

Title of proposed EIA	Levelling Up Fund - Tranche 2
Reference No	EQUA929
EA is in support of	New Function
Review Frequency	Annually
Date of first review	25/06/2023
Directorate	Inclusive Growth
Division	Transport & Connectivity
Service Area	Transport Planning & Network Strategy
Responsible Officer(s)	<input type="checkbox"/> Jamie Stanford
Quality Control Officer(s)	<input type="checkbox"/> Jaswinder Gandham
Accountable Officer(s)	<input type="checkbox"/> Mel Jones
Purpose of proposal	To assess the application by Birmingham City Council for Tranche 2 of the HM Treasury's Levelling Up Fund (LUF), against the protected characteristics.
Data sources	relevant reports/strategies; relevant research
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"> • 22.5% (257,100) are children and young persons; and, • 13.1% (140,400) are pensioners (older persons and the elderly). <p>The proposed schemes recognise that different age groups have different travel needs, which directly impact on how and when they choose to travel. With considerable attention towards the public realm, the needs of all ages will be thoroughly considered, including surfacing and street furniture layout to support improved access for those with mobility issues associated with older age.</p> <p>In relation to the individual schemes selected to bid for Tranche 2 funding:</p> <ul style="list-style-type: none"> • Erdington High Street - New community spaces are expected to encourage social interaction among older people who may typically encounter issues such as loneliness and / or isolation. In addition, older persons are typically more likely to use physical retail provided by the high street and therefore, it's transformation is expected to benefit this group significantly. However, it is recognised that older persons with mobility issues may remain reliant on using a private car in accessing the high street and therefore, a small number of parking spaces will be retained where possible. • Northfield – The proposed improved cycle infrastructure, such as segregated cycle lanes, as well as support for School Streets Measures, is expected to encourage the uptake of cycling by older people as well as younger people. By enabling cycling from a younger age, this will develop confidence and skills, particularly for those travelling unaccompanied thereby creating a greater sense of independence. • Druids Heath – The range of proposed existing and new community facilities, such as the New Library and Youth Centre, are expected to cater for the needs of both younger and older people. However, it is recognised that active travel routes connecting these new opportunities must be considered thoroughly to ensure that they are accessible to both younger and older people alike. • National Centre for Decarbonisation of Heat – Supporting the decarbonisation of heating for homes and buildings is expected to significantly benefit the very young and the very old. Although all age groups are likely to experience the positive effects of reduced air pollution, 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 older people. • Edgbaston Cricket Stadium Masterplan – Reflecting Cricket Scotland (2018) who emphasise the importance of the cricket club as a hub for the community, it is expected that interaction among older people will be encouraged by the community-based development of Edgbaston Stadium and therefore combat feelings of loneliness and isolation. <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate. For example, it is recognised that the inclusion of seating as part of public realm schemes can make such spaces more accessible and attractive for use by older persons.</p> <p>It is considered that the proposed schemes as part of the bid for the LUF Tranche 2 will result in a Positive impact upon the Age protected characteristic.</p>
Protected characteristic: Disability	Service Users / Stakeholders; Employees; Wider Community
Disability details:	<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.</p> <p>The proposed schemes recognise that disabled persons including those with both mental and / or physical disabilities have differing travel needs which directly impact on how and when they choose to travel.</p> <p>Whilst attention is directed towards the public realm, it is recognised that the levels of access experienced by some disabled persons with physical mobility issues may remain dependent upon private vehicles. Although parking spaces may be lost as part of some scheme designs, provisions for blue badge holders will be retained and potentially increased where possible.</p> <p>In relation to the individual schemes selected to bid for Tranche 2 funding:</p>

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- Erdington High Street – Upgrading of the footpath through St. Barnabas' Churchyard is expected to benefit both wheelchair users and those who are partially sighted or blind and may be more reliant upon a quality path surface. However, it is recognised that the encouragement of both walking and cycling in accessing the high street may create conflict for those who cannot hear or see cycles. In mitigating this, segregated modal facilities and limiting the number of shared spaces will be considered as part of individual scheme design wherever possible.
- Northfield – Although the increased footfall as a result of improved public realm within Northfield Shopping Centre may create more conflict for those with mobility issues, this will be mitigated by ensuring that design adaptations for disabled people (e.g. lifts or ramps) are incorporated wherever possible. The proposed co-ordinated wayfinding strategy is expected to improve the familiarity of routes for those with mental or learning disabilities (e.g. autism) – although this may need to be communicated specifically with these groups before implementation to avoid sudden changes which may be distressing.
- Druids Heath – According to Public Health England (2020), incorporation of green and blue spaces into the public realm, as demonstrated by the Canal Bridge Link, should help combat issues presented to those with mental disabilities through creating a sense of familiarity and / or encouraging healthier behaviours (e.g. active travel).
- National Centre for Decarbonisation of Heat – Poor air quality is likely to exacerbate problems experienced by those with respiratory conditions (e.g. Asthma). This scheme is expected to improve air quality not only within the concerned vicinity of the scheme but to trial solutions before deployment across Birmingham and beyond and therefore, is likely to inflict a positive impact on those with such conditions.
- Edgbaston Cricket Stadium Masterplan – It is recognised that the majority improvements will build upon the previous development in 2011 which were on the ground floor, easily accessible to those with physical mobility constraints. However, necessary adaptations (e.g. ramps or disabled toilets) will be considered as part of scheme design.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the proposed schemes as part of the bid for the LUF Tranche 2 will result in a net **Positive** impact upon the Disability protected characteristic.

Service Users / Stakeholders; Employees; Wider Community

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

The proposed schemes recognise that different genders have differing travel needs, which directly impact on how and when they choose to travel.

With an expected increase in people circulating within the public realm, this should improve public safety and natural surveillance, particularly for lone women wishing to use the transport network at different times of the day.

In relation to some of the individual schemes selected to bid for Tranche 2 funding:

- Erdington High Street - Pedestrianisation of the high street and improved lighting of St. Barnabas' Churchyard will improve safety for all users, particularly females travelling on their own at night and therefore increasing their levels of accessibility to the surrounding services and facilities irrespective of the time of day.
- Northfield – It is expected that the proposed mixed-use redevelopment within the town centre will significantly benefit women who according to Ng (2018) typically undertake more varied and diverse activities and subsequently, more needs will be met within less space and shorter time.
- Druids Heath - The Canal & River Trust (2019) emphasise the threats to the personal security of women after dark on canal tow paths and therefore, this must be considered when delivering the Canal Link Bridge. In mitigating the risk, high-quality LED lighting will be considered during the scheme design process wherever possible including along the tow path leading up to the bridge.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the proposed schemes as part of the bid for the LUF Tranche 2 will result in a net **Positive** impact upon the Sex protected characteristic.

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 has not 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, there are an estimated 1,400 trans people aged 16 to 24 years in Birmingham.

The proposed schemes recognise that those undergoing gender reassignment may have differing travel needs which directly impact on how and when they choose to travel.

With an expected increase in people circulating within the public realm, this may improve public safety and natural surveillance which should benefit those undergoing gender reassignment who can be at a higher risk of discrimination and personal security issues.

The LGBT Centre at 38/40 Holloway Circus in Birmingham City Centre provides access to healthcare and other social services. However, the nearest clinics providing gender dysphoria services are located further afield in Nottingham and Daventry (<https://www.nhs.uk/livewell/healthy-body/how-to-find-an-nhs-gender-identity-clinic/>).

The proposed schemes recognise the wide scope of trips required in accessing these centres by attempting to integrate modes of transport with greater capability over longer distances (e.g. rail) into the local transport network where possible. For example in Northfield, through the proposed Mobility Hub at the railway station supported by improvements to the East-West public transport connections.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

Protected characteristic: Sex

Gender details:

Protected characteristics: Gender Reassignment

Gender reassignment details:

It is considered that the proposed schemes as part of the bid for LUF Tranche 2 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

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the proposed schemes as part of the bid for LUF Tranche 2 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.

The proposed schemes recognise that those identifying with this protected characteristic including pregnant mothers or those with young children may have differing travel needs which directly impact on how and when they choose to travel.

With an expected increase in the uptake of active travel within the concerned areas, this may contribute towards improved air quality which will significantly benefit those under this protected characteristic. It is estimated that traffic-related air pollution exposure (particularly exposure to Particulate Matter) of pregnant women accounts for more than one-fifth of all cases of low birth weight. Low birth weight is associated with low lung function, COPD, cardiovascular disease and early death in adulthood.

Air pollution can also harm placental development, which affects the development of the unborn child and has been associated with several chronic diseases, including heart disease, obesity and type 2 diabetes. Poor foetal growth is linked to abnormal development of the kidneys, and to hypertension and kidney disease in later life.

However, it is recognised that pregnant women or those with young children or babies in pushchairs could be adversely affected by environments which will experience high footfall and higher levels of cycling. This may increase the risk of conflict and make navigation through open spaces difficult. In mitigating this, modal separation will be considered as part of individual scheme design wherever possible.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the proposed schemes as part of the bid for LUF Tranche 2 will result in a net **Positive** impact upon the Pregnancy and Maternity 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.

According to the BCC Local Profiles, in Erdington, 59.8% of residents identify as white, 26.3% as Asian, 6.1% as black and 7.8% as other ethnicities. In Northfield, 89.6% identify as white, 3.1% as Asian, 2.9% as black and 4.4% as other ethnicities. In Druids Heath, 81.2% identify as white, 5.6% as Asian, 6.6% as black and 6.6% as other ethnicities. The proposed schemes recognise the diversity within the concerned areas and that those identifying with certain ethnicities may have differing travel needs which directly impact on how and when they choose to travel.

However, it is also recognised that the concerned areas may contain neighbourhoods with particularly high densities of an ethnic minority. For example, Druids Heath is home to a high concentration of residents identifying as black caribbean and therefore (Figure 1), particular attention will be directed towards this group during the public consultation process for the individual scheme if possible.



Figure 1: Concentration of black caribbean residents in Druid's Heath as part of the surrounding area (Datashine, 2022)

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the proposed schemes as part of the bid for LUF Tranche 2 will result in a net **Positive** impact upon the Race protected characteristic.

Positive impact upon the race protected characteristic.

Service Users / Stakeholders; Employees; Wider Community

In Birmingham, 46.1% of residents 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.

The proposed schemes recognise that persons of different beliefs and religious affiliations can have differing travel needs which directly impact on how and when they choose to travel.

Upgrading the path through Saint Barnabus Churchyard is expected to promote access to it – however, the increase in pedestrians / cycles travelling through it must not conflict with those accessing the church itself. In mitigating this, separated routes that do not pass directly outside the entrance of the church will be considered where possible.

It is recognised that access to the following religious institutions may be directly affected (positively or negatively) by the proposed schemes and therefore, particular attention will be directed towards them during the stakeholder consultation processes for each individual scheme where possible:

- Erdington High Street – The Potters House, Oikos Church, Saint Barnabas Church, and, The Gospel Hall;
- Northfield – Northfield Baptist Church and Northfield Methodist Church; and,
- Druids Heath – St Jude's RC Church, Millpool Hill Church, and, Maypole Methodist Church.

This strategic screening exercise has not identified any adverse impacts on this protected characteristic, however it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

It is considered that the proposed schemes as part of the bid for LUF Tranche 2 will result in a net **Positive** impact upon the Religion and Beliefs 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 schemes are expected to increase footfall and natural surveillance within their surrounding vicinity, as well as improving access by public transport and 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 proposed schemes as part of the bid for LUF Tranche 2 will result in a net **Positive** impact upon the Sexual Orientation protected characteristic.

Socio-economic impacts

Please indicate any actions arising from completing this screening exercise.

Consider the specific needs of all groups with protected characteristics throughout the scheme design and delivery process, especially when considering streetscape design and provision of specific facilities (such as dropped kerbs).

NO

Please indicate whether a full impact assessment is recommended

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

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

www.nomisweb.co.uk

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

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

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

- **The future of Transport in an Ageing Society – Age UK:**

<https://www.ageuk.org.uk/globalassets/age-uk/documents/>

reports-and-publications/reports-and-briefings/active-

communities/rb_june15_the_future_of_transport_in_an_

ageing_society.pdf

- **Transport for London – Violence Against Women and Girls Strategy:**

https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf

- **Bike Life Birmingham 2017 – Sustrans:**

<https://www.sustrans.org.uk/media/2950/bike-life-birmingham-2017.pdf>

- **LGBT in the UK - Trans Report - Stonewall:**

https://www.stonewall.org.uk/system/files/lgbt_in_britain_-_trans_report_final.pdf

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

<https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

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

<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/young-peoples-travel-whats-changed.pdf

- **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

- **Things that go bump in the night - Canal & River Trust:**

<https://canalrivertrust.org.uk/enjoy-the-waterways/boating/boating-blogs-and-features/boating-team/things-that-go-bump-in-the-night>

- **The cricket club as a hub for the community - Cricket Scotland:**

<http://www.smnuk.com/wp-content/uploads/2018/12/Your-cricket-club-as-a-hub-for-your-community.pdf>

- **Understanding urban travel behaviour by gender for efficient and equitable transport policies - Ng:**

<https://www.itf-oecd.org/sites/default/files/docs/urban-travel-behaviour-gender.pdf>

- **Census maps - Datashine:**

<https://datashine.org.uk/#table=QS201EW&col=QS201EW0015&ramp=YIORd&layers=BTTT&zoom=14&lon=-1.9012&lat=52.4034>

- **Erdington Ward Local Profile - BCC**

- **Northfield Local Profile - BCC**

- **Druids Heath Local Profile - BCC**

Consultation analysis

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact? If deemed necessary, the potential adverse impacts of the proposed schemes can be mitigated when designing them by:

- Ensure segregated modal facilities between cyclists and pedestrians are implemented wherever possible and minimise shared pavement spaces. However, this must remain consistent rather than incorporating short sections of segregation that may become confusing to some users;
- Ensure that the resulting increased use of public space does not create confusion and discomfort for those with both physical and/or mental disabilities, older people and those with pushchairs; and,
- Incorporate representatives of the noted religious institutions into the stakeholder consultation processes of each scheme if possible.

Specific considerations for each of the transport-based schemes:

- Erdington High Street – Consider separate routes for those travelling through St Barnabas' Churchyard, Ensure a small number of car parking spaces / blue badge holder spaces are retained at close proximity to the high street where possible;
- Northfield – Ensure that the co-ordinated wayfinding strategy is communicated to those with mental disabilities who may be adversely affected by sudden changes to their routes; and,
- Druids Heath - Ensure that a representative sample of those identifying as part of the black caribbean community is achieved, Consider street lighting and the quality of it on as well as around the Canal Bridge Link.

How will the effect(s) of this policy/proposal on equality be monitored?

An Equalities Assessment review will be included within the scheme Monitoring and Evaluation for this package.

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

On March 3rd 2021, the government announced a £4.8 billion LUF as part of the Spring Budget which has been split into two tranches. The fund provides investment into infrastructure that improves everyday life across the UK, including regenerating town centres and high streets, upgrading local transport infrastructure, and investing in cultural and heritage assets.

Tranche 1 was used to support £1.7 billion of projects in over 100 local areas across the UK including three projects within Birmingham: A457 Dudley Road Improvements, Moseley Road Baths & Balsall Health Library and Remediation of Former Birmingham Wheels Site (Bordesley Park).

This EA reviews the application by BCC for Tranche 2 of the HM Treasury's LUF. From a long list of schemes, prioritisation was undertaken to assess each against the LUF criteria, and to identify those schemes that could maximise funding for the city. BCC proposes to submit five capital bids to Tranche 2 totalling £123.07 million including the following schemes with the former three directly transport-related:

1. Erdington High Street

Erdington is within the most 10% most deprived areas in the country and this High Street has suffered a major loss of footfall due to nearby shopping parks. This LUF scheme (with £13m being requested from LUF to deliver the scheme by March 2024 within the LUF period) aims to transform Erdington High Street into a destination of choice for the local community, which is inclusive, safe, green, and active.

The LUF will be used to facilitate transformation of Erdington High Street into a thriving centre, providing new start up business incubation space, housing, cultural, leisure and social activities for all ages as well as improved urban realm and physical and social connectivity within the area.

Significant alignment between the proposed interventions and LUF criteria for regeneration and town centre investment is demonstrated as follows:

- **Remediation and/or development of abandoned or dilapidated sites** - Redevelopment of a former swimming baths into a Community and Enterprise Hub
- **Delivery of New Public Spaces** – Creation of a new community space linking Central Square and the Barnabas Church yard and the High St, pedestrianisation of the High Street and the upgrading of the footpath through St Barnabas Church Yard, together with improved pedestrian links between the High Street and Erdington rail station, will all contribute to an enhanced townscape that is accessible to residents, business, and visitors alike.

During the prioritisation process for Tranche 1, it was agreed that the scheme is locally supported, can be started in 2021/22, and has an existing strong evidence base to ensure a robust case for investment for the 18th June 2021 bid submission.

2. Northfield

The Northfield LUF project (with £13.5m being requested from LUF) will stimulate sustainable economic growth in Northfield by enabling mixed use development, providing the services and amenities local people require, and developing the transport network to allow them to access these by sustainable transport modes.

The package of measures includes the following:

- Provide mixed-use redevelopment of land parcels within the town centre e.g., Prices Square to provide an attractive public realm and diverse range of facilities.
- Implement People for Places within adjacent residential areas to support sustainable trip making.
- Improve public realm within Northfield Shopping Centre, to stimulate economic growth and increased footfall.
- Implement School Streets Measures to improve public realm and encourage the uptake of sustainable modes for education trips.
- Prepare co-ordinated wayfinding strategy on key routes to improve connectivity by sustainable modes.
- Implement junction safety improvements for pedestrians and cyclists at key junctions on A38 through Northfield.
- Improve public realm, pedestrian and cycle infrastructure and gateway features at Victoria Common and restore heritage features e.g. Sons of Rest Shelter to realise potential of open space asset for visitors and local residents;
- Provide bus priority measures on key routes through town centre to reduce delay.
- Improve east-west public transport connections, linking into local facilities and railway station.
- Implement measures on Bristol Street South to reduce through traffic and prioritise access by sustainable modes.
- Provide improved cycle infrastructure on key routes to facilitate the uptake of cycling for local journeys, tying into existing and committed routes.
- Implement mobility hubs in the town centre and Northfield railway station.

3. Druids Heath

On 14th December 2021, Cabinet:

- Approved the Project Initiation Document and Development Brief for a regeneration programme of the Druids Heath Estate;
- Noted the timeline of an Outline Delivery Options Appraisal and Full Business Case which will be presented to Cabinet in 2022 following the creation of a masterplan; and,
- Authorised the Director Planning, Transport and Sustainability and Director, Council Management to apply for and accept any external funding associated with the Druids Heath Scheme to help support the delivery and unblock barriers to delivery to maximise the opportunity for levelling up (which is one of the objects of this report).

This LUF project (with £16.9m being requested from LUF for delivery within the LUF period by March 2024) aims for a holistic approach including housing, community, social and sustainable opportunities for the residents. The scheme will see the diversion of overhead pylons and grounding of existing route to unlock residential development and regeneration opportunities, the creation of a canal bridge link and associated landscape works providing accessible community space, regeneration of existing and the creation of new community assets with a newly built community hall and new library, youth centre, commercial and startup units and the regeneration of the Village Green and Dell by providing landscape betterment. The overarching ambition will be that Druids Heath benefits from the Levelling Up agenda; the scheme is designed to align with the objectives of the LUF to renew and reshape local centres, whilst enhancing a sense of belonging to local communities.

Significant alignment with LUF criteria for regeneration and town centre investment is demonstrated as

FOLLOWS:

- **Regeneration and town centre investment** - Pylon Diversion and Grounding of Existing Route to unlock residential development and regeneration opportunities
- **Regeneration and town centre investment** – Canal Bridge Link and Associated Landscape Works providing accessible community spaces
- **Cultural Investment – Regenerating existing and creating new community assets:** New Build Community Hall, New Library, Youth Centre, Commercial and Startup Units
- **Cultural Investment** – Regenerating the Village Green and Dell by providing landscape betterment.

One of the elements proposed is to provide a foot and cycle bridge over the Canal from an area of open space called The Dell. This would improve walking and cycling connectivity to Kings Heath centre and Birmingham City Centre. The tow path is on the opposite bank and the land that the bridge will need to land on is in 3rd party ownership and is adjacent to Jasmine Fields. Cost of land acquisition is included in the bid along with improvements to the land for amenity space/extension of Jasmine Fields nature corridor.

4. National Centre for Decarbonisation of Heat

This LUF scheme (with £20m being requested from LUF for delivery within the LUF period by July 2024) addresses the biggest challenge of delivering national and regional net zero plans – decarbonisation of heating for homes and buildings. The NCDH will focus on the delivery of low-carbon and low-energy heating solutions in Birmingham and the West Midlands.

The facility to be constructed at the Tyseley Energy Park in East Birmingham is designed to offer training in heat pump and district heating installations and management, showcase retrofit designs, and test out deployment solutions. It will contain a hangar with training stations and mock houses; community engagement areas; and learning, meeting and office spaces.

The key benefits are:

- Driving down energy utilisation, moving towards cheaper fuels and reducing fuel poverty by installing low-carbon heating appliances together with improvements to the thermal insulation of homes;
- Supporting the delivery of retrofits to 166,000 homes as part of the 3 Cities Programme within the BCC Levelling Up Strategy;
- Unlocking a major growth sector by aggregating activity to a scale which would attract manufacturing jobs and finance into the region.

5. Edgbaston Cricket Stadium Masterplan

The Edgbaston Cricket Stadium (ECS) Masterplan has the potential to deliver demonstrable positive societal and environmental externalities by delivering upon its vision to provide a sense of place and community engagement. Combining enhanced public realm and accessibility into wider communities will capitalise upon the rich heritage and largely untapped amenity value of ECS.

The LUF project would help fund the non-revenue generating elements of the ECS Masterplan, principally being the activation and community use of the ground-floor space of the development completed in 2011, connectivity improvements to the north side of the stadium, sustainability and digital projects and development of a colonnade. These would enable the greater integration of facilities with the newly created plaza and expand the facilities and range of activities that could be supported.

Summary of findings

If successful, these bids could have a significantly positive impact on our communities and within that, many of the protected characteristic groups. It is considered that there are no aspects of the LUF that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. Although individual schemes will be subject to further screening for equalities analysis, at this stage, 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.

The BCC Scheme Evaluation and Protocol document outlines the methodology whereby schemes are assessed for suitability. Internal consultation has been undertaken with the Director of Place, Prosperity and Sustainability, the Director of Neighbourhoods, the Assistant Director Highways, the Assistant Director Planning, the Assistant Director Development, the Assistant Director Transport and Connectivity and the Assistant Director Neighbourhoods.

Full external consultation will be undertaken with all relevant stakeholders as part of individual Options Appraisals and FBCs, in accordance with normal practice, including ward councillors, residents, emergency services and businesses. This also includes groups representing the protected characteristics, including disability groups (e.g. RNIB), faith groups and age-related groups (e.g. Age Concern). All members of the local community, including groups of people whose first language is not English, will also be invited to comment on the proposals during the public consultation process of each individual scheme.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EA's will be completed at Options Appraisal and FBC stage for individual projects and programmes.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?	No
Quality Control Officer comments	
Decision by Quality Control Officer	Proceed for final approval
Submit draft to Accountable Officer?	No
Decision by Accountable Officer	
Date approved / rejected by the Accountable Officer	
Reasons for approval or rejection	
Please print and save a PDF copy for your records	Yes

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