

Equality Analysis

Birmingham City Council Analysis Report

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| EA Name | Birmingham Cycle Revolution - 20mph - Central South West Birmingham Area (B2) |
| Directorate | Economy |
| Service Area | Economy - Transport And Connectivity |
| Type | New/Proposed Function |
| EA Summary | <p>This EA evaluates the 20mph speed limit proposals for the Central South-West Area of Birmingham, covering all or parts of Edgbaston, Harborne, Selly Oak and Bournville Wards.</p> <p>The 20mph speed limit project has the key objective of improving road safety on residential roads, in local centres and outside schools by reducing the existing 30mph speed limit to 20mph.</p> |
| Reference Number | EA001483 |
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Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The proposal consists of reducing the speed limit from 30mph to 20mph on most residential roads, in local shopping centres and near to schools on main roads within parts of the wards of Edgbaston, Harborne, Selly Oak and Bournville.

The 20mph area in Birmingham was selected based on a city-wide public and stakeholder consultation which was undertaken on the 20mph policy in Autumn 2013. The results of the consultation were mixed but the selected areas for 20mph had the most support.

The selection criteria for the 20mph area is:

- It had one of the highest levels of public support in the initial consultation.
- It is an area where there are existing cyclists and significant scope to grow that number.
- It is contiguous with other 20mph areas so helps to create a single wider 20mph area.
- It has a relatively high level of accidents based on analysis.

This scheme is part of the Birmingham Cycle Revolution Programme which supports the City Council's policy objectives outlined in the Council Business Plan and Budget 2016+, Road Safety Strategy for Birmingham 2016 and other documents, in particular for 'a strong economy' and 'a healthy happy city'. Birmingham Cycle Revolution also addresses the recommendations of the Transport, Connectivity and Sustainability Overview and Scrutiny Committee (TCS O&S) report, 'Changing Gear, Transforming Urban Movement Through Walking and Cycling in Birmingham'. The schemes also support the objectives of the Birmingham Development Plan (BDP), Birmingham Connected, and the West Midlands Strategic Transport Plan.

The scheme will endeavor to have a positive impact on pedestrians and cyclists as it is perceived that they will feel more confident to move around their local community knowing that traffic in their area should be travelling at a reduced speed.

Monitoring will be carried out prior to the scheme being implemented and for a period of 2 years post completion. These results will be compared to see if there has been a reduction in the number of accidents within the 20mph speed limit area.

For each strategy, please decide whether it is going to be significantly aided by the Function.

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| Children: A Safe And Secure City In Which To Learn And Grow | No |
| Health: Helping People Become More Physically Active And Well | Yes |
| Housing : To Meet The Needs Of All Current And Future Citizens | No |
| Jobs And Skills: For An Enterprising, Innovative And Green City | No |

2.2 Individuals affected by the policy

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| Will the policy have an impact on service users/stakeholders? | No |
| Will the policy have an impact on employees? | No |
| Will the policy have an impact on wider community? | Yes |

2.3 Relevance Test

| Protected Characteristics | Relevant | Full Assessment Required |
|----------------------------|--------------|--------------------------|
| Age | Relevant | Yes |
| Disability | Relevant | Yes |
| Gender | Relevant | Yes |
| Gender Reassignment | Not Relevant | No |
| Marriage Civil Partnership | Not Relevant | No |
| Pregnancy And Maternity | Not Relevant | No |
| Race | Relevant | Yes |
| Religion or Belief | Not Relevant | No |
| Sexual Orientation | Not Relevant | No |

2.4 Analysis on Initial Assessment

The proposal consists of reducing the speed limit from 30mph to 20mph on most residential roads, in local shopping centres and near to schools on main roads within parts of the wards of Edgbaston, Harborne, Selly Oak and Bournville.

The introduction of the 20mph speed limit will endeavour to make the roads safer by reducing the number and severity of road traffic collisions.

The scheme will have a positive impact on pedestrians and cyclists as it is perceived that they will feel more confident to move around their local community knowing that traffic in their area should be travelling at a reduced speed.

Reducing the speed limit to 20mph will result in cars and other vehicles travelling slower and will make the alternatives such as walking and cycling safer and more attractive.

A full public consultation was carried out between 1st September and 30th September 2016. A letter was distributed to local residents inviting them to one of the 4 manned exhibitions or one of a number of drop in venues for further information and discussions.

In addition the Consultation was also uploaded onto Beheard during the same period that the Full public Consultation was carried out. At the end of the consultation period, both the consultation feedback and responses from Beheard were collated and a single evaluation exercise was carried out. The consultation feedback commented on roads which were excluded from the 20mph as a result of which, sections of Arthur Road, Pritchatts Road, Vincent Drive and Wheelleys Road have been included to be made 20mph.

No comments were received which were related to the protected characteristics.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Age - Assessment Questions

3.1.1 Age - Relevance

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| Age | Relevant |
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3.1.2 Age - Impact

Describe how the Function meets the needs of Individuals of different ages?

The reduction of the speed limit will mean that vehicles are driving at slower speed and the roads will be safer. This will meet the needs of vulnerable road users including the young and elderly who are disproportionately represented in statistics on injuries and road traffic casualties. Any move to reduce the number, severity and fear of accidents will benefit those groups.

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| Do you have evidence to support the assessment? | No |
| Do you plan to collect any evidence? | Yes |

What evidence will be collected and when?

Monitoring will be carried out prior to the scheme being implemented and for a period of 2 years post completion. These results will be compared to see if there has been a reduction in the number of accidents within the 20mph speed limit area.

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| You may have evidence from more than one source. If so, does it present a consistent view? | Yes |
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3.1.3 Age - Consultation

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| Have you obtained the views of Individuals of different ages on the impact of the Function? | Yes |
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If so, how did you obtain these views?

A full public consultation was carried out between 1st September and 30th September 2016. A letter was distributed to local residents inviting them to attend one of the 4 manned exhibitions or one of a number of drop in venues for further information and discussions.

In addition the consultation was also uploaded onto BeHeard during the same period that the full public consultation was carried out.

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| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals of different ages? | Yes |
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If so, how did you obtain these views?

A community wide consultation was carried out which also covered the vulnerable road users including the young and elderly who are disproportionately represented in statistics on injuries and road traffic casualties.

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| Is a further action plan required? | No |
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3.1.4 Age - Additional Work

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| Do you need any more information or to do any more work to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age? | Yes |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | Yes |

Please explain how individuals may be impacted.

Vulnerable road users, including the young and elderly, are disproportionately represented in statistics on injuries and road traffic casualties. Any move to reduce the number and fear of accidents will benefit those groups.

Please explain how.

It will make this protected characteristic group more confident to use the local road network and so make them more visible and able to integrate more with their local community.

3.2 Disability - Assessment Questions

3.2.1 Disability - Relevance

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| Disability | Relevant |
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3.2.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?

By reducing the existing speed limit in residential areas, in local centres and outside schools down to 20mph will help improve access, especially for those with restricted mobility, vision, hearing and/or mental health illness. People with a disability will have more confidence to use their local area if they know and feel that traffic is travelling at a slower speed. The ability to get around safely increases opportunities for work and socialising. With low accessibility people can become lonely. Social isolation has been linked to poor mental and physical health and mortality. Health promoting activities like walking, cycling and being outdoors are encouraged as speeds reduce. This builds a positive spiral of increased activity bringing reduced illnesses from diseases associated with obesity, heart disease and stress.

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| Do you have evidence to support the assessment? | Yes |
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Please record the type of evidence and where it is from?

The Marmot Review- Fair Society, Healthy Lives 2009.

Strategic Review of Health Inequalities in England post 2010.

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| You may have evidence from more than one source. If so, does it present a consistent view? | Not applicable |
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3.2.3 Disability - Consultation

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|---|-----|
| Have you obtained the views of Individuals with a disability on the impact of the Function? | Yes |
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If so, how did you obtain these views?

A full public consultation was carried out between 1st September and 30th September 2016. A letter was distributed to local residents inviting them to attend one of the 4 manned exhibitions or one of a number of drop in venues for further information and discussions.

In addition the consultation was also uploaded onto BeHeard during the same period that the full public consultation was carried out.

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| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals with a disability? | Yes |
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If so, how did you obtain these views?

Consultation materials were sent to the Birmingham Access Committee, Birmingham Institute of the Deaf and Birmingham Focus on Blindness who were asked to comment on the proposals.

The consultation, which ran between the 1st and 30th September 2016, was available on BeHeard and in local libraries.

We also provided a telephone contact number and email address for those who had any further queries or needed additional support in accessing or reviewing the plans

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| Is a further action plan required? | No |
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3.2.4 Disability - Additional Work

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|---|-----|
| Do you need any more information or to do any more work to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability? | No |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | Yes |
| Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably? | Yes |
| Do you think that the Function could assist Individuals with a disability to participate more? | Yes |
| Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability? | Yes |

Please explain how.

It will make this protected characteristic group more confident to use the local road network and so make them more visible and able to integrate more with their local community.

3.3 Gender - Assessment Questions

3.3.1 Gender - Relevance

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| Gender | Relevant |
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3.3.2 Gender - Impact

Describe how the Function meets the needs of Men and women?

59% of all casualties in Central South-West Birmingham (Area B2) road traffic collisions (2015) are male. By encouraging and developing a culture of lower speeds, particularly for young male drivers on residential roads, will increase the ability for all drivers to react and thus avoid collisions. One of the main aims of the function is to reduce road traffic collisions. Because of the current statistics, any reduction in road traffic collisions would therefore affect males more than females.

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| Do you have evidence to support the assessment? | Yes |
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Please record the type of evidence and where it is from?

West Midlands Police road traffic collision records over the last 3 years.

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| You may have evidence from more than one source. If so, does it present a consistent view? | Not applicable |
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3.3.3 Gender - Consultation

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| Have you obtained the views of Men and women on the impact of the Function? | Yes |
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If so, how did you obtain these views?

A full public consultation was carried out between 1st September and 30th September 2016. A letter was distributed to local residents inviting them to attend one of the 4 manned exhibitions or one of the number of drop in venues for further information and discussions.

In addition the consultation was also uploaded onto BeHeard during the same period that the full public consultation was carried out.

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| Have you obtained the views of relevant stakeholders on the impact of the Function on Men and women? | No |
| If not, why not? | No relevant stakeholders identified |
| Is a further action plan required? | No |

3.3.4 Gender - Additional Work

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|---|----|
| Do you need any more information or to do any more work to complete the assessment? | No |
| Do you think that the Function has a role in preventing Men and women being treated differently, in an unfair or inappropriate way, just because of their gender? | No |

3.4 Race - Assessment Questions

3.4.1 Race - Relevance

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| Race | Relevant |
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3.4.2 Race - Impact

Describe how the Function meets the needs of Individuals from different ethnic backgrounds?

Parts of the city with a higher proportion of BME people have higher numbers of road traffic collisions. Since the function is designed to reduce road traffic collisions, people living in these parts of the city will benefit more.

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| Do you have evidence to support the assessment? | Yes |
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Please record the type of evidence and where it is from?

Road traffic collision data collected which is analysed from West Midlands Police collision records over the last 3 years.

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| You may have evidence from more than one source. If so, does it present a consistent view? | Not applicable |
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3.4.3 Race - Consultation

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|---|-----|
| Have you obtained the views of Individuals from different ethnic backgrounds on the impact of the Function? | Yes |
|---|-----|

If so, how did you obtain these views?

A full public consultation was carried out between 1st September and 30th September 2016. A letter was distributed to local residents inviting them to attend one of the 4 manned exhibitions or one of the drop in venues for further information and discussions.

In addition the consultation was also uploaded onto BeHeard during the same period that the full public consultation was carried out.

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|--|---|
| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals from different ethnic backgrounds? | No |
| If not, why not? | There are no plans to consult relevant stakeholders |
| Is a further action plan required? | No |

3.4.4 Race - Additional Work

| | |
|--|-----|
| Do you need any more information or to do any more work to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals from different ethnic backgrounds being treated differently, in an unfair or inappropriate way, just because of their ethnicity? | Yes |

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| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | No |
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Please explain how individuals may be impacted.

Parts of the city with a higher proportion of BME people have higher numbers of road traffic collisions. Since the function is designed to reduce road traffic collisions, people living in these parts of the city will benefit more.

3.5 Concluding Statement on Full Assessment

The proposal consists of reducing the speed limit from 30mph to 20mph on most residential roads, in local shopping centres and near to schools on main roads within parts of the wards of Edgbaston, Harborne, Selly Oak and Bournville.

The 20mph area in Birmingham was selected based on a city-wide public and stakeholder consultation which was undertaken on the 20mph policy in Autumn 2013. The results of the consultation were mixed but the selected areas for 20mph had the most support.

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This scheme is part of the Birmingham Cycle Revolution Programme which supports the City Council's policy objectives outlined in the Council Business Plan and Budget 2016+, Road Safety Strategy for Birmingham 2016 and other documents, in particular for 'a strong economy' and 'a healthy happy city'. Birmingham Cycle Revolution also addresses the recommendations of the Transport, Connectivity and Sustainability Overview and Scrutiny Committee (TCS O&S) report, 'Changing Gear, Transforming Urban Movement Through Walking and Cycling in Birmingham'. The schemes also support the objectives of the Birmingham Development Plan (BDP), Birmingham Connected, and the West Midlands Strategic Transport Plan.

The scheme will endeavor to have a positive impact on pedestrians and cyclists as it is perceived that they will feel more confident to move around their local community knowing that traffic in their area should be travelling at a reduced speed.

Monitoring will be carried out prior to the scheme being implemented and for a period of 2 years post completion. These results will be compared to see if there has been a reduction in the number of accidents within the 20mph speed limit area.

A full public consultation was carried out between 1st September and 30th September 2016. A letter was distributed to local residents inviting them to one of the 4 manned exhibitions or visiting one of the drop in venues for further information and discussions.

In addition the consultation was also uploaded onto Beheard during the same period that the full public consultation was carried out. At the end of the consultation period, both the consultation feedback and responses from Beheard were collated and a single evaluation exercise was carried out.

The scheme will have a positive impact on pedestrians and cyclists as they will feel more confident to move around their local community knowing that traffic in their area should be travelling at a reduced speed.

Reducing the speed limit to 20mph will make the alternatives such as walking and cycling safer and more attractive. In addition may encourage modal shift by getting people to think about their trip and how it is undertaken.

It is not expected that this scheme will have any other negative or positive impact on the protected characteristics.

4 Review Date

01/05/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.