

Title of proposed EIA	Transportation and Highways Delivery Programme (THDP) Update 2024/25
Reference No	EQUA1189
EA is in support of	Amended Function
Review Frequency	Annually
Date of first review	01/09/2024
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	<input checked="" type="checkbox"/> Jamie Stanford
Quality Control Officer(s)	<input type="checkbox"/> Janet L Hinks
Accountable Officer(s)	<input type="checkbox"/> Mel Jones
Purpose of proposal	To review the Annual Programme Update for the Transportation and Highways Programme (THP) for the period 2024/25 to 2029/30.
Data sources	relevant reports/strategies; relevant research
Please include any other sources of data	See entry later in 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 THDP 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 THDP from those based on the broader city-wide scale, down to the local, community-based level, Birmingham's transport network will cater for the diverse travel needs of a wide range of age groups and user types.</p> <p>Allocating a proportion of funding to the active travel sub-programme in the period 2024/25, a number of 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 THP 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 supported by the THDP are expected to have a positive impact on these groups in this regard.</p> <p>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.</p> <p>It is considered that the THDP will result in a net Positive impact upon the Age protected characteristic.</p>

Protected characteristic: Disability	Service Users / Stakeholders; Employees; Wider Community
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>The policies and schemes set out by the THP recognise that disabled persons have differing travel needs, which directly impact on how and when they choose to travel.</p> <p>Whilst the THP 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. This will be specifically considered as part of more bespoke equality assessments undertaken as part of individual scheme development processes.</p> <p>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.</p> <p>Poor air quality is also likely to adversely impact people with disabilities, particularly those with respiratory problems. Schemes incorporated by the THP 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.</p>

Protected characteristic: Sex

Gender details:

It is considered that the THP 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 THDP 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.

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 THDP will result in a net Positive impact upon the Sex protected characteristic.

Protected characteristics: Gender Reassignment

Gender reassignment details:

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 THDP 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 afield in Nottingham and Daventry (<https://www.nhs.uk/liveswell/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.

Active travel policies and schemes will also increase footfall and natural surveillance across the city. This will benefit those undergoing gender reassignment who can be at a higher risk of discrimination and personal security issues.

All transport schemes proposed in the THDP will be subjected to bespoke equality assessment screening to identify any adverse or beneficial impacts and either mitigate or support/enhance these as appropriate.

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

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Service Users / Stakeholders; Employees; Wider Community

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 THDP will result in a net Neutral impact upon the Marriage and Civil Partnership protected characteristic.

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

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 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 THP 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 BTP.

Access to main hospitals across the city, in particular, 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 the THDP 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 THDP 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.

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 THDP will result in a net Positive impact upon the Race protected characteristic.

Protected characteristics: Race
Race 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 THDP 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 THDP will result in a net Positive impact upon the Religion and beliefs protected characteristic.

Protected characteristics: Religion or Beliefs
Religion or beliefs 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 THDP 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 THDP will result in a net Positive impact upon the Sexual orientation protected characteristic.

Protected characteristics: Sexual Orientation
Sexual orientation details:

This Equalities Assessment reviews the Annual Programme Update (APU) for the Transportation and Highways Delivery Programme (THDP) for the period 2024/25 to 2029/30. The THDP supports delivery of the City Council's key policies and priorities, facilitating streamlined and efficient delivery. The APU reflects new resources, revised project costings and programmes, expenditure profiles and policy changes that have occurred since approval of the previous THP on the 23rd March 2023. Within this update, approval is sought to allocate £6.254m Local Network Improvement Plan (LNIP) funding for 2024/25, available through the West Midlands Combined Authority (WMCA) devolved transport grant process, to support a range of projects and programmes that contribute towards key City Council priorities and delivery plans.

The THP contributes to the delivery of priorities including the emerging West Midlands Strategic Transport Plan, emerging Birmingham Plan, Birmingham Connected transport strategy, Birmingham Transport Plan (BTP), the Route to Zero strategy, and to allow the City Council to fulfil its obligations in continuing to create a legacy for the city following the successful delivery of the 2022 Commonwealth Games (CWG). These policy documents and associated reports have already been subject to equalities analysis.

The intended outcomes of the THCP include:

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

Socio-economic impacts
Please indicate any actions arising from completing this screening exercise.

• Improving air quality.

Transportation and highway improvements will benefit all 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.

This EA is an update of EQUA1005: Updated Transportation and Highways Capital Funding Strategy 2023/24 to 2028/29.

Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	<p>Census 2011 and Mid-Year Population Estimates: www.nomisweb.co.uk</p> <p>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</p> <p>Fit for the Future – Birmingham’s Childhood Obesity Strategy: https://www.birmingham.gov.uk/downloads/file/8102/fit_for_the_future_childhood_obesity_strategy</p> <p>LGBT Britain – Hate Crime and Discrimination: https://www.stonewall.org.uk/lgbtbrtain-hate-crime-anddiscrimination</p> <p>Public Health England – Health Matters: Air Pollution: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-airpollution</p>
Consultation analysis	N/A
Adverse impact on any people with protected characteristics.	N/A
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	All proposed schemes set out in the THCP 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 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) If yes, please explain your reasons for going ahead.	No
Initial equality impact assessment of your proposal	
Consulted People or Groups	
Informed People or Groups	
Summary and evidence of findings from your EIA	<p>All schemes proposed within the THDP are provided as a 'public good' and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotional and educational training provided by the Travel Demand Management Team within Transport and Connectivity, particularly in relation to road safety and active travel. Individual schemes will be subject to further screening for equalities analysis.</p> <p>It is considered that there are no aspects of the THP that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. 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 has been 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.</p> <p>Full external consultation will be undertaken with all relevant stakeholders as part of individual Options Appraisals and FBCs, in accordance with normal practise including ward councillors, residents, emergency services, businesses, the West Midlands Combined Authority (WMCA) / Transport for West Midlands and the Cycling Forum.</p> <p>All members of the local community, including groups of people whose first language is not English, will be invited to comment on the proposals during the public consultations. All proposals will be designed in accordance with national design standards, which give consideration to the needs of disabled people; helping to promote positive attitudes towards disabled people. Consultation will also be undertaken with Sutton Town Council and Frankley Parish Council where appropriate.</p> <p>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.</p>
QUALITY CONTROL SECTION	
Submit to the Quality Control Officer for reviewing?	No
Quality Control Officer comments	Proceed to Accountable Officer 13 10 2023
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	23/10/2023
Reasons for approval or rejection	Approved on the basis of a thorough assessment and only neutral or positive impacts identified. Noted that further assessments will

be carried out along with consultation on specific schemes as required.

Yes

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