

BIRMINGHAM CITY COUNCIL

CABINET MEMBER

THURSDAY, 21 MARCH 2024 AT 00:00 HOURS
IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

3 - 28

1 GRANT ACCEPTANCE OF CAPABILITY AND AMBITION FUND –
TRANCHE 2

Report of Strategic Director Place, Prosperity and Sustainability

Birmingham City Council

Report to Cabinet Member for Transport

21 March 2024



Subject: GRANT ACCEPTANCE OF CAPABILITY AND AMBITION FUND – TRANCHE 2

Report of: Strategic Director of Place, Prosperity and Sustainability

Relevant Cabinet Member: Councillor Liz Clements – Transport

Relevant O &S Chair: Councillor Lee Marsham – Sustainability and Transport

Report author: Philip Edwards – Assistant Director, Transport and Connectivity
Tel: 07557 203167 Email: philip.edwards@birmingham.gov.uk

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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, add Forward Plan Reference:		
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 Promoting active travel is a key objective of government via the Department for Transport (DfT), Active Travel England (ATE), West Midlands Combined Authority (WMCA) and the Council through its policies set out in the Birmingham Transport Plan (BTP). To date, government has provided 5 rounds of Active Travel Fund (ATF) to enable regional and local authorities to develop and deliver good quality walking and cycling schemes that meet these objectives and policies. Funding rounds have in the main come at short notice and required scheme promoters to rapidly develop, submit bids and deliver schemes at pace, with a reliance on a local pipeline of projects that are shovel ready and that have business cases prepared to a good state of readiness.

- 1.2 The DfT working with ATE has acknowledged the challenges associated with maintaining a project pipeline given funding constraints within local government and the continuous cycle of bidding and delivering active travel schemes that can introduce risks around design, cost, value for money, public acceptability and overall deliverability.
- 1.3 In this context, the Council has been awarded £327,441 of revenue funding by Transport for West Midlands (TfWM) from Tranche 2 of the DfT's Capability and Ambition Fund (CAF) for the development of good quality cycling and walking schemes. It is intended that such schemes can be submitted with a good degree of delivery certainty to future ATF rounds and/or form part of the region's proposed City Regional Sustainable Transport Fund 2 programme, which is starting to be developed by TfWM and the 7 metropolitan district councils. The CAF funding has been allocated on a pro rata basis and there are no further bidding requirements, with the funding to be administered through the WMCA via standard grant funding processes. This report seeks authority to accept the CAF funding and approve the Programme Entry Proposal (PEP) for the relevant schemes set out within.

2 Recommendations

That the Cabinet Member for Transport:

- 2.1 Approves the acceptance of revenue grant funding from TfWM to the value of £327,441.
- 2.2 Approves the PEP provided as Appendix A to this report.
- 2.3 Authorises the City Solicitor and Monitoring Officer (or their delegate) to negotiate, execute, seal and complete all the necessary documentation to give effect to the above recommendations.

3 Background

- 3.1 Promoting active travel is a key objective of government via the Department for Transport (DfT), Active Travel England (ATE), West Midlands Combined Authority (WMCA) and the Council through its policies set out in the Birmingham Transport Plan (BTP) and supplemented by the Walking and Cycling Strategy adopted in January 2020 and the associated Local Cycling and Walking Infrastructure Plan updated in March 2023.
- 3.2 Considerable funding for active travel has been made available over the last 4 years by government in the form of the Active Travel Fund (ATF), with 5 rounds of competitive funding announced to date so as to enable the delivery of good quality walking and cycling infrastructure. As stated in the executive summary, funding rounds in the main have come at short notice and required scheme promoters to rapidly develop, submit bids and deliver schemes at pace, with a reliance on a local pipeline of projects that are shovel ready and that have business cases prepared to a good state of readiness so as to be successful. In

addition, schemes are also required to be compliant with Local Transport Note (LTN) 1/20 Guidance (for local authorities on designing high-quality, safe cycle infrastructure published in July 2020).

- 3.3 The DfT working with ATE have acknowledged following engagement with combined authorities and local authorities the challenges associated with maintaining a project pipeline given funding constraints within local government. In addition, they have also recognised that the continuous cycle of bidding and delivering active travel schemes can introduce risks around design, cost, value for money, public acceptability and overall deliverability. On this basis, the Council has been awarded £327,441 of revenue funding by Transport for West Midlands (TfWM) from Tranche 2 of the DfT's Capability and Ambition Fund (CAF) for the development of good quality cycling and walking schemes in accordance with LTN 1/20 and the business case requirements of the WMCA as set out in its Single Assurance Framework (SAF), which seek to ensure value for money.
- 3.4 It is intended that such schemes can, in due course, be submitted with a good degree of delivery certainty to future ATF rounds or form part of the region's proposed City Regional Sustainable Transport Fund 2 (CRSTS2) programme, which is starting to be developed by TfWM and the 7 metropolitan district councils. The latter CRSTS2 programme is likely to form part of the West Midlands' Single Devolved Funding Settlement currently being negotiated between government and the WMCA. At present, transport funding under CRSTS2 has been estimated at circa £2.5bn for the period between 2027 and 2032, reflecting an original baseline allocation of £1.5bn to the region and supplemented by a possible further £1.0bn associated with the West Midlands Network North Funding package that has followed the cancellation of the northern leg of HS2.
- 3.5 Whilst the CAF funding is for scheme development only, it is considered that the work to be undertaken will strengthen the Council's position in securing external grant funding from sources including the above to enable physical delivery. In addition, the funding will allow the Council to work with partners such as TfWM, neighbouring councils and ATE to develop good quality and LTN 1/20 compliant proposals that can also be utilised as part of a co-design approach with key stakeholders and the wider community.
- 3.6 The approach set out above is considered to represent not only good practice, but also clearly aligns with the Council's Improvement and Recovery Plan (IRP), which seeks to strengthen partnership working and maximise external grant funding opportunities set in the context of achieving financial sustainability.
- 3.7 The funding is proposed to be used across eight corridors including seven feasibility studies and one detailed design, with adequate information produced to enable the formulation of strategic outline/outline business cases. The corridors were chosen based on priorities set out in the Council's Walking and

Cycling Strategy adopted in January 2020 and the associated Local Cycling and Walking Infrastructure Plan updated in March 2023.

Perry Barr to Sutton Coldfield, allocation of £50,000: It is proposed that this funding will be used to undertake a study to examine the feasibility of delivering a high-quality active travel corridor to support modal shift to cycling and walking. This work will be carried out in conjunction with other studies that are currently taking place, such as Aldridge Road.

Core Walking Zone: Northfield, allocation of £35,000: It is proposed that this funding will be used to undertake a study to examine a package of measures to improve active travel permeability, user safety and public realm improvements to enhance user experience. This work will be carried out in conjunction with the A38 segregated cycleway between Selly Oak to Longbridge project.

Core Walking Zone: Small Heath and Bordesley Green, allocation of £50,000: It is proposed that this funding will be used to undertake a study to identify a package of measures to improve active travel permeability, user safety and public realm improvements to enhance user experience. This work will be carried out in conjunction with the Bordesley Green Liveable Neighbourhood project.

Local links: Bearwood to Selly Oak, allocation of £60,000: It is proposed that this funding will be used to undertake a study to examine the feasibility of delivering a high-quality active travel link to support modal shift to cycling and walking. This work will be carried out in conjunction with other studies that are currently taking place, particularly the A38 segregated cycleway between Selly Oak to Longbridge project.

Hagley Road Corridor, allocation of £40,000: It is proposed that this funding will be used to undertake a study to examine the feasibility of high-quality active travel corridor on an alternative alignment to Hagley Road to support modal shift to cycling and walking. This work will be carried out in conjunction with Hagley Road Multi-modal project.

Local links: Erdington to Sutton Coldfield, allocation of £50,000: It is proposed that this funding will be used to undertake a study to examine the feasibility of delivering a high-quality active travel link to support modal shift to cycling and walking. This work will be carried out in conjunction with Sutton Gateway project.

Local links: Bromford Lane / Washwood Heath Depot, allocation of £27,441: It is proposed that this funding will be used to carry out detailed design on wayfinding signage to cycling infrastructure on Bromford Estate. This work will complement recent infrastructure improvements carried out by Environment Agency.

Green Routes, allocation of £15,000: It is proposed that this funding will be used to undertake a study to identify a package of measures to improve active travel permeability, user safety and park improvements to enhance user experience.

- 3.8 The original funding deadline was 13 January 2024, but this has been extended by TfWM such that the study work must be completed by end of July 2024. TfWM

has requested a further extension from Department for Transport/Active Travel England to December 2024, but this is yet to be confirmed. The current programme has work completed by end of July 2024 and this is considered to be realistic and achievable.

4 Options Considered and Recommended Proposal

4.1 **Option 1 – Do not accept the grant.** This would hamper the city’s ambition to increase walking and cycling as safe and healthy modes as set out within the Birmingham Transport Plan.

4.2 **Option 2 – To accept the Grant for the Capability and Ambition Fund Tranche 2 with alternate schemes.** This would not develop schemes that have been identified in the LCWIP to have the greatest impact in achieving the objectives of the Birmingham Transport Plan.

4.3 **Option 3 – To accept the Grant for the Capability and Ambition Fund Tranche 2 with proposed schemes (recommended).** This would help to develop prioritised schemes in the LCWIP that have a good possibility of delivery, providing necessary enhancements to the cycling and walking network across Birmingham and enable them to access funding in the future to deliver the interventions. All these schemes will aid the city’s ambition to increase walking and cycling as safe and healthy modes as set out within the Birmingham Transport Plan. It is therefore recommended to proceed with this option.

5 Consultation

5.1 Not applicable.

6 Risk Management

6.1 The key risks (as set out in Appendix B) relate to failing to deliver to the timescale and standard agreed in the grant agreement. Overall, the risks are tolerable with identified mitigations and will continue to be managed as part of the project management process.

7 Compliance Issues:

7.1 **How are the recommended decisions consistent with the City Council’s priorities, plans and strategies?**

7.1.1 The recommendations in this report supports the policy objectives outlined in the City Council’s Corporate Plan 2022-2026. This creates a vision to build ‘a Bolder Brighter Birmingham’ with outcomes of ‘increased levels of walking and cycling’ and ‘improved transport infrastructure’, including priorities to:

- Support inclusive economic growth;
- Make the city safer;
- Encourage and enable physical activity and healthy living;

- Improve air quality; and
- Continue the Route to Net Zero.

7.1.2 The recommendations fully support and align with the aspirations of the Birmingham Transport Plan, in particular in relation to 'prioritising active travel in local neighbourhoods'.

7.1.3 The recommendations support the objectives of Birmingham Development Plan (BDP) 2031 including:

- 'To provide high quality connections throughout the city and with other places including encouraging the increased use of public transport, walking and cycling';
- 'To create a more sustainable city that minimises its carbon footprint'; and
- 'To encourage better health and wellbeing'.

7.1.4 The recommendations also support the following:

- Our Future City Central Birmingham Framework;
- Big City Plan (BCP);
- Route Zero Carbon Action Plan and
- Birmingham Cycling and Walking Infrastructure Plan.

7.2 Legal Implications

7.2.1 These will be specifically addressed in the formal grant acceptance process. Appropriate officers review the grant conditions, following which the formal grant acceptance will be signed by the S151 officer.

7.3 Financial Implications

7.4 This is permitted spend under the Mandatory Spend Controls Category H (Expenditure funded through ring-fenced grants) allowed under the mandatory spending restrictions and authorisation has been received from the Place, Prosperity and Sustainability Spend Control Board on 27th September 2023 and at S151 Spend Control Board on 5th October 2023.

Revenue Costs

7.4.1 The full cost of carrying out this proposal is met by the revenue funding of £327,441, which has been allocated to the Council by TfWM. This funding is for scheme development only, and further funding would be required for implementation from the various potential sources as set out in this report.

Revenue Implications

7.4.2 There are no direct revenue implications from the acceptance of this funding. However, maintenance costs and other revenue implications resulting from the schemes will be assessed as part of the development work and reported as part of future business cases brought forward for approval.

7.5 Procurement Implications (if required)

- 7.5.1 The procurement route for the professional services required to support this proposal is via the Council's Transportation and Development Professional Services Framework Agreement.

7.6 Human Resources Implications (if required)

- 7.6.1 The scheme will be managed by the Transport Planning team within current resources, supported by external consultants where required. The Transport Planning team within the wider Transport and Connectivity division of service is largely self-funding, recharging to a range of ring-fenced grants and incomes so as to require only de minimis levels of general fund support and fully contribute towards the savings agreed for the Place, Prosperity and Sustainability directorate at the March 2024 budget setting meeting of the full council.

7.7 Public Sector Equality Duty

- 7.7.1 An Equalities Assessment has been carried and is included at Appendix C. Only positive or neutral impacts are identified at this stage. Further assessments will be carried out as required when business cases are developed for individual projects.

8 Appendices

- 8.1 List of Appendices accompanying this report:
- Appendix A – PEP for Capability and Ambition Fund
 - Appendix B – Risk Register
 - Appendix C – Equality Impact Assessment

9 Background Documents

Birmingham Transport Plan
Walking and Cycling Strategy
Local Cycling and Walking Infrastructure Plan.

PROGRAMME ENTRY PROPOSAL			
Capital Project	No	Revenue Project	Yes
Originator:	Carmen Szeto, Principal Transport Planner		
Programme	Place, Prosperity and Sustainability	Ward	All Wards
Project Title:	Capability and Ambition Fund Tranche 2		
Project Description	<p>Introduction</p> <p>West Midlands Combined Authority (WMCA) has secured almost £3.5 million funding within Active Travel England's Capability and Ambition Fund (CAF) Tranche 2 to help Local Authorities build their staffing capacity in active travel and to support the development of a project pipeline. Of this funding, Birmingham City Council (BCC) has been allocated £327,441 to develop eight schemes identified in both Birmingham's and the West Midlands' Local Cycling and Walking Infrastructure Plans (LCWIP).</p> <p>Proposal</p> <p>The objective of the funding is to further develop the following schemes and their respective deliverables:</p> <ol style="list-style-type: none"> 1. Perry Barr to Sutton Coldfield: feasibility study to be produced. 2. Core Walking Zone: Northfield: feasibility study to be produced. 3. Core Walking Zone: Small Heath and Bordesley Green: feasibility study to be produced. 4. Local links: Bearwood to Selly Oak: feasibility study to be produced. 5. Hagley Road Corridor: feasibility study to be produced. 6. Local links: Erdington to Sutton Coldfield: feasibility study to be produced. 7. Local links: Bromford Lane / Washwood Heath Depot: detailed design for cycle way finding signage to be produced. 8. Green Routes: feasibility study to be produced. <p>These schemes were selected through a multi-criteria assessment of all schemes identified in the LCWIP. The criteria included an assessment of access to facilities, population within the catchment, impact on deprivation, alignment of policy and strategic context.</p> <p>An assessment of BCC's active travel programme was also carried out to identify schemes that would complement projects that are currently in delivery.</p>		
Funding required for FBC	<p>Outline Business Cases (OBC) will not be produced at this stage as this project is to create pipeline schemes for future funding bids. OBCs will be produced for individual schemes once funding becomes available. Timescales for OBC production are dependent on when funding opportunities become available. The outcomes of the feasibility reports will be reported to Transport & Highways Group and Transport & Highways Board once they are complete.</p>		

Milestone date for FBC completion	The original funding deadline of 13 th January 2024 has been extended by TfWM such that work must be completed by July 2024. This has been approved by Active Travel England.																		
Total Project Cost	<p>The total project cost is £327,441 funded by Capability and Ambition Fund.</p> <p>The breakdown of costs is as follows:</p> <table border="1"> <thead> <tr> <th>Project/ scheme name and details:</th><th>Amount</th></tr> </thead> <tbody> <tr> <td>Perry Barr to Sutton Coldfield Route <i>Feasibility Study</i></td><td>£50,000</td></tr> <tr> <td>Core Walking Zone: Northfield <i>Feasibility Study</i></td><td>£35,000</td></tr> <tr> <td>Core Walking Zone: Small Heath and Bordesley Green <i>Feasibility Study</i></td><td>£50,000</td></tr> <tr> <td>Local links: Bearwood to Selly Oak <i>Feasibility Study</i></td><td>£60,000</td></tr> <tr> <td>Hagley Road Corridor <i>Feasibility Study</i></td><td>£40,000</td></tr> <tr> <td>Local links: Erdington - Sutton Coldfield <i>Feasibility Study</i></td><td>£50,000</td></tr> <tr> <td>Local links: Bromford Lane/ Washwood Heath Depot (HS2) <i>Detailed Designs - Wayfinding signage</i></td><td>£27,441</td></tr> <tr> <td>Green routes Improvements <i>Feasibility Study</i></td><td>£15,000</td></tr> </tbody> </table>	Project/ scheme name and details:	Amount	Perry Barr to Sutton Coldfield Route <i>Feasibility Study</i>	£50,000	Core Walking Zone: Northfield <i>Feasibility Study</i>	£35,000	Core Walking Zone: Small Heath and Bordesley Green <i>Feasibility Study</i>	£50,000	Local links: Bearwood to Selly Oak <i>Feasibility Study</i>	£60,000	Hagley Road Corridor <i>Feasibility Study</i>	£40,000	Local links: Erdington - Sutton Coldfield <i>Feasibility Study</i>	£50,000	Local links: Bromford Lane/ Washwood Heath Depot (HS2) <i>Detailed Designs - Wayfinding signage</i>	£27,441	Green routes Improvements <i>Feasibility Study</i>	£15,000
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Green routes Improvements <i>Feasibility Study</i>	£15,000																		
Revenue Implications	<p>There are no direct revenue implications from the acceptance of this funding. However, maintenance costs and other revenue implications resulting from the schemes will be assessed as part of the development work and reported as part of future business cases brought forward for approval.</p> <p>There is currently no funding for delivery of the wayfinding signage at Bromford Lane / Washwood Heath Depot. However, there is an initial estimate of the maintenance cost of £714.88 per annum for signs on the highway. There is a possibility that signage within the park may be required. A revised maintenance cost will be reported in the FBC subject to further funding being secured for delivery.</p>																		
Financial Implications	The full cost of carrying out this proposal is met by the revenue funding of £327,441 which been allocated to the Council by TfWM. This funding is for scheme development only, and further funding would be required for implementation. There is no obligation on the Council for further funding or to deliver any of the schemes that are developed as part of this proposal.																		
Links to Corporate and Service Priorities	<p>The project aligns with the strategic outcomes, priorities, objectives and principles of:</p> <p>Birmingham City Council's Plan and Budget 2022 - 2026</p> <ul style="list-style-type: none"> • A Bold Prosperous Birmingham • A Bold Inclusive Birmingham • A Bold Safe Birmingham • A Bold Healthy Birmingham • A Bold Green Birmingham <p>Birmingham Transport Plan (2021):</p>																		

	<ul style="list-style-type: none"> Prioritising active travel in local neighbourhoods – “Walking, cycling and active travel will become the first choice for most people making short journeys in their local neighbourhoods. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.” <p>Birmingham Development Plan (BDP) 2031:</p> <ul style="list-style-type: none"> “To provide high quality connections throughout the city and with other places including encouraging the increased use of public transport, walking and cycling”, and “To encourage better health and wellbeing”. <p>Birmingham Walking and Cycling Strategy (2020):</p> <ul style="list-style-type: none"> Develop a great city for walking and cycling – “Providing safe infrastructure, managing traffic, and maintaining streets.” Enable walking and cycling – “Providing training, improving access to bikes, tackling safety issues and securing funding.”
Project Benefits:	<p>Benefits associated with this proposal include:</p> <ul style="list-style-type: none"> Project pipeline of bid ready schemes – strengthening BCC’s ability to bid successfully for future funding when available. <p>The resulting schemes when delivered are likely to provide:</p> <ul style="list-style-type: none"> Improved Public Safety – This scheme would improve road safety for pedestrians and cyclists in Birmingham. Improved active travel and public transport access - Improved permeability for cycling across Birmingham High Value for Money – The proposed interventions offer a relatively low cost, high value intervention which will deliver significant benefits across Birmingham
Project Deliverables:	<p>Seven feasibility studies and one set of detailed design drawings for wayfinding signage at Bromford Lane/ Washwood Heath Depot.</p> <p>The delivery of wayfinding signage is not funded.</p>
Dependencies on other projects or activities	<p>There are several dependencies on projects across the City.</p> <p>Perry Barr to Sutton Coldfield feasibility study will be coordinated with the development of the cycle route along Aldridge Road to Alexander Stadium and the Sutton Gateway City Region Sustainable Transport Settlement (CRSTS) scheme in the town centre.</p> <p>Core Walking Zone: Northfield feasibility study will be coordinated with the design development of A38 segregated cycleway between Selly Oak and Longbridge. This study will help inform an increased spend rate on the CRSTS A38 segregated cycleway project in Northfield Town Centre. BCC’s unsuccessful Levelling Up Fund bid for Northfield will also be used to inform the study.</p> <p>Core Walking Zone: Small Heath and Bordesley Green feasibility study will complement the Liveable Neighbourhood Pilot in Bordesley Green. This study will help inform a package of measures to take forth to improve 15 minute access and to develop Healthy Street assessments for options developed in the CRSTS Bordesley Green Active Travel Connectivity project.</p> <p>Local links: Bearwood to Selly Oak feasibility study will be coordinated with the Bristol Road at Selly Oak project to ensure cohesive designs are produced between the two schemes.</p>

	<p>Hagley Road Corridor feasibility study will be coordinated with the Hagley Road Multi-Modal Study to ensure the challenges of active travel identified is addressed by the feasibility study.</p> <p>Local links: Erdington to Sutton Coldfield feasibility study will be informed by the design principles of the Sutton Gateway CRSTS project to ensure cohesive designs are produced between the two schemes.</p> <p>Local links: Bromford Lane / Washwood Heath Depot detailed designs will progress installation of designs on recently completed Environment Agency works on Bromford Drive with the path running alongside the A452.</p> <p>Green Routes feasibility study will take into account the planned works by BCC Parks.</p>
PFI Alignment	<p>The feasibility studies will take into account the PFI programme. As the work is at a high level, further work will be designed in alignment with the PFI programme.</p> <p>Detailed designs on Bromford Lane signage will be designed in accordance with the PFI programme.</p>
Project Sponsor	<p>Phil Edwards Assistant Director Transport & Connectivity 07557 203167</p>

Date to THG	7th September 2023	
THG Comments	<ul style="list-style-type: none"> Can proceed to THB if the extended date of July 2024 is confirmed, and clarify if this is for work 'committed' or 'completed' . Covering report needs to be to Cabinet Member as there are no existing delegations. Note the current S151 Officer Spend Control Board requirements and the need to minimise new revenue maintenance costs. 	
Date to THB	15th September 2023	
THB Comments	The maintenance costs and revenue implications for signage are to reviewed at OBC, not FBC.	
THB Approvals	Date agreed by THB	15 th September 2023
	Budget for options appraisal	£327,441
	Milestone for options appraisal	July 2024 (feasibility reports and one detailed design)

Appendix B – Risk Register – Capability and Ambition Fund Tranche 2 (Feasibility Studies)

Risk No	Risk description	Risk mitigation	Residual / Current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	No approval of designs across different stakeholders	Safe and high quality designs will be aimed for to encourage users of all abilities	Medium	Medium	Tolerable	Engagement with relevant stakeholders at concept stage
2.	A significant shortage of consultant and contractor resources in the marketplace could impact upon programme delivery and increase project costs.	Robust contract management to ensure appropriate resourcing is committed and in place for the duration of the project.	Significant	Significant	Tolerable	Consultants to indicate level of resource resilience in bid, to include succession planning
3.	Failure to deliver schemes within agreed timescales could result in the funding being withdrawn.	This risk will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holders. Critical paths in programme will be identified early in each project.	Medium	Significant	Tolerable	Review of programme - Opportunities for early delivery of some of the studies to be considered, with a view to evening out the workload for both consultants and BCC Officers
4.	Reputational risk for future funding rounds if schemes are not delivered within prescribed budgets and programme timescales	Ensure proactive management of schemes through design and implementation phases.	Medium	Significant	Tolerable	Close management of Programme and relationship building with funder
5.	Failure to coordinate Active Travel schemes with other initiatives included in the transport capital	Ensure effective coordination of projects within Transport Capital	Medium	Medium	Tolerable	Effective dialogue with BCC PMs and funder using

	programme and other (third party) schemes	Programme through regular dialogue with relevant programme managers				existing channels (e.g. CRSTS & ATF)
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Measures of likelihood/ Impact:

Description	Likelihood Description	Impact Description
High	Almost certain, is expected to occur in most circumstances. Greater than 80% chance.	Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long term recovery period.
Significant	Likely, will probably occur in most circumstances. 50% - 80% chance.	Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from.
Medium	Possible, might occur at some time. 20% - 50% chance.	Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from.
Low	Unlikely, but could occur at some time. Less than 20% chance.	Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect.



EQUALITY IMPACT ASSESSMENT

Capability and Ambition Fund Tranche 2

Reference: EIA000063

22/12/2023

Submitted by: carmen.szeto@birmingham.gov.uk



EIA Form – About your EIA

Reference number	EIA000063
Date Submitted	22/12/2023
What is the status of the Equality Impact Assessment (EIA) you are about to complete?	Final submission
Subject of the EIA	Capability and Ambition Fund Tranche 2
Brief description of the policy, service or function covered by the EIA	he Capability and Ambition Fund seeks to support the City's walking and cycling programme. The City has been awarded £327,441 of revenue funding that will provide resources to develop a pipeline of active travel projects for delivery, officer capacity and develop designs to allow projects to be 'bid ready'. The fund will develop schemes identified in the Local Cycling and Walking Investment Programme (LCWIP), covering all Birmingham Wards. This work will help deliver the aims of the Birmingham Transport Plan. The Fund is administered by the West Midlands Combined Authority and must be spent by December 2024. Tranche 1 of the Fund enabled the City to refresh the 2020 LCWIP and carry out high level gap analysis and prioritisation. This work covered all of the City's area and engaged with cycle stakeholder groups.
Equality Assessment is in support of...	["New service"]
How frequently will you review impact and mitigation measures identified in this EIA?	Annually
Due date of the first review	2023-11-13

Directorate, Division & Service Area

Which directorate(s) are responsible for this EIA?	["Places, Prosperity and Sustainability", "City Operations"]
Division	Transport and Connectivity
Service area	Transport Planning and Network Strategy

Officers

What is the responsible officer's email address?	carmen.szeto@birmingham.gov.uk
What is the accountable officer's email address?	mel.jones@birmingham.gov.uk

Data Sources

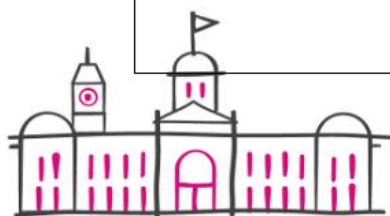


Data sources	["Birmingham City Observatory data and insight ", "Relevant research", "Relevant reports/strategies"]
Data source details	<p>Scheme alignments All Ward profiles (2021) https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution Young People's Travel – What's changed and why? – Chatterjee et al. (2018): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673176/Young_People's_Travel_-_What's_changed_and_why_-_Chatterjee_et_al._(2018).pdf Welcoming cycling to our churches – The Church of England: https://www.manchester.anglican.org/beelines/Accessing_transport_connectivity_in_London_-_TfL: https://content.tfl.gov.uk/connectivity-assessment-guide.pdf Improving access to greenspace: A new review for 2020 – Public Health England: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf</p>

Protected Characteristics

Protected Characteristic – Age

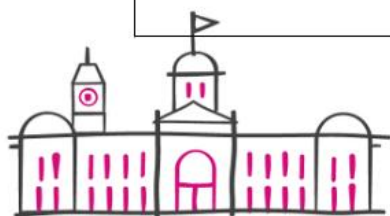
Does this proposal impact people due to their age as per the Equality Act 2010?	Yes
What age groups are impacted by your proposal?	["0-9 years", "10-19 years", "20-29 years"]
Please describe the impact to the age characteristic	<p>Of the 1,144,900 people living in Birmingham (according to the 2021 census) 36.6% (419,030) are children and young persons (aged 0 – 24) and 13.1% (150,486) are pensioners (older persons and the elderly 65+). Younger people typically make a higher than average proportion of journeys on foot. Supporting this, a study commissioned by the Department for Transport (2018), 'Young People's Travel – What's changed and why?', suggests that only 29% of those aged 17-20 have a driving licence, falling by 20% since 2000. Enabling children to cycle at a younger age will help develop their confidence and other skills, increasing the chance of continuing to cycle into adulthood, without the need to start driving. This is also supportive of the Birmingham Transport Plan aiming to reallocate road space away from cars towards more sustainable modes of travel. According to a study by Bike Life in 2017, people aged over 65 are underrepresented when it comes to cycling in Birmingham. Providing a safe, segregated facility will benefit older people as well as children by enabling them to cycle at an earlier age and develop their confidence and skills – particularly those travelling unaccompanied thereby</p>



	<p>creating a greater sense of independence. All age groups are likely to experience the positive effects of reduced local air pollution as a result of decreasing traffic volumes through the neighbourhood. 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. 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.</p>
How will you mitigate against any negative impact to the age characteristic?	It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Positive impact upon the Age protected characteristic.

Protected Characteristic – Disability

Does this proposal impact those people with a disability as per the Equality Act 2010?	Yes
Please describe the impact to the disability characteristic	<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. Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure, even though 75% of disabled cyclists report that they find cycling easier than walking. According to the 2011 census, 9% of people in Birmingham identify themselves as having a long-term disability with day to day activities significantly limited. Providing segregated cycle infrastructure will have positive impacts on people with disabilities who wish to cycle and empower more people with disabilities to cycle. However, where segregated provision is not possible, it is necessary to provide shared-use signage to inform those that may be threatened. 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. However, this also results in less chance of experiencing uncomfortable sensory overload while benefitting those</p>



	who rely on auditory signals more than others to determine when to cross the road.
How will you mitigate against any negative impact to the disability characteristic?	In mitigating this, separated and segregated modal facilities have been provided wherever possible with appropriate signage, as part of wider high-quality streetscape design. The studies will investigate all options to ensure designs are accessible and high quality. Shared spaces will be minimised as possible, with segregated infrastructure being the design priority. Some people with mental 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 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 recognised that proposed changes are specifically communicated to these groups, so they can adapt to planned changes. Wayfinding signage and linkages to local destinations will be investigated as part of the Feasibility Studies. It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Positive impact upon the Disability protected characteristic.

Protected Characteristic – Gender

Does this proposal impact citizens based on their gender as per the Equality Act 2010?	Yes
What genders will be impacted by this proposal?	["Male", "Non-binary", "Female"]
Please describe the impact to the gender characteristic	The gender balance of residents in Birmingham is currently 49.2% male and 50.8% female. The implementation of this scheme is expected to significantly increase the number of people circulating outside in the public realm. This will provide 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 improved, safer access to key services and facilities provided within the city centre. 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.



How will you mitigate against any negative impact to the gender characteristic?

It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Positive impact upon the Gender protected characteristic.

Protected Characteristic - Gender Reassignment

Does this proposal impact people who are proposing to undergo, undergoing or have undergone a process to reassign one's sex as per the Equality Act 2010?

Yes

Please describe the impact to the gender reassignment characteristic

There are no national estimates on the trans population in England because the subject is not included in the national census. Additionally, there hasn't 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, then there are an estimated 1,400 trans people aged 16 to 24 years in Birmingham. Investing in active travel aims to increase footfall in the natural environment by making it easier to walk, wheel and cycle. 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 across the city at all times of the day and night.

How will you mitigate against any negative impact to the gender reassignment characteristic?

It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Positive impact upon the Gender reassignment protected characteristic.

Protected Characteristic - Marriage and Civil Partnership

Does this proposal impact people who are married or in a civil partnership as per the Equality Act 2010?

No

What legal marital or registered civil partnership

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status will be impacted by this proposal?	
Please describe the impact to the marriage and civil partnership characteristic	Click or tap here to enter text.
How will you mitigate against any negative impact to the marriage and civil partnership characteristic?	Click or tap here to enter text.

Protected Characteristic - Pregnancy and Maternity

Does this proposal impact people covered by the Equality Act 2010 under the protected characteristic of pregnancy and maternity?	Yes
Please describe the impact to the pregnancy and maternity characteristic	Approximately 17,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic. Pregnant women or those 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 addition, 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.
How will you mitigate against any negative impact to the pregnancy and maternity characteristic?	In recognition of this, modal separation as well as dropped kerbs from pavements have been considered wherever possible. Decluttering of the pavement will be proposed where possible to improve accessibility. Investing in appropriate infrastructure will provide an enhanced environment for all users of active travel meaning that opportunities and access for parents who use pushchairs, cargo bikes and family mobility bikes will be improved. The schemes proposed to be developed using this funding will further reduce local air pollution and the affects it has on pregnant women and their new-born children. It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Positive impact upon the Pregnancy and Maternity protected characteristic.

Protected Characteristic - Ethnicity and Race



Does this proposal impact people due to their race as per the Equality Act 2010?	Yes
What ethnic groups would be impacted by this proposal?	["White British", "Bangladeshi", "Other White", "Chinese", "Indian", "Pakistani", "Other Asian", "African", "Caribbean", "Black British", "Other Black", "Arab", "Latin American", "Irish", "Gypsy or Irish Traveller", "Roma", "Central and Eastern Europe", "Western and Southern Europe"]
Please describe the impact to the ethnicity and race characteristic	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. There is a correlation between race and propensity to suffer from certain types of chronic illness including heart disease, stroke and diabetes - these are often related to physical inactivity. Investment in active travel infrastructure can encourage more active lifestyles with consequential health benefits. There is also a correlation between race and propensity to be involved in road traffic collisions and living in the parts of the city where road safety is poorest. Investment in active travel, particularly through measures that reduce the speed volume and dominance of vehicular traffic, create safer environments for vulnerable road users. Similarly, people from some racial groups are more likely to live in areas where air quality is at its worst. Encouraging mode shift away from private cars through investment in active travel can help improve air quality in these areas. Finally, people from some racial groups are less likely to have access to a car or van for transport and are therefore likely to benefit to a greater extent from investment in active travel which is a cheap or even free way of getting around.
How will you mitigate against any negative impact to the ethnicity and race characteristic?	It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Positive impact upon the Race protected characteristic.

Protected Characteristic - Religion or Beliefs

Does this proposal impact people's religion or beliefs as per the Equality Act 2010?	Yes
What religions could be impacted by this proposal?	["No religion", "Christian", "Buddhist", "Hindu", "Jewish", "Muslim", "Sikh"]
Please describe the impact to the religion	In Birmingham, 46.1% of residents identify as Christian, 21.8% as Muslim, 19.3% no religion, 3% are Sikh, 2.1% are Hindu and the



or beliefs characteristic	remaining 7.7% are other religions. The city is known for its ethnic diversity.
How will you mitigate against any negative impact to the religion or beliefs characteristic?	It is considered that the Capability and Ambition Fund Tranche 2 will result in a net Neutral impact upon the Religion protected characteristic.

Protected Characteristic - Sexual Orientation

Does this proposal impact people's sexual orientation as per the Equality Act 2010?	Yes
What sexual orientations may be impacted by this proposal?	["Straight or heterosexual", "Gay or lesbian", "Bisexual", "Pansexual", "Asexual", "Queer"]
Please describe the impact to the sexual orientation characteristic	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 experience personal security issues, discrimination and hate crime.
How will you mitigate against any negative impact to the sexual orientation characteristic?	The objectives of the Feasibility studies will be to increase footfall and natural surveillance with in the local community 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. It is considered that the Capability and Ambition Fund Tranche 2 scheme has a Neutral impact upon the sexual orientation protected characteristic.

Monitoring

How will you ensure any adverse impact and mitigation measures are monitored?	Consider the specific needs of all groups with protected characteristics throughout the scheme design , especially when considering streetscape design and provision of specific facilities (such as dropped kerbs). Ensure that
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	where relevant, the views of those with the above protected characteristics, are captured through scheme consultation and engagement.
Please enter the email address for the officer responsible for monitoring impact and mitigation	carmen.szeto@birmingham.gov.uk

