation will be undertaken as part of individual outline business cases and full business cases in accordance with normal practise including Ward Councillors, residents, emergency services, businesses, WMCA/Transport for West Midlands (TfWM), special interest groups and the Cycling Forum. Consultation will also be undertaken with Sutton Town Council and New Frankley in Birmingham Parish Council where appropriate.

6 Risk Management

- 6.1 This report seeks to approve the governance approach to the development and delivery of the CRSTS schemes in Birmingham in order to meet the programme deadline of March 2027.
- 6.2 Failure to gain approval of recommendations 2.1 to 2.5 would hamper the city's successful delivery of the CRSTS schemes with the following consequences as a minimum.
- Inability to successfully meet the delivery of the CRSTS schemes in line with the overall CRSTS programme deadline as set out by the government.
 - Inability to provide necessary assurance to the DfT and HM Treasury over the ability to deliver the right interventions at the pace required over the five-year programme.
 - Potential delays in achieving the Birmingham Transport Plan which is key to the delivery of Place, Prosperity and Sustainability directorate's priorities including Route to Zero, East Birmingham Strategy and Our Future City Plan.
 - Reduced impact or delays in the provision of an essential role in supporting a range of programmes and projects that contribute towards achieving the City Council's key policies and priorities as set out in the City Council Plan and Budget 2022-26, West Midlands Strategic Transport Plan, emerging Birmingham Local Plan and existing Birmingham Development Plan, Birmingham Connected transport strategy, Birmingham Transport Plan, Local Walking & Cycling Strategy & Infrastructure Plan, and Clean Air/Climate Change Emergency including Route to Zero.
- 6.3 Each of the schemes within the CRSTS Programme will maintain their individual risk registers, detail scheme specific risks which will be presented within their respective outline business cases and full business cases.

7 Compliance Issues:

- 7.1 **How are the recommended decisions consistent with the City Council's priorities, plans and strategies?**
- 7.1.1 The CRSTS schemes will perform an essential role in supporting a range of programmes and projects that contribute towards achieving the Council's key policies and priorities as set out in the City Council Plan and Budget 2022-26, West Midlands Strategic Transport Plan, emerging Birmingham Local Plan and

existing Birmingham Development Plan, Birmingham Connected Transport Strategy, Birmingham Transport Plan, Local Walking & Cycling Strategy & Infrastructure Plan, and Clean Air/Climate Change Emergency including Route to Zero.

- 7.1.2 In the context of inclusive economic growth, the CRSTS schemes have a strong focus on supporting the Council's core mission to be a 'city of growth where every child, citizen and place matters'. In addition, the programme seeks to make a significant contribution towards the key priorities of children, jobs and skills, housing and health by enabling growth, improving road safety, improving accessibility, improving air quality, encouraging active and sustainable modes of travel, and tackling the climate emergency.
- 7.1.3 In particular, delivery of the Birmingham Transport Plan is key to the delivery of Place, Prosperity and Sustainability directorate's priorities including Route to Zero, East Birmingham Strategy and Our Future City Plan.

7.2 Legal Implications

- 7.2.1 The relevant primary legislation required to implement individual projects contained within the Transportation and Highways Capital Programme comprises the Highways Act 1980; Road Traffic Regulation Act 1984; Road Traffic Act 1988; Transport Act 2000; Traffic Management Act 2004; Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004, together with related regulations and guidance. The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 are also directly relevant to this report in terms of the use of bus lane enforcement surpluses, alongside the Ambient Air Quality and Cleaner Air for Europe Directive 2008 and the Air Quality Standards Regulations 2010 in relation to Clean Air Zone implementation.
- 7.2.2 Section 111 of the Local Government Act 1972 empowers local authorities to do anything (whether or not involving the borrowing, expenditure or lending of money or the acquisition or disposal of any of its property) which, is calculated to, or is conducive or incidental to the discharge of any of their functions.

7.3 Financial Implications

Capital

- 7.3.1 This report does not seek to commit the Council to any financial expenditure at this stage. Information pertaining to each CRSTS scheme's financial implications will be detailed in full within their respective outline business cases and full business cases.
- 7.3.2 The total provisional capital funding to be granted to the Council to deliver the named CRSTS schemes is £93.8 million as detailed below. Local match funding is a requirement of the overall CRSTS programme.
- 7.3.3 DfT guidance on the fund stated that city regions eligible for CRSTS were expected to make a local contribution of at least 15-20% of the funding granted

for capital enhancements. Within the WMCA CRSTS business case, which was accepted by the DfT, was a local contribution across the West Midlands of 32%.

- 7.3.4 Local contributions funding decisions will form part of each CRSTS scheme's outline business cases and full business cases. This report does not seek to commit the Council at this stage to the local contributions presented within the table below which amount to £34.2m.

Scheme Name	CRSTS Value	Match Funding Value <i>(Indicative source subject to approval)</i>	Total Project Cost
	£m	£m	£m
East Birmingham to Solihull Corridor – Bordesley Green Area Connectivity	5.0	0.0	5.0
Active Travel - A45 Coventry Road Cycle Route	14.3	5.2 <i>(Transforming Cities Fund)</i>	19.5
Sutton Gateway	25.0	0.0	25.0
Snow Hill Growth Strategy <i>(N.B. this project is part of the Our Future City Plan Transport Infrastructure Strategy)</i>	5.0	0.0	5.0
A38 Selly Oak to Longbridge Cycle Route	14.5	8.0 <i>(Bus Lane Enforcement /Clean Air Zone surplus)</i>	22.5
City Centre Active Travel Connections to Interchange	20.0	16.0 <i>(Enterprise Zone)</i>	36.0
One Station and Smallbrook Queensway <i>(N.B. this project is part of the overall HS2 Readiness programme)</i>	10.0	5.0 <i>(Enterprise Zone)</i>	15.0
TOTAL	93.8	34.2	128.0

- 7.3.5 The total provisional capital funding to be granted to TfWM to deliver the named CRSTS schemes within Birmingham is £151 million as detailed below.

Scheme Name	CRSTS Value
	£m
East Birmingham to Solihull Corridor (Bus Enhancements)	11.0
Hagley Road Rapid Transit	25.0
Cross City Bus Corridors	59.0
A34 and A45 Sprint Phase 2	56.0
TOTAL	151.0

Revenue Maintenance Costs

- 7.3.6 It is recognised that new capital transport schemes can by their nature attract additional ongoing maintenance costs in respect of improved or new assets and provide opportunities to remove existing assets during works to mitigate cost increases. For all schemes (excluding those deemed to be major schemes), an ongoing corporate policy contingency annual allocation is available to bid for to accommodate basic inventory growth and expenditure incurred as a result of new capital works and this is monitored to ensure the budget allocation is not exceeded. Alternative funding sources are investigated for the maintenance of enhanced assets but where these cannot be identified, the cost of maintaining enhanced assets may have to be funded from the corporate policy contingency allocation. In this event, options to reduce costs are considered including scheme revisions and scheme deferrals. Each scheme will need to identify revenue maintenance implications and funding, as part of the scheme-specific approval process, including where relevant the use of the corporate policy contingency allocation.

7.4 Procurement Implications (if required)

- 7.4.1 There are no procurement implications with the recommendations of this report. It should be noted that the strategy for any procurement activity required for the projects has been approved in the Transportation & Highways Capital Programme 2023/24 to 2028/29 approved at Cabinet on 21 March 2023.

7.5 Human Resources Implications (if required)

- 7.5.1 N/A

7.6 Public Sector Equality Duty

- 7.6.1 An initial screening for an Equalities Impact Assessment has been undertaken for the CRSTS programme and has concluded that a full assessment is not required at this time, with no adverse impacts on the protected groups and characteristics under the Equality Act 2010. This position will be reviewed for each composite project and/or programme at outline business case and full business case stage as necessary. The initial Equalities Impact Assessment screening is provided as Appendix B to this report.
- 7.6.2 Officers from TfWM will produce the Equality Analyses for the TfWM-led CRSTS schemes, in conjunction with the Council and other local authority partners. Officers from the Council will contribute to the assessments and will confirm their agreement with the outcomes as part of the outline business case and full business case stages.

8 Appendices

Appendix A – Environment & Sustainability Assessment

Appendix B – Equalities Impact Assessment

9 Background Documents

Transportation & Highways Capital Programme 2023/24 to 2028/29 report approved by Cabinet on 21 March 2023

Appendix A

Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. This assessment must be completed for CLT and Cabinet reports where appropriate. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete.

To complete the assessment, you should consider whether the proposal will have a positive or a negative impact on each of the key themes by placing a (✓) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. Further guidance on the completion of the template is available on page 3 below.

Project Title:	City Region Sustainable Transport Settlement Programme (The CRSTS Programme)			
Directorate: Place, Prosperity and Sustainability	Team: Transport Planning and Investment	Person Responsible for assessment: Anita Gosain		
Date of assessment: 23/02/23	Is it a new or existing proposal? New			
Brief description of the proposal: <p>The climate emergency is setting the pace of fundamental change needed to shape the way people and goods move around our city. The Birmingham Transport Plan sets out the principles for unlocking the potential of transport in achieving our net zero carbon goal. The projects within the City Region Sustainable Transport Settlement (The CRSTS Programme) programme play a significant role in achieving this goal.</p> <p>The CRSTS fund will be operated through and be fully compliant with the WMCA SAF. This proposal will ensure compliance with BCC governance and SAF governance requirements, providing assurance to the DfT and HM Treasury over the ability to make the right interventions at the delivery pace required over the five-year programme</p> <p>This report seeks to approve the proposed governance approach to the development and delivery of the CRSTS Programme schemes in Birmingham by our March 2027 deadline at a cost of £92.8m.</p>				
Potential impacts of the policy/development/ decision on:	Positive Impact	Negative Impact	No Specific Impact	What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken?

Natural Resources - including water, soil, air	√			The implementation of the CRSTS Programme will contribute to improving the air quality across the city and within local neighbourhoods through prioritising schemes that support active travel and public transport over car movements.
Energy use and CO ₂ emissions	√			The implementation of the CRSTS Programme aims to reduce carbon emissions from transport through prioritising active travel and public transport, as well as reducing the length and number of trips undertaken by private cars. The programme is in line with the council's ambition to deliver net zero emissions by 2031.
Quality of environment	√			The implementation of the CRSTS Programme will continue to direct substantial funding towards improving the existing quality of environments around the city by making it more attractive for movement via active travel.
Impact on local green and open spaces and biodiversity	√			The implementation of the CRSTS Programme will not lead to direct loss of any local green/blue open spaces and be protected and enhanced where possible. Although active travel schemes (e.g. cycle routes) will look to incorporate these spaces, any potential impacts on biodiversity will be considered and monitored closely.
Use of sustainable products and equipment	√			Utilisation of sustainable methods and products will be explored through the design and delivery processes of each scheme.
Minimising waste			√	
Council plan priority: a city that takes a leading role in tackling climate change	√			The City's successful delivery of the CRSTS schemes will play an important role in the contribution towards the net zero carbon goals
Overall conclusion on the environmental and sustainability impacts of the proposal	The proposed governance process approach aims to ensure compliance with SAF and BCC governance processes at the delivery pace required. The implementation of the CRSTS Programme supports the schemes that will guide transport development in the coming years in order to meet the city's challenges and ambitions. The programme does not include any specific commitments to policies or infrastructure			

	and therefore does not in itself, have a positive or negative impact on the environment and sustainability. However, the programme makes a clear case for the need for rapid action in order to tackle key issues that the city is facing, mainly the climate emergency and inequality. It also seeks to improve the conditions for active travel, in particularly for those whose levels of access are currently low and where private vehicles are still preferred for shorter distance trips.
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Title of proposed EIA	City Region Sustainable Transport Settlement Programme
Reference No	EQUA1096
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	10/03/2024
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	<input type="checkbox"/> Anita Gosain
Quality Control Officer(s)	<input type="checkbox"/> Janet L Hinks
Accountable Officer(s)	<input type="checkbox"/> Mel Jones
Purpose of proposal	To assess the governance approach to the development and delivery of the City Region Sustainable Transport Settlement (CRSTS) (estimated cost of £92.8m) against the protected characteristics.
Data sources	relevant reports/strategies; relevant research
Please include any other sources of data	Listed later in the report.
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Employees; Wider Community
Age details:	<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>The policies and schemes set out by the CRSTS Programme recognise that different age groups have different travel needs, which directly impact on how and when they choose to travel.</p> <p>With such a wide range of schemes supported by the CRSTS Programme from those based on the broader city-wide scale, Birmingham's transport network will cater for the diverse travel needs of a wide range of age groups and user types. The various schemes aim to support various sustainable transportation modes and Active Travel such as the provision of a segregated cycle way reducing potential conflict for older pedestrians.</p> <p>Several schemes are specifically designed to promote and increase levels of cycling and walking, which will reduce obesity, inactivity and improve public health and quality of life for all ages. In turn, this will align with the Birmingham Development Plan (BDP) 2031 which aims 'to encourage better health and wellbeing'.</p> <p>The CRSTS programme also further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising funding for sustainable, low and no-carbon modes of transport including public transport, walking and cycling, contributing towards improved ambient air quality, through reducing the pollutants associated with transport. Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young) so the policies</p>

supported by the CRSTS Programme are expected to have a positive impact on these groups in this regard.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate. For example, it is recognised that the inclusion of seating as part of public realm schemes can make such spaces more accessible and attractive for use by older persons.

It is considered that the proposed governance approach for the CRSTS Programme will result in a net Positive impact upon the Age protected characteristic.

Protected characteristic: Disability

Disability details:

Service Users / Stakeholders; Employees; Wider Community

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.

The policies and schemes set out by the CRSTS Programme recognise that disabled persons have differing travel needs, which directly impact on how and when they choose to travel.

Motability's research shows that disabled people in the UK currently make 38% fewer journeys than non-disabled people – a figure that hasn't changed in the last decade. This impacts disabled people's access to healthcare, employment, education and social activities.

Whilst the CRSTS Programme directs attention away from the use of private vehicles to more sustainable modes of travel, it is recognised that the levels of access experienced by some disabled persons with physical mobility issues to different services (e.g. health) may be dependent upon private vehicles. Although parking spaces may be lost as part of some schemes, particularly within the city centre, parking space provision for blue badge holders will be retained and potentially increased where possible.

It is also recognised that for those with hearing or sight impairments, some modes of more sustainable transport, in particular cycles and scooters (both electric and manual) may not be visible or audible which can lead to accidents and confusion. To mitigate this, separated and segregated transport modal facilities will be provided wherever possible, as well as dropped kerbs and improved legibility for all users as part of wider high-quality streetscape/public realm (re)design.

Poor air quality is also likely to adversely impact people with disabilities, particularly those with respiratory problems. Schemes incorporated by the CRSTS Programme specifically aim to improve air quality in the city and therefore, it is likely to have a positive impact on those with long-term health issues.

This strategic screening exercise has not identified any adverse

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the CRSTS Programme will result in a net Positive impact upon the Disability protected characteristic.

Service Users / Stakeholders; Employees; Wider Community

The gender balance of residents in Birmingham is currently 49.2% male and 50.8% female.

The policies and schemes set out in the CRSTS Programme recognise that different genders have differing travel needs, which directly impact on how and when they choose to travel. For example, encouraging modal shift towards active travel and public transport may increase the number of people circulating within the public realm which may act to improve public safety, particularly for women wishing to use the transport network at different times of the day.

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 affects 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) significantly safer and more attractive to both genders as a result of removed through traffic, promoting equality of opportunity.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the CRSTS Programme will result in a net Positive impact upon the Gender protected characteristic.

Service Users / Stakeholders; Employees; 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. If this estimate is applied to Birmingham, assuming that the 1% figure is equally represented across all age groups, there are an estimated 1,400 trans people aged 16 to 24 years in Birmingham.

The policies and schemes set out by the CRSTS Programme recognise the wide scope of trips required by those falling under this protected characteristic. The LGBT Centre at 38/40 Holloway Circus in Birmingham City Centre provides access to healthcare and other social services. However, the nearest clinics providing gender dysphoria services are located further

Protected characteristic: Sex

Gender details:

Protected characteristics: Gender Reassignment

Gender reassignment details:

...from providing gender reassignment services to the local community in Nottingham and Daventry (<https://www.nhs.uk/live-well/healthy-body/how-to-find-an-nhs-gender-identity-clinic/>). It is also appreciated that the ability of those requiring to access key specialist healthcare services must be provided by a range of transport modes enhancing interconnectivity with other towns and cities.

CRSTS schemes will improve walking and cycling routes across Birmingham City Centre connecting public transport interchanges with key destinations, upgrade of strategic walking and cycling routes between Birmingham New Street, Birmingham Moor Street and Birmingham Curzon Street HS2 stations. This will increase footfall and natural surveillance across the city. This will benefit those undergoing gender reassignments who can be at a higher risk of discrimination and personal security issues.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the CRSTS Programme will result in a net Positive impact upon the Gender Reassignment protected characteristic.

Service Users/ Stakeholders; Employees; 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.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the CRSTS Programme will result in a net Neutral impact upon the Marriage and Civil Partnership protected characteristic.

Service Users / Stakeholders; Employees; 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 impacts in relation to air pollution on this protected characteristic are recognised. Recent studies show that increases in NO2 have even greater damaging impacts on pregnant women than first thought, with evidence of pollution particles found in placentas.

It is estimated that traffic-related air pollution exposure (particularly exposure to Particulate Matter) of pregnant women accounts for more than one-fifth of all cases of low birth weight at term. Low birth weight is associated with low

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

lung function, COPD, cardiovascular disease and early death in adulthood.

Air pollution can also harm placental development, which affects the development of the unborn child and has been associated with several chronic diseases, including heart disease, obesity and type 2 diabetes. Poor foetal growth is linked to abnormal development of the kidneys, and to hypertension and kidney disease in later life.

The CRSTS Programme further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising sustainable modes of transport including public transport, walking and cycling to encourage low/no carbon travel modes, which will contribute towards improved air quality, aligning with the Birmingham transport Plan.

Access to main hospitals across the city, in particularly, Birmingham's Children Hospital located within the city centre, will also be maintained and enhanced where possible, especially via public transport and active travel modes. The needs of parents with small children and pushchairs will also be considered when designing measures, with dropped kerbs and ramps in appropriate places as part of high-quality streetscape design.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that CRSTS Programme will result in a net Positive impact upon the Pregnancy and maternity protected characteristic.

Service Users / Stakeholders; Employees; 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.

A number of the policies and schemes set out by the CRSTS Programme are in areas where there is a high concentration of ethnic minorities. These schemes will have a direct positive impact on the communities immediately surrounding the sites and will enhance the quality of life and equality of opportunity for these residents.

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

Protected characteristics: Race

Race details:

England. Disproportionately, those identifying with 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.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the CRSTS Programme will result in a net **Positive** impact upon the Race protected characteristic.

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

Service Users / Stakeholders; Employees; Wider Community

In Birmingham, 46.1% of residents 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.

The policies and schemes set out in the CRSTS Programme recognise that persons of different beliefs and religious affiliations can have differing travel needs, which directly impact on how and when they choose to travel.

It is also recognised that some of the largest religious institutions within the West Midlands (e.g. Birmingham Central Mosque) are located within Birmingham. Access to these from a range of locations will be retained and promoted where possible, in particular by public transport and modes of active travel.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the CRSTS Programme will result in a net **Positive** impact upon the Religion and beliefs protected characteristic.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Service Users / Stakeholders; Employees; 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, the LGBTQIA+ population of Birmingham is estimated 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. The policies and schemes set out by the CRSTS Programme will increase footfall and natural surveillance across Birmingham, as well as improving access by public transport and active travel modes for all by enhancing the quality of infrastructure and services provided to support use of these modes.

It is considered that the CRSTS Programme 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.

In creation of proposals to support the policies and schemes set out by the CRSTS Programme, the needs of those included under each of the protected characteristics must be recognised. Further equalities assessments must be conducted to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

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
- Campaign for Better Transport - Why getting transport right matters to young people:

https://bettertransport.org.uk/sites/default/files/researchfiles/Young_People_and_Buses_FINAL_forweb_0.pdf

- Bike Life Birmingham 2017 – Sustrans: <https://www.sustrans.org.uk/media/2950/bike-life-birmingham-2017.pdf>
- Fit for the Future – Birmingham's Childhood Obesity Strategy: https://www.birmingham.gov.uk/downloads/file/8102/fit_for_the_future_childhood_obesity_strategy
- LGBT Britain – Hate Crime and Discrimination: <https://www.stonewall.org.uk/lgbtbritain-hate-crime-and-discrimination>
- Public Health England - Health Matters: Air Pollution:

<https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-airpollution>

Consultation analysis

Stakeholder and public consultation will be undertaken as part of the development and delivery of each individual scheme introduced as part of the CRSTS Programme.

Adverse impact on any people with protected characteristics.

None at this stage.

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

All proposed schemes set out in the CRSTS Programme will be subject to bespoke public engagement and specific equality impact assessment screening, which will identify any modifications to reduce or eliminate adverse equality impacts.

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

The effects of this policy will be monitored as part of Birmingham

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

The effects of this policy will be monitored as part of Birmingham City Council's established transport scheme development and delivery processes.

What data is required in the future?

Scheme-specific equalities impact data will be collected to inform scheme design and development processes, prior to delivery.

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 reviews the CRSTS Programme for the period to March 2027 at a total estimated cost of £98.2m.

The CRSTS Programme supports delivery of the City Council's key policies and priorities, facilitating streamlined and efficient delivery. Within this update, CRSTS seeks to approve the governance approach to the development and delivery of the CRSTS schemes in Birmingham, to meet the programme deadline of March 2027. This will support a range of projects and programmes that contribute towards key City Council priorities and delivery plan.

The CRSTS Programme contributes to the delivery of priorities including those set out by the West Midlands Strategic Transport Plan: Movement for Growth, emerging Birmingham Local Plan, Birmingham Connected transport strategy, Birmingham Transport Plan (BTP), the Route to Zero strategy, and to allow the City Council to create a legacy for the city building on the work that was completed prior to and during the 2022 Commonwealth Games (CWG). These policy documents and associated reports have already been subject to an Equalities Impact Analysis.

The intended outcomes of the CRSTS Programme include:

- Supporting economic growth,
- Reducing congestion,
- Increasing active travel,
- Improving physical fitness and health,
- Improving road safety, improving accessibility, and
- Improving air quality.

Transportation and highway improvements will benefit districts and wards across the city, with further benefits to visitors and those who commute into the city. Measures implemented will benefit all ages and communities across the city. Many schemes are prioritised in terms of need, in addition to detailed data analysis, consultation and reference to existing Council, Transport for West Midlands, Department for Transport and other guidance or policy. Schemes will cover a broad spectrum of modes including public transport, walking, cycling, freight / business movement and the private car.

It is considered that there are no aspects of the CRSTS Programme that could contribute to inequality or inequity. The facilities and measures proposed are for all users and none are excluded. At this stage, no measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, disability, marriage / civil partnership

or religion / belief. Internal consultation will be undertaken with the Director of Place, Prosperity and Sustainability, Assistant Director Highways, Assistant Director Planning, Assistant Director Development and the Assistant Director Transport and Connectivity.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EAs will be completed at Options Appraisal and FBC stage for individual projects and programmes.

No

Proceed to Accountable Officer 20 03 2023

Proceed for final approval

Yes

Approve

20/03/2023

Approved on the basis of a thorough assessment and only net neutral or positive impacts identified.

Yes

Close

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

Quality Control Officer comments

Decision by Quality Control Officer

Submit draft to Accountable Officer?

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

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