



Title of proposed EIA	Emergency Active Travel Fund – Tranche 2 Funding
Reference No	EQUA544
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	26/07/2021
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 proposals outlined in the Emergency Active Travel Fund - Tranche 2
Data sources	
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	The needs of certain age groups will need to be taken into account when designing the measures. Dropped kerbs may need to be installed, to benefit the elderly, and parents with pushchairs.
Protected characteristic: Disability	Wider Community
Disability details:	The needs of certain disabled groups, particularly people in wheelchairs, will need to be taken into account when designing the measures. Widening pavements will result in a reduction in the number of parking spaces and the needs of disabled drivers will need to be taken into consideration and suitable alternatives provided.
Protected characteristic: Gender	Not Applicable
Gender details:	
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Wider Community

Pregnancy and maternity details:	The needs of parents with small children and pushchairs need to be taken into account when designing the measures, with dropped kerbs and ramps in appropriate places.
Protected characteristics: Race	Not Applicable
Race details:	
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Please indicate any actions arising from completing this screening exercise.	
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	
Consultation analysis	
Adverse impact on any people with protected characteristics.	
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	
How will the effect(s) of this policy/proposal on equality be monitored?	
What data is required in the future?	
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	<p>The Council recently published a draft Birmingham Transport Plan (BTP) (January 2020), setting out what the city needs to do differently to meet the demands of the future. At the heart of the plan are the challenges facing the city and the world around air quality, climate change and local congestion, and the opportunities of city growth, investment in public transport and the Commonwealth Games 2022. By re-imagining our transport system and its priorities, we aim to change people's behaviour so that active travel is the first choice for people making short journeys, and high-quality public transport is the go-to choice for longer trips.</p> <p>Towards the end of the public consultation on that plan, the country was placed in lockdown to reduce the spread of the novel coronavirus COVID-19. As a result, travel patterns were transformed overnight with traffic down to a third of usual levels. These dramatic changes led to a reduction in air pollution, with NO2 levels falling within legal limits at key monitoring stations. At the same time, people started walking and cycling more, exploring their local area during their daily permitted exercise.</p>

On May 9th 2020, the Secretary of State for Transport announced a £2 billion package to support active travel to help the country emerge from the coronavirus crisis, of which £250 million is for swift, emergency interventions to make cycling and walking safer. On May 11th 2020, the Government published a national COVID-19 recovery strategy, setting out the conditions for easing lockdown and the steps that will be taken in England to enable more activities to take place whilst continuing to control the spread of COVID-19.

The Emergency Birmingham Transport Plan (EBTP), published on May 14th 2020, sets out the short, medium and longer-term actions Birmingham can take to enable a low carbon, clean air recovery from COVID-19 and is clear that measures should be consistent with existing draft and adopted policy (including the Walking and Cycling Strategy and Local Investment Plan)

Programmes and individual schemes will be brought forward in line with the four big moves outlined in the draft BTP:

Reallocating road space,

Transforming the city centre,

Prioritising active travel in local neighbourhoods,

Managing demand through parking measures.

New proposals announced in the EBTP to help achieve these big moves include:

Assessing the key route network and other roads to identify where there are opportunities to convert space to support walking, cycling or public transport.

Reallocating road space for cycle lanes, the first of which will link the city centre to City Hospital via the Jewellery Quarter.

Accelerating roll-out of the traffic cells initiative in the city centre and delivery of a street-space rationalisation programme across key areas.

Introducing active, low traffic neighbourhoods to Birmingham, with at least two areas identified to pilot this approach by the end of May 2020.

Support packages for schools and businesses to encourage sustainable travel and enable safe social distancing.

On May 9th 2020 the Secretary of State for Transport announced that a range of active travel measures, which could include: pop-up bike

lanes with protected space for cycling, wider pavements, and cycle and bus-only corridors, would be created in England within weeks as part of a £250 million EATF- the first stage of a £2 billion investment, (part of the £5 billion in new funding announced for cycling and buses in February 2020). Following unprecedented levels of walking and cycling across the UK during the pandemic, the plans helped encourage more people to choose alternatives to public transport when they needed to travel, making healthier habits easier to maintain and ensuring the road, bus and rail networks were ready to respond to future increases in demand.

On May 27th 2020 the Department for Transport (DfT) informed local authorities that of the total EATF £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.

The EATF £225 million allocated to combined and local authorities will be released in two phases. The first tranche of £45 million was released on June 26th 2020 so that work can begin at pace to deliver measures such as closing roads to through traffic and installing segregated cycle lanes. These schemes were delivered within eight weeks of receiving this funding under extremely testing timescales to ensure adequate infrastructure was in place to continue a green recovery from COVID-19 lockdown. The funding was not utilised for social distancing measures in public locations such as high streets as per the DfT's instructions.

The second tranche of £180 million will be released soon. This tranche of funding will be used to create more permanent schemes and continue the low carbon, clean air recovery from COVID-19 lockdown. These schemes will make the majority of schemes identified in tranche 1 permanent.

The West Midlands Combined Authority area was allocated £3,847,155 of EATF tranche 1 funding. A provisional allocation of £13,787,000 has been assigned to Tranche 2 funding.

The Council's provisional allocation of the total WMCA allocation of £17,234,000 is shown in table below.

	Capital	Revenue	Total
	£m	£m	£m

Tranche 1	0.842	0.192	1.034
Tranche 2 (Provisional)	3.368	0.768	4.136
Total	4.210	0.960	5.170

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

It is considered that there are no aspects of the Emergency Active Travel Fund – Tranche 2 Funding that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. No measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, disability, marriage / civil partnership or religion / belief.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Accountable Officer 27 072 020

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

05/08/2020

Reasons for approval or rejection

THIS IS APPROVED - IT IS CONSISTENT WITH OTHER EA'S FOR RELATED WORK

Please print and save a PDF copy for your records


Yes

Julie Bach

Person or Group

Content Type: Item

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Created at 22/07/2020 02:03 PM by  Peter A Bethell

Last modified at 06/08/2020 07:38 AM by Workflow on behalf of  Mel Jones

Close