




Title of proposed EIA	CAZ funded schemes
Reference No	EQUA857
EA is in support of	New Function
Review Frequency	Annually
Date of first review	22/02/2023
Directorate	Inclusive Growth
Division	Transport & Connectivity
Service Area	Transport Planning & Network Strategy
Responsible Officer(s)	 Jamie Stanford
Quality Control Officer(s)	 Jaswinder Gandham
Accountable Officer(s)	 Mel Jones
Purpose of proposal	This Equality Assessment aims to assess the schemes outlined in the CAZ Funded schemes programme against the protected characteristics, designed to utilise £5m of the revenue generated by Birmingham's CAZ.
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>Of the 1,140,500 people living in Birmingham (according to the 2020 mid-year population estimates):</p> <ul style="list-style-type: none"> <li>• 22.5% (257,100) are children and young persons; and</li> <li>• 13.1% (140,400) are pensioners (older persons and the elderly).</li> </ul> <p>Younger people are typically more reliant on public transport (approx. 15% of trips made by bus) and make a higher than average proportion of journeys on foot.</p> <p>The two cycling-based projects coupled with the continuation and enhancement of CFSS will promote cycling to children. Encouraging cycling at an earlier age can develop the confidence and skills of children which will provide great benefit, particularly for those travelling unaccompanied and thereby creating a greater sense of independence and a greater chance of continuing to cycle into adulthood.</p> <p>Older people are typically more reliant on the bus to access key services and facilities. According to the Sustrans study: 'Bike Life in 2017', people aged over 65 are underrepresented when it comes to cycling in Birmingham and therefore increasing the perceived safety of cycling could benefit older people. The scheme also reduces the risk of conflict with motor vehicles by delivering a reduction in the speed of traffic.</p> <p>All age groups are likely to feel positive effects of reduced local air pollution as a result of discouraged car-use and encouragement of cycling. 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. Low lung function will lead to reduced lung efficiency and/or lung disease. 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>

Protected characteristic: Disability

Disability details:

It is likely that the focus on air quality monitoring sites will help to closely monitor impacts on the lung health of all age groups. This will be heightened by more people being encouraged to make shorter trips by walking or cycling due to the accessibility of cycling and new safer active travel routes across the city.

It is aimed that a representative sample of persons with this protected characteristic will participate in the public consultation process for each sub-programme, and their responses will be taken into full account as part of scheme development and design.

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Disability protected characteristic.

#### Service Users / Stakeholders; Employees; Wider Community

The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households) than the national average (4.7%). 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. Around a fifth of disabled people report having difficulties related to their disability in accessing transport.

It is recognised that for some disabled groups with hearing or sight impairments, cycles and scooters (both electric and manual) may not always be visible or audible, which can lead to accidents and confusion. The implementation of these schemes is likely to lead to a significant increase in the use of these modes. To mitigate the potential issues created by this, separated and segregated transport modal facilities will be provided wherever possible, as well as dropped kerbs to improve legibility for all users as part of wider high-quality streetscape/public realm (re)design.

Not all disabled people will be able to use standard cycles, therefore the cycle-based schemes will include provisions for non-standard cycles (e.g. Cargo bikes), as well as providing safer and more accessible cycle routes.

It is intended that a representative sample of persons with this protected characteristic will participate in the public consultation process for each sub-programme, and their responses will be taken into full account as part of scheme development and design.

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Disability protected characteristic.

Protected characteristic: Sex

Gender details:

#### Service Users / Stakeholders; Employees; Wider Community

The gender balance of residents in Birmingham is currently 49.2% male and 50.8% female.

The implementation of these schemes is expected to significantly increase use of public spaces across the city. This will deliver 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 at all times of the day and night.

The study undertaken by Sustrans: '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. The implementation of these schemes should make cycling (and walking) around the city significantly safer, more accessible, and more attractive to both genders.

It is aimed that a representative sample of different genders will be included as part of the public consultation exercise for each sub-programme. Additional engagement may be necessary with women and girls to ensure that the proposed schemes deliver the expected benefits and do not impact upon this protected characteristic unnecessarily.

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Gender protected characteristic.

Protected characteristics: Gender Reassignment

Gender reassignment details:

**Service Users / Stakeholders; Employees; Wider Community**

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.

The implementation of these schemes is expected to significantly increase footfall across the High Streets between transport interchanges and around certain facilities such as schools. This will deliver increased natural surveillance, improving perceptions of, and actual personal safety at all times of the day. 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.

It is anticipated that members of Birmingham's LGBTQIA+ community will be engaged with during the public consultation process as part of the development of each scheme, with the provided feedback used to inform the design process.

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Gender Reassignment protected characteristic.

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

**Service Users/ Stakeholders; Employees; Wider Community**

Only 41% of Birmingham's resident population are married or in a civil partnership, which partly reflects the relative youth of the city's population.

It is considered that the CAZ funded schemes will result in a net **Neutral** impact upon the Marriage and Civil Partnership protected characteristic.

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

**Service Users / Stakeholders; Employees; Wider Community**

Approximately 17,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic.

Needs of parents with small children will be supported by the CFSS programme through enhancing and expanding road safety while

encouraging sustainable travel to school. In particular, opportunities and accessibility for parents who use pushchairs, cargo bikes and family mobility bikes will be improved.

Pregnant women or people with young children in pushchairs could be adversely affected by environments which experience higher levels of cycling, as this can increase the risk of conflict and make navigation through open spaces difficult. In recognition of this, modal separation will be considered wherever possible during the design process, to provide a more regulated environment for users of all modes of travel.

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. The implementation of these schemes will further monitor local air pollution and the effects it has on pregnant women and their new-born children.

It is anticipated that the public consultation process for each of the sub-programmes will include a representative sample of participants with this protected characteristic, taking into account their needs fully during the design process.

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Gender Reassignment protected characteristic.

Protected characteristics: Race

Race details:

**Service Users / Stakeholders; Employees; Wider Community**

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.

The proposed implementation of the CAZ funded schemes will provide an enhanced environment for all users of active travel and road-based public transport modes, regardless of race.

The Sustrans study: 'Bike Life' in 2017 shows that black and ethnic minority communities are under-represented when it comes to riding a bike in Birmingham. Some ethnic minorities are also known to have lower levels of overall physical activity. This may influence certain health conditions linked to obesity, including type II diabetes. Increasing the provisions for cycling will enable all persons of all racial backgrounds to enjoy the health benefits associated with it.

According to 2011 census data, car ownership in Birmingham is lower than the England average. 36% of households in Birmingham do not own a car or van compared with 26% for England. Disproportionately, Asian, black and other ethnicities are less likely to have access to a car, and so will be reliant on other modes of transport to access key services and facilities.

Providing quieter roads due to a slowing of traffic through the expansion of the inner Birmingham 20mph zone will improve the perception of safety for active travel users, encouraging greater levels of participation, whilst having the potential to address some of these inequalities by adopting active travel modes of transport.

It is anticipated that proportionate representations from each racial group in Birmingham will be obtained during the public consultation process for each sub-programme, with their responses considered as part of scheme development.

Protected characteristics: Religion or Beliefs

Religion or beliefs details:

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Race protected characteristic.

#### Service Users / Stakeholders; Employees; Wider Community

In Birmingham, 46.1% identify as Christian, 21.8% as Muslim, 19.3% have no religion, 3% are Sikh, 2.1% are Hindu and the remaining 7.7% are other religions. The city is known for its ethnic diversity.

Some of the largest religious institutions within the West Midlands (e.g. Birmingham Central Mosque) are located in Birmingham. Access to these from a range of locations will be retained and promoted where possible by modes of active travel, in particularly cycling.

It is anticipated that a proportionate and representative response from each of the various religions and beliefs in Birmingham will be secured as part of the public engagement process for these schemes.

It is considered that the CAZ funded schemes will result in a net **Neutral** impact upon the Religion or Belief protected characteristic.

#### Service Users / Stakeholders; Employees; Wider Community

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, the LGBTQIA+ population of Birmingham is estimated 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 be subject to personal security issues, discrimination and hate crime. The CAZ funded schemes will increase footfall and natural surveillance across Birmingham, as well as improving access by public transport and active travel modes for all by enhancing the quality of infrastructure, the availability of infrastructure and services provided to support use of these modes.

It is anticipated that a representative sample will be engaged with during the public consultation process for each sub-programme, with the provided feedback used to inform the design process.

It is considered that the CAZ funded schemes will result in a net **Positive** impact upon the Sexual orientation protected characteristic.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Socio-economic impacts

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

What data has been collected to facilitate the assessment of this policy/proposal?

NO

#### Census 2011 and Mid-Year Population Estimates:

[www.nomisweb.co.uk](http://www.nomisweb.co.uk)

**Campaign for Better Transport - Why getting transport right matters to young people:**

<https://bettertransport.org.uk/sites/default/files/researchfiles/>

Young\_People\_and\_Buses\_FINAL\_forweb\_0.pdf

**Fit for the Future – Birmingham's Childhood Obesity Strategy:**

[https://www.birmingham.gov.uk/downloads/file/8102/fit\\_for\\_the\\_future\\_childhood\\_obesity\\_strategy](https://www.birmingham.gov.uk/downloads/file/8102/fit_for_the_future_childhood_obesity_strategy)

**LGBT Britain – Hate Crime and Discrimination:**

<https://www.stonewall.org.uk/lgbtbrtain-hate-crime-anddiscrimination>

**Public Health England - Health Matters: Air Pollution:**

<https://www.gov.uk/government/publications/health-matters-airpollution/health-matters-airpollution>

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 sub-programmes set out in the CAZ funded schemes 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 these schemes will be monitored as part of Birmingham City Council's established transport scheme development and delivery processes.

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

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA



The CAZ is one of the big moves outlined in the Birmingham Transport Plan. In harnessing its benefits over the long-term, even beyond its lifetime, the revenue generate from it must used in promoting the use of more sustainable modes of travel whilst further discouraging car-use.

The programme is split into five sub-programmes costing £1m each:

- Continuation and enhancement of the Car Free School Streets programme;
- Expansion of the inner Birmingham 20mph zone to complete the project;
- Development of Birmingham Cycle Revolution – Next Generation project;
- Provision of bicycles to citizens across the city; and
- Expansion of air quality monitoring sites.

This EQUA has identified broadly positive and neutral impacts on protected characteristic groups, which are outlined in detail in this report. It has identified the importance of specifically considering the needs of the various groups with protected characteristics during the design process of each scheme, to ensure that expected benefits are achieved.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?	No
Quality Control Officer comments	
Decision by Quality Control Officer	
Submit draft to Accountable Officer?	No
Decision by Accountable Officer	Approve
Date approved / rejected by the Accountable Officer	04/03/2022
Reasons for approval or rejection	This EQUA has identified broadly positive and neutral impacts on protected characteristic groups, which are outlined in detail in this report. It has identified the importance of specifically considering the needs of the various groups with protected characteristics during the design process of each scheme, to ensure that expected benefits are achieved.
Please print and save a PDF copy for your records	Yes
Content Type: Item Version: 33.0 Created at 15/02/2022 04:00 PM by  Jamie Stanford Last modified at 07/03/2022 09:24 AM by Workflow on behalf of  Mel Jones	<div>Close</div>