



Title of proposed EIA	Emergency Transport Measures for COVID19 - Department for Transport Active Travel Funding
Reference No	EQUA521
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	01/06/2021
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 DfT's Active Travel Funding
Data sources	relevant reports/strategies
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

This Equality Impact Assessment accompanies the report to the Cabinet on the Department for Transport's Active Travel Fund.

Following an announcement from the Secretary of State for Transport on the May 9th 2020, that a £2 billion package to support active travel to help the country emerge from the coronavirus crisis, of which £225m is for swift, emergency interventions to make cycling and walking safer was made, the City Council published the Emergency Birmingham Transport Plan on May 14th 2020 setting out the short, medium and longer-term actions Birmingham can take to enable a low carbon, clean air recovery from COVID-19.

On May 27th 2020 the Department for Transport announced that the £225m allocated to combined and local authorities will be released in two phases. The first tranche of £45m will be released as soon as possible so that work can begin at pace to deliver measures such as

widening pavements and installed segregated cycle lanes.

The range of active travel measures, which could include: pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors, will be created in England within weeks as part of a £250m emergency active travel fund - the first stage of a £2 billion investment, as 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 will help encourage more people to choose alternatives to public transport when they need to travel, making healthier habits easier and helping make sure the road, bus and rail networks are ready to respond to future increases in demand.

The West Midlands Combined Authority area has been allocated £3.447m of tranche 1 funding. Birmingham City Council's share of this is £841,982 for Capital and £192,093 for Revenue.

The Emergency Birmingham Transport Plan sets out the short, medium and longer-term actions Birmingham can take to enable a low carbon, clean air recovery from COVID-19.

Proposals for reallocating roads space include:

- Reviewing and auditing dual carriageways to establish any potential for introducing new cycle and/or public transport (bus) priority lanes;
- Reviewing and auditing high street locations including on-street parking to establish any potential for footway widening to enhance social distancing;
- Reviewing and auditing footways (where widths permit, and pedestrian use is low) to establish any potential for conversion to shared footway/cycle track; and
- Reviewing and enhancing all existing scheme proposals to maximise walking, cycling and public transport elements.

City-wide measures include:

- Contraflow cycle lanes
- Dual carriageway active travel lanes

Footway conversions to cycle track
 Green route upgrades
 Canal route upgrades and access
 Lighting (off road routes)
 Community defined pop-ups to identified workplaces and schools
 Cycle parking
 20mph speed limits
 Active neighbourhoods
 Car-free school streets

The proposed actions for delivery are currently set out as high-level lists, with more detail to be added following assessments and any prioritisation exercises. What and how much we are able to bring forward will depend on funding, resources, further design work and, in the case of 20mph speed limits, on a change in legislation from the Department for Transport. Individual schemes will have their own Equalities Assessments as they are brought forward.

Initially, the schemes will be temporary and experimental, and may be altered as circumstances dictate.

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 measures proposed using the DfT's Active Travel Fund 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

Change completed proceed to Accountable Officer 01 06 20

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

15/06/2020

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Julie Bach

Person or Group

Content Type: Item

Version: 50.0

Created at 29/05/2020 04:25 PM by  Peter A Bethell

Last modified at 15/06/2020 08:08 AM by Workflow on behalf of  Mel Jones

Close