

EIA001015 Environment & Transport Neighbourhoods Fund (ETNF) programme

About your EIA

Reference Number:	EIA001015
Subject of EIA:	Environment & Transport Neighbourhoods Fund (ETNF) programme
Description:	<p>The Environment & Transport Neighbourhoods Fund (ETNF) is new funding to invest in the quality, utility, and durability of residential streets using the Healthy Streets Approach to support improvements to road harm reduction, active travel, air quality, carbon emissions, and climate change mitigations. Although this funding replaces both the Ward Minor Transport Measures programme and the Brum Breathes Fund, it should be viewed as a new scheme with a particular focus on supporting delivery of the Birmingham Transport Plan at the neighbourhood level. The ETNF programme was launched in September 2024, with funding allocations for 2024/25 and 2025/26 being made available to allow for the delivery of larger, more impactful schemes. Funding is allocated at ward level (£20,000 per year, per elected member) with interventions developed by officers in consultation with Councillors, citizens and community groups, either in response to previously identified issues or a desire for general improvements in an area. Due to the neighbourhood level focus, it is envisaged schemes will generally cover local residential streets and not main 'A' roads. It is also highly recommended that this funding is used to develop and deliver one or two substantial schemes rather than lots of minor measures across the ward. This funding is intended to complement other schemes in the Transport & Highways Delivery Programme. Schemes should make a positive contribution to road harm reduction and encourage active travel through one or more of the following: - measures that reduce speed of traffic (e.g. traffic calming) - measures that reduce volume of traffic (e.g. modal filters) - measures that make it easier to cross streets and junctions - measures that prevent or restrict dangerous or inconsiderate parking - measures that enable walking, wheeling & cycling - measures that enhance the natural environment (e.g. parklets) - measures that create a more welcoming & relaxing environment Schemes also need to: - reflect issues or concerns raised/highlighted by residents - contribute towards corporate policies including the Birmingham Transport Plan, Road Harm Reduction Strategy & Clean Air Strategy - be set within the context of an agreed Ward Action Plan (this is a constitutional requirement for any locally devolved budget) The Healthy Streets Design Check tool can be used to help highlight the changes that are sought and to quantify how proposed interventions and designs will achieve this. Healthy Streets training is being made available to support this approach.</p>
In support of:	["New service"]
Reviewing Frequency:	Annually
First review date:	26/01/2026

Directorate, Division & Service Area

Directorates:	["City Operations","Place, Prosperity and Sustainability"]
Division:	Transport & Connectivity
Service Area:	Transport Planning Service and Local Engineering

Budget Savings

Related to budget savings?:	
Budget proposal reference number:	

Officers

Responsible Officer Email:	joe.green@birmingham.gov.uk
Accountable Officer Email:	mel.jones@birmingham.gov.uk

Data Sources

Data sources:	["Birmingham City Observatory data and insight", "Consultation results", "Relevant reports/strategies", "Relevant research", "Surveys", "Quantitative data (please specify in the box below)"]
Data sources Details:	Traffic counts/surveys (e.g. speed & volume), collision data, air quality monitoring Ward profiles available through Birmingham City Observatory - https://www.cityobservatory.birmingham.gov.uk/p/introducing-area-and-ward-profiles-empowering-data-driven-decisions/ Engagement with residents through discussions with Councillors, ward forum meetings, consultations (informal for scheme proposals and statutory for any changes requiring Traffic Regulation Orders)

Initial Assessment

Impact Age:	Yes
Impact Disability:	Yes
Impact Sex:	Yes
Impact Gender Reassignment:	No
Impact Marriage and Civil Partnerships:	No
Impact Pregnancy and Maternity:	Yes
Impact Race:	Yes

Impact Religion or Beliefs:	No
Impact Sexual Orientation:	No
Impact Care Experience:	

Initial Assessment Summary

Initial Assessment Summary:	The initial assessment has identified that the ETNF programme is expected to harness a number of benefits for residents including safer streets and an improved local environment. It is felt that this will be of particular benefit to certain groups (including protected characteristics) for example children walking to school or people with disabilities/mobility impairments getting around their local area. Full consultation will be undertaken with all relevant stakeholders prior to final approval of schemes. Further EIAs may need to be undertaken for individual schemes depending on the nature of proposals.
Is a full EIA Required?:	Yes

Protected Characteristic – Age

Impact Age:	Yes
Age Group Impacted:	["0-9 years", "10-19 years", "20-29 years", "30-39 years", "40-49 years", "50-59 years", "60-69 years", "70-79 years", "80-89 years", "90 years or over"]
Age Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Age characteristic. Children and young people are some of the most vulnerable road users in the city and are regularly exposed to road danger, e.g. on the journey to school. Enabling children, young people and families to walk, wheel or cycle in a safer environment should encourage them to travel more actively in their local neighbourhoods and develop the skills and confidence for travelling independently in future. Furthermore, children and young people in more deprived communities are typically exposed to more dangerous situations and environments. Targeted interventions in these areas will greatly contribute to road harm reduction across the city. Older people are also disproportionately exposed to road danger, in particular those with disabilities or mobility impairments (which sometimes increase with age). Research by the Local Government Association suggests that 13% of people aged 65 years or over suffer from loneliness or isolation - schemes delivered through the ETNF programme should increase social interaction as well as enhancing access to local services/facilities in the community. While the ETNF programme will benefit all members of the community and all age groups, there will be specific benefits that will be of the most value to younger and older residents.
Age Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance, especially with regard to accessibility. There should be no overall loss of Blue Badge parking; where this is necessary the same number of spaces should be provided elsewhere nearby. Ensure that access to local community services/facilities is maintained, including vehicular access for those who require this.

Protected Characteristic – Disability

Impact Disability:	Yes
--------------------	-----

Disability Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Disability characteristic. People with disabilities who travel by active modes are likely to experience positive benefits from delivery of the ETNF programme, while mitigations will be incorporated where necessary to ensure that those who are more dependant on vehicular travel are not adversely affected. Schemes/measures that prevent or restrict dangerous or inconsiderate parking and those that make it easier to cross streets and junctions will be particularly beneficial to people with disabilities. Groups representing and advocating for people with visual impairments have long called for action to tackle pavement parking due to the impact this has. Poor air quality is proven to adversely impact people with disabilities, particularly those with respiratory problems. Adopting the Healthy Streets Approach will deliver a range of benefits that improve people's health and wellbeing, including those with disabilities, impairments and various medical conditions.
Disability Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance, especially with regard to accessibility. There should be no overall loss of Blue Badge parking; where this is necessary the same number of spaces should be provided elsewhere nearby. Ensure that access to local community services/facilities is maintained, including vehicular access for those who require this.

Protected Characteristic – Sex

Impact Sex:	Yes
Sex Groups Impacted:	["Male","Female","Non-binary"]
Sex Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Sex characteristic. It is expected that the perceived and actual levels of safety experienced by women will be improved as a result of the ETNF programme. Local neighbourhoods that align with Healthy Streets Principles should lead to greater street confidence, increased social interaction, and a greater ability to travel actively and spend time in public spaces. Increased footfall will also help to provide increased levels of natural surveillance, creating a safer environment for all. This will address gender (sex) inequalities where women are less represented than men in travelling actively (particularly cycling) and disproportionately feel unsafe when walking for journeys.
Sex Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance, especially with consideration to public safety.

Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	Yes
Gender Reassignment Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Gender Reassignment characteristic. It is expected that the perceived and actual levels of safety experienced on the street will be improved as a result of the ETNF programme, and that local neighbourhoods that align with Healthy Streets Principles should lead to greater street confidence, increased social interaction, and a greater ability to travel actively and spend time in public spaces. Increased footfall will also help to provide increased levels of natural surveillance, creating a safer environment for all. These improvements may be of particular benefit to those who have undergone or are undergoing gender reassignment.
Gender Reassignment Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance, especially with consideration to public safety.

Protected Characteristic – Marriage and Civil Partnership

Impact Marriage and Civil Partnership:	No
Marriage and Civil Partnership Groups Impacted:	
Marriage and Civil Partnership Impact Details:	It is considered that the ETNF programme will result in a net Neutral impact on the Marital Status characteristic.
Marriage and Civil Partnership Impact Mitigation:	

Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	Yes
Pregnancy and Maternity Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Pregnancy & Maternity characteristic. It is expected that the perceived and actual levels of safety experienced by women, including pregnant women or those with babies or young children, will be improved as a result of the ETNF programme. Local neighbourhoods that align with Healthy Streets Principles should lead to greater street confidence, increased social interaction, and a greater ability to travel actively and spend time in public spaces. Increased footfall will also help to provide increased levels of natural surveillance, creating a safer environment for all. Research has shown that pregnancy and early childhood are critical times for human development, and that air pollution is something which can adversely affect this with long lasting effects. Delivering a positive impact on air quality will reduce the effect of this on pregnant women and their new born children. Yes
Pregnancy and Maternity Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance.

Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	Yes
Ethnicity and Race Groups Impacted:	
Ethnicity and Race Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Ethnicity & Race characteristic. It is expected that the ETNF programme will benefit residents of the city from global majority communities, who tend to intersect with lower socio-economic groups and present lower than average levels of car ownership by household. These groups are also often over-represented in road casualty statistics and disproportionately impacted by air pollution. It would be reasonable to assume that people from global majority communities are more likely to be using active modes of travel and will therefore benefit from efforts to create a safer and more conducive environment for this.

Ethnicity and Race Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance.
---------------------------------------	--

Protected Characteristic – Religion

Impact Religion:	No
Religion Groups Impacted:	
Religion Impact Details:	It is considered that the ETNF programme will result in a net Neutral impact on the Religion or Beliefs characteristic. Will ensure that schemes maintain access to places of worship and other faith-based services/facilities, including vehicular access for those who require this.
Religion Impact Mitigation:	

Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	Yes
Sexual Orientation Groups Impacted:	All
Sexual Orientation Impact Details:	It is considered that the ETNF programme will result in a net Positive impact on the Sexual Orientation characteristic. It is expected that the perceived and actual levels of safety experienced on the street will be improved as a result of the ETNF programme, and that local neighbourhoods that align with Healthy Streets Principles should lead to greater street confidence, increased social interaction, and a greater ability to travel actively and spend time in public spaces. Increased footfall will also help to provide increased levels of natural surveillance, creating a safer environment for all. These improvements may be of particular benefit to some members of the LGBTQ+ community.
Sexual Orientation Impact Mitigation:	Ensure that schemes are delivered in accordance with any relevant design standards/guidance, especially with consideration to public safety.

Protected Characteristic – Care Experience

Impact Care Experience:	No
Care Experience Impact Details:	It is considered that the ETNF programme will result in a net Neutral impact on people with care experience and/or care leavers.
Care Experience Impact Mitigation:	

Other

Any other risks or impacts:	People from lower socio-economic groups and/or those living in areas of greatest deprivation are often the most impacted by the prevalence of road danger and air pollution on our streets. They also often have least access to opportunities to use active modes of travel or face cost and affordability barriers in terms of accessing travel and public transport. The focus of the ETNF programme on delivering safer streets and encouraging walking, wheeling & cycling should therefore benefit this group.
-----------------------------	--

Full Assessment Summary

Full Assessment Summary:	Conducting this equality impact assessment has highlighted that the ETNF programme is expected to deliver a positive impact on a number of protected characteristics, and is not seen as adversely impacting any of these groups. Consideration will need to be given to individual scheme proposals brought forward for delivery through this programme to ensure that this remains the case, and that the full benefits of this new approach are realised.
--------------------------	--

Monitoring

Monitoring Details:	Full consultation will be undertaken on individual scheme proposals with all relevant stakeholders prior to final approval. This should include consideration of the needs and requirements of local residents, including those with protected characteristics and/or vulnerable road users. Post-completion scheme monitoring will be undertaken, supported by the Healthy Streets tools, and will consider what people think, how streets look & function, and how people use streets as a result of these changes. One of the 10 Healthy Streets Indicators is that 'everyone feels welcome' and it will be important to evidence how this has been achieved through delivery of the ETNF programme.
Monitoring Officer Email:	joe.green@birmingham.gov.uk

