




Title of proposed EIA	Birmingham Transport Plan
Reference No	EQUA739
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	30/08/2022
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	 Peter A Bethell
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Mel Jones
Purpose of proposal	To assess the Birmingham Transport Plan (including Delivery Plan)
Data sources	
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Employees; Wider Community
Age details:	<p>The policies and schemes set out in the Birmingham Transport Plan and Delivery Plan (BTP:DP) recognise that different age groups have different travel needs, which directly impact on how and when they choose to travel.</p> <p>In principle, the more integrated, accessible and comprehensive Birmingham's transport networks become, the better they will cater for the diverse travel needs of a wide range of age groups and user types, resulting in a broadly positive outcome overall.</p> <p>Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.</p> <p>The core focus of the BTP:DP is to prioritise increased modal share of sustainable modes of transport, including public transport, walking and cycling, to deliver a variety of benefits including improved environmental conditions (improved air quality, reduced transport-related ambient noise etc.), improved public health (as a result of</p>

increased physical activity and reduced transport-related pollution).

The BTP:DP further supports the clean air agenda, following on from the implementation of the Clean Air Zone, through prioritising sustainable, low and no-carbon modes of transport including public transport, walking and cycling to contribute 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 set out in the BTP 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, the inclusion of seating within public realm schemes can make such spaces more accessible and attractive for older persons to use.

Protected characteristic: Disability

Service Users / Stakeholders; Employees; Wider Community

Disability details:

The policies and schemes set out in the Birmingham Transport Plan and Delivery Plan (BTP:DP) recognise that disabled persons have differing travel needs, which directly impact on how and when they choose to travel.

In principle, the more integrated, accessible and comprehensive Birmingham's transport networks become, the better they will cater for the diverse travel needs of a wide range of disabilities and user types, resulting in a broadly positive outcome overall.

Policies to restrict parking and access by private car may be of concern to people with particular mobility issues. This will be specifically considered as part of focussed equality assessments undertaken as part of individual scheme development processes.

Poor air quality is likely to impact on people with disabilities, particularly those with respiratory problems. Schemes outlined in the BTP:DP specifically aim to improve air quality in the city so is likely to have a positive impact on those with long-term health issues.

Protected characteristic: Sex

Service Users / Stakeholders; Employees; Wider Community

Gender details:

The policies and schemes set out in the Birmingham Transport Plan and Delivery Plan (BTP:DP) 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 passenger 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.

In principle, the more integrated, accessible and comprehensive Birmingham's transport networks become, the better they will cater for the diverse travel needs of a wide range of user types, resulting in a broadly positive outcome overall.

Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.

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.

Protected characteristics: Gender Reassignment

Service Users / Stakeholders; Employees; Wider Community

Gender reassignment details:

No specific adverse impacts have been identified for this protected characteristic.

In principle, the more integrated, accessible and comprehensive Birmingham's transport networks become, the better they will cater for the diverse travel needs of a wide range of user types, resulting in a broadly positive outcome overall.

Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.

	<p>A potential beneficial impact for this protected characteristic could be improved access to services, including social opportunities and health services offered in key service centres. All transport schemes proposed in the BTP:DP will be subjected to bespoke equality assessment screening to identify any adverse or beneficial impacts and either mitigate or support/enhance these as appropriate.</p>
Protected characteristics: Marriage and Civil Partnership	Service Users/ Stakeholders; Employees; Wider Community
Marriage and civil partnership details:	<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.</p>
Protected characteristics: Pregnancy and Maternity	Service Users / Stakeholders; Employees; Wider Community
Pregnancy and maternity details:	<p>Air pollution affects everyone, however recent scientific 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.</p> <p>It is estimated that traffic-related air pollution exposure (particularly exposure to Particular 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.</p> <p>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.</p> <p>The BTP 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. It is anticipated that the BTP will have a positive impact to pregnant</p>

women and those on maternity leave with small children.

Air pollution affects everyone, but in particular young children, so the implementation of the Clean Air Zone in Birmingham would particularly benefit pre-school age children.

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.

Protected characteristics: Race

Service Users / Stakeholders; Employees; Wider Community

Race details:

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.

A number of the proposed schemes are in areas where there are a high proportion of BAME residents. 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.

Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.

Protected characteristics: Religion or Beliefs

Service Users / Stakeholders; Employees; Wider Community

Religion or beliefs details:

The policies and schemes set out in the Birmingham Transport Plan and Delivery Plan (BTP:DP) 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.

In principle, the more integrated, accessible and comprehensive Birmingham's transport networks become, the better they will cater for the diverse

travel needs of a wide range of users, resulting in a broadly positive outcome overall.

Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.

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.

Protected characteristics: Sexual Orientation

Service Users / Stakeholders; Employees; Wider Community

Sexual orientation details:

No specific adverse impacts have been identified for this protected characteristic.

In principle, the more integrated, accessible and comprehensive Birmingham's transport networks become, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.

Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.

A potential beneficial impact for this protected characteristic could be improved access to services, including social opportunities and health services offered in key service centres. All transport schemes proposed in the BTP:DP will be subjected to bespoke equality assessment screening to identify any adverse or beneficial impacts and either mitigate or support/enhance these as appropriate.

Socio-economic impacts

Please indicate any actions arising from completing this screening exercise.

No additional actions have been identified from this screening exercise. All proposed schemes set out in the BTP Delivery Plan 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.
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	Policy documents
Consultation analysis	
Adverse impact on any people with protected characteristics.	
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	All proposed schemes set out in the BTP Delivery Plan 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)	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	<p>It is acknowledged that some groups have different travel needs and there may be a correlation between certain protected characteristics and potential impact from the proposals in the plan. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.</p> <p>Schemes that are specifically designed to promote and increase levels of cycling and walking will reduce obesity, inactivity and improve public health and quality of life for Birmingham's residents. These schemes will support the objective in the Birmingham Development Plan (BDP) 2031, 'to encourage better health and wellbeing'.</p> <p>Keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. Generally, a more active population will have</p>

better physical and mental wellbeing, leading to increased longevity and improved overall quality of life.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to accountable officer 09 09 2021

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

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Julie Bach

Person or Group

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Close