



EQUALITY IMPACT ASSESSMENT

Capability and Ambition Fund Tranche 2

Reference: EIA000063

22/12/2023

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



 **RESET**

 **RESHAPE**

 **RESTART**

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

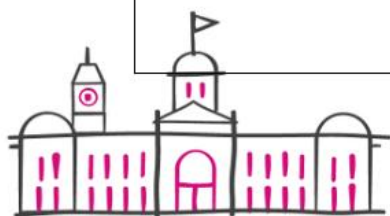


Data sources	["Birmingham City Observatory data and insight ", "Relevant research", "Relevant reports/strategies"]
Data source details	<p>Scheme alignments All Ward profiles (2021) https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution Young People's Travel – What's changed and why? – Chatterjee et al. (2018): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673176/ 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

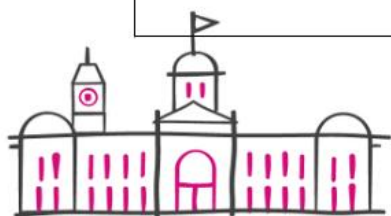
Does this proposal impact people due to their age as per the Equality Act 2010?	Yes
What age groups are impacted by your proposal?	["0-9 years", "10-19 years", "20-29 years"]
Please describe the impact to the age characteristic	<p>Of the 1,144,900 people living in Birmingham (according to the 2021 census) 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.
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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	Click or tap here to enter text.



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

