

EIA000864 Road Harm Reduction Strategy

About your EIA

Reference Number:	EIA000864
Subject of EIA:	Road Harm Reduction Strategy
Description:	<p>The previous Road Safety Strategy for Birmingham (RSSB) was adopted in October 2016. This introduced the concept of Vision Zero, and provided a framework and action plan which prioritised road safety interventions in those areas with the worst records for previous collisions. Vision Zero is a globally recognised approach to road safety management, based on the belief that no death or serious injury is acceptable on our roads. It aspires to eliminate all traffic fatalities and serious injuries. Since the RSSB was adopted, it has not delivered significant progress towards Vision Zero, as the number of people killed or seriously injured on Birmingham’s roads has remained largely static, and the number of people suffering slight injuries is rising. In the last 18 months, there has been a series of high profile fatal and serious collisions across Birmingham’s road network, including 11 fatalities in 2024 to date. This has resulted in a sustained public outcry and to the declaration of a Road Safety Emergency, leading to regular Gold Command meetings between senior officers from BCC, West Midlands Combined Authority and West Midlands Police to drive forward urgent action for safer streets. It is clear that the current approach of Local Safety Scheme prioritisation which focuses interventions on specific ‘problem’ streets and uses ‘traditional’ road safety interventions (i.e. managing vehicle speeds, and then catering for other modes as an afterthought) is no longer achieving results. This methodology does not deal with the problem (high and ever-growing volumes of vehicular traffic), it is no longer affordable, particularly with the rising costs of infrastructure delivery, and could take well over a century to treat all suitable roads in the city. To continue with an inefficient strategy which offers poor value for money and a fragmented, low impact delivery model, would be an irresponsible response to the Road Safety Emergency. A new strategy for road safety in Birmingham is required, and with it a new approach to tackling this complex issue. This Road Harm Reduction Strategy for Birmingham maintains the Vision Zero ambition, it follows ‘Safe System’ principles, which recognise that people make mistakes and misbehave, that the human body has a limited ability to tolerate collision forces, that responsibility for safety is shared and that all parts of the system must be strengthened so that if one part of the system fails, all road users are still protected. The strategy follows the Birmingham Transport Plan Delivery Plan spatial framework of corridors, neighbourhoods, centres and central Birmingham and embraces the globally successful ‘Healthy Streets’ approach to gradually transform Birmingham’s streets. Mainstreaming Healthy Streets across the entire Transport and Highways Delivery Plan will encourage much greater levels of active travel as well as slower, safer driving speeds and behaviour, and so accelerate the journey to Vision Zero. The strategy aims to reduce the speed and volume of motor vehicles, particularly on local streets, and to enable and encourage greater use of active travel and public transport. By encouraging active and sustainable travel and by improving the quality of streets, the RHRS is considered to have a net positive impact on health and wellbeing. In addition, this refreshed strategy recognises the importance of working through the West Midlands Road Safety Partnership to co-ordinate the activities of key partners. In particular, public consultation on the draft strategy highlighted the need for greater and more visible enforcement action, much of which is within the gift of West Midlands Police. It is also important to note that for the strategy to be</p>

	successful, it is essential that the whole Council must come together to deliver it. A comprehensive training programme for the Health Streets approach is being procured which will be provided to Members, Officers and relevant partners.
In support of:	["Amended/refreshed strategy "]
Reviewing Frequency:	Annually
First review date:	03/11/2025

Directorate, Division & Service Area

Directorates:	["Place, Prosperity and Sustainability"]
Division:	Transport and Connectivity
Service Area:	Transport Planning and Network Strategy

Budget Savings

Related to budget savings?:	
Budget proposal reference number:	

Officers

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Data Sources

Data sources:	["Consultation results", "Relevant research", "Relevant reports/strategies", "Quantitative data (please specify in the box below)"]
Data sources Details:	<p>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</p> <p>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</p> <p>Transport for London – Violence Against Women and Girls Strategy: https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf</p> <p>LGBT Britain – Hate Crime and Discrimination – Stonewall: https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination</p> <p>Health Matters: Air Pollution – Public Health England: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution</p> <p>Young People's Travel – What's changed and why? – UKGOV: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673176/young-peoples-travel-whats-changed.pdf</p> <p>Accessing transport connectivity in London – TfL: https://content.tfl.gov.uk/connectivity-assessment-guide.pdf</p>

	<p>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</p> <p>Wide area 20mph limits help children and families - 20's Plenty for Us: https://www.20splenty.org/wide_area_20mph_limits_help_children_and_families</p> <p>Widening the Reach of Road Safety – Emerging Practice in Road Safety in Disadvantaged Communities: Practitioners' Guide – Department for Transport. Road traffic and injury risk in ethnic minority populations - Agilysis: https://agilysis.co.uk/2021/05/20/ethnicity-and-deprivation-pedestrian-casualties/.</p> <p>Pedestrians given the gift of time this Christmas – Living Streets: https://www.livingstreets.org.uk/news-and-blog/press-media/pedestrians-given-the-gift-of-time-this-christmas</p> <p>Combating loneliness: A plan for local authorities – Local Government Association: https://www.local.gov.uk/sites/default/files/documents/combating-loneliness-guid-24e_march_2018.pdf</p>
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Initial Assessment

Impact Age:	Yes
Impact Disability:	Yes
Impact Sex:	Yes
Impact Gender Reassignment:	Yes
Impact Marriage and Civil Partnerships:	No
Impact Pregnancy and Maternity:	Yes
Impact Race:	Yes
Impact Religion or Beliefs:	Yes
Impact Sexual Orientation:	Yes
Impact Care Experience:	

Initial Assessment Summary

Initial Assessment Summary:	<p>This EIA has reviewed the Road Harm Reduction Strategy, including responses from the public consultation to capture any issues or further benefits raised by citizens themselves based upon lived experiences. It has identified that the strategy is expected to harness a number of benefits for residents and visitors to the city including: improved pedestrian environment in local neighbourhoods in particularly for children and other vulnerable groups; improved levels of road safety for remaining drivers and pedestrians on key arterial routes across the city; walking and cycling encouraged for all through improved perceptions and actual experiences of road safety; reduced road traffic collisions and casualties, and fatalities from these. This EIA has provided a list of mitigations to take when considering the next steps of the proposals to ensure that benefits are maximised while adverse impacts are minimised for as many people as possible. Although active travel becomes the priority in local neighbourhoods, provisions for disabled car-users should go unaffected and potentially improved where possible – for example, retaining Blue Badge Holder parking bays situated near key services and monitoring the exploitation of them by non-compliant drivers. Ensuring that other programmes consider supporting infrastructure, particularly in local neighbourhoods, so that the uptake in active travel by more vulnerable groups (e.g. children travelling to school or women walking at night) can be maximised. Undertaking further EIAs as part of the individual policies and schemes set out by the strategy.</p>
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Is a full EIA Required?:	Yes
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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:	<p>Of the 1,140,500 people living in Birmingham (according to the 2020 mid-year population estimates): 22.5% (257,100) are children and young persons; and, 13.1% (140,400) are pensioners (older persons and the elderly). Younger people typically make a higher than average proportion of journeys on foot. Supporting this, a study commissioned by the DfT (2018), 'Young People's Travel – What's changed and why?', suggests that only 29% of those aged 17-20 have a driving licence, falling by 20% since 2000. Through the expected improvements to road safety, children should be encouraged to travel actively in their local neighbourhood from a younger age which will subsequently help develop confidence and other skills, increasing the chance of continuing these behaviours into adulthood, without the need to start driving. It is not only expected that the number of collisions will be reduced but also the severity of injuries resulting from them. A major review of road casualties in London between 1986 and 2006 discovered that 20mph zones were effective in preventing fatal or serious injuries specifically to children, which reduced by half (50.2%). Children in deprived areas are typically exposed to more dangerous environments. Children here are likely to make more journeys on foot because their parents are less likely to have a car. In addition, they are more likely to play on the street unsupervised because they are less likely to have access to gardens or other safe play areas. Through assessing the quality of our streets against the 'Healthy Streets Principles', it is the aim to create not only less dangerous environments in local neighbourhoods across the city, but actively encourage the safe use of public spaces by children. According to a recent study conducted by the University of Nottingham, approximately 8% of road traffic collisions involving those within deprived communities result in the fatality of a passenger aged 60 years or over. Therefore, it is expected that the Road Harm Reduction Strategy will not only significantly benefit younger and older people but also those from intersecting with poorer socio-economic demographics. With a number of nurseries / schools / colleges within local neighbourhoods across Birmingham, it is also expected that younger people travelling to these on a daily basis will benefit from the policies proposed by the strategy significantly. All schools will be given the opportunity to be engaged with as part of the stakeholder engagement process throughout each future proposal to ensure that any issues are mitigated, whilst benefits are maximised. Research by the Local Government Association suggests that 13% of people aged 65 years or older suffer from loneliness and/or isolation – with likelihood of experiencing this increasing in more deprived communities. The improvements to local neighbourhoods through aligning our streets to Healthy Streets standards should increase social interaction in combatting loneliness whilst encouraging the use of public spaces across the city. However, it is recognised that access to certain services used by this group in the local community must be retained and enhanced where possible. The Road Harm Reduction Strategy also supports the clean air agenda, following on from the implementation of the Clean Air Zone, as it has been proven that driving at lower constant speeds emits less emissions. Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young). 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 both adults and older people.</p>
Age Impact Mitigation:	<p>Following from the public consultation, the majority of respondents were aged 50 and above (58.22%). With the largest group being those aged 50-54 (11%), followed closely by 60-64 (10.77%) and 65-69 (10.71%). Conversely, participation from younger individuals was much lower, with 8.84% of participants aged 34 or below, despite over half of Birmingham's population being under the age of 35 (51.20% - census data). This indicates potential challenges in reaching the younger population, who may have been less aware of the consultation. This highlights the need for more targeted efforts to engage younger participants, reaching out through schools, colleges, and universities, as well as better use of</p>

	digital campaigns and social media in engaging participants, especially when schemes are being developed for delivery as part of this strategy. The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. It is considered that the Road Harm Reduction Strategy will result in a net Positive impact for the Age protected characteristic.
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Protected Characteristic – Disability

Impact Disability:	Yes
Disability Impact 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). Whilst delivery of the strategy is expected to deter dangerous driving where possible, drivers with disabilities who may have no option but to use a car due to various reasons are expected to experience increased safety. Provisions for disabled car-users will also be retained and improved where possible – for example, Blue Badge Holder parking bays near Local Centres remain unaffected. As well as improved driver behaviour, as part of the Pedestrian Crossing Improvements Programme, it is expected that all pedestrians will have longer to cross the road given the anticipated slower speed that drivers should be travelling at and longer crossing times that favour pedestrians. Living Streets have campaigned with the government for a number of years to allow pedestrians an additional three seconds at all pedestrians crossings to increase the safety of them for older adults, those living with mobility issues and young children. Through the proposed stronger enforcement of moving traffic regulation orders, it is also expected that driver behaviour will become more predictable, significantly benefitting those with mental-based disabilities, such as autism. Sudden and drastic behaviour of drivers (e.g. fast / loud acceleration) can be distressing and disorientating – therefore removing this, the environment becomes safer and more attractive for them. Removal of pavement parking is also expected to benefit the levels of access experienced by those with a disability given that the footway width will be increased and enhanced where possible reducing the possibility of conflict with on-coming pedestrians and road-based traffic. Poor air quality is proven to adversely impact people with disabilities, particularly those with respiratory problems. As mentioned previously, it is anticipated the delivery of the Road Harm Reduction Strategy will indirectly lead to improved air quality and therefore, it is likely to have a positive impact on those with long-term health issues. From the answers given during the consultation by those with disabilities, common themes include poor driver behaviour from a point of speeding, as well as not leaving sufficient space when passing cyclists; footway/ canal path widths, where both cyclists and pedestrians have to be wary of the danger caused by other users.</p>
Disability Impact Mitigation:	<p>Consultation respondents called for greater engagement with disabled and elderly individuals, noting the lack of provisions in the RHRS for all types of disabilities, including visual impairments. They emphasised the need to consider disabled drivers and ensure their inclusion in the strategy. Concerns were raised about the strategy, highlighting the need to accommodate elderly people who cannot rely on cycling, scooters, or public transport. Respondents stressed the importance of addressing the growing elderly population's mobility needs to help them continue using services and live independently. The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. It is considered that the Road Harm Reduction Strategy will result in a net Positive impact upon the Disability protected characteristic with the above impacts and mitigations considered at the time of scheme development.</p>

Protected Characteristic – Sex

Impact Sex:	Yes
Sex Groups Impacted:	["Male", "Female", "Non-binary"]
Sex Impact Details:	<p>The gender balance of residents in Birmingham is currently 49.2% male and 50.8% female. It is expected that the perceived and actual levels of safety experienced by women will be improved as a result of the delivery of the Road Harm Reduction Strategy. Pedestrian environments within local neighbourhoods that align with Healthy Streets standards should lead to greater street confidence, a greater ability to exercise and travel safely, increased natural surveillance and freedom from child escort duties as the overall environment is safer. Delivery of the strategy may indirectly increase footfall within public spaces across the city which is expected to produce improved levels of natural surveillance, creating a safer environment for all residents and visitors. This change is likely to significantly benefit the levels of access experienced by women and girls at all times of the day including the evening. In a study by TFWM (2022), whilst 87% of women noted that they feel safe walking during peak times, only 70% felt the same during off-peak times. A study undertaken by Sustrans entitled Birmingham Bike Life identified that women in Birmingham are less represented than men in cycling and perceived unsafety adversely affects them, attributable in part to women generally having a more risk averse attitude to mixing with traffic. Therefore, although cyclists may still have to mix with traffic, the level of perceived unsafety should be reduced due to an expected decrease in dangerous driving habits.</p>
Sex Impact Mitigation:	<p>The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. During delivery of future schemes, it is important to ensure that diversions due to works do not result in negative impacts on people due to their protected characteristic. Clear wayfinding, well-lit spaces and routes that have good visibility should be the standard. It is considered that the Road Harm Reduction Strategy will result in a net Positive impact upon the Sex protected characteristic.</p>

Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	Yes
Gender Reassignment Impact Details:	<p>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. This proposal is expected to indirectly increase footfall in local neighbourhoods across the city which would deliver increased natural surveillance, improving perceptions of, and actual personal safety at all times of the day and creating a safer environment for all residents and visitors. This change is likely to be significantly beneficial to those undergoing gender reassignment who can be at higher risk of discrimination, hate crime and personal safety issues by delivering improved, safer access to key services and facilities provided within the city at all times of the day and night.</p>
Gender Reassignment Impact Mitigation:	<p>The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. It is considered that the Road Harm Reduction Strategy will result in a net Positive impact upon the Gender Reassignment protected characteristic.</p>

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 Road Harm Reduction Strategy will result in a net Neutral impact upon the Marriage and Civil Partnership protected characteristic.
Marriage and Civil Partnership Impact Mitigation:	

Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	Yes
Pregnancy and Maternity Impact Details:	<p>Approximately 17,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic. 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 positive implications for air quality will further reduce local air pollution and the affects it has on pregnant women and their new-born children. It is recognised that healthcare services will need rapid road access and therefore, any impacts that this scheme have on them will be assessed during the stakeholder engagement process. However, the slower speed that traffic would be travelling at should naturally create less potential conflict whilst any reductions in speed are also not expected to hinder ambulance journeys as they are rarely able to travel above 20mph in an urban area. It is also anticipated that the efficiency of the Arterial Route Network across the city will be improved significantly which should therefore counteract the potentially longer routes within local neighbourhoods. Needing to drive children around is also very costly. A survey by '20mph is Plenty for Us' of 2,000 mums in 2012 by a child safety seat firm found that they spent an average £1,714 a year on fuel to transport children. Through the on-going improvements to provisions for travel to school via active modes of travel, the Road Harm Reduction Strategy is expected to significantly benefit parents from poorer backgrounds who can save money on fuel whilst freeing up more time through their children being able to safely travel to school. Yes</p>
Pregnancy and Maternity Impact Mitigation:	<p>From the consultation respondents raised concerns about road layout and design contributing to safety issues. Respondents noted that roads around schools often lack "20mph zones with speed bumps or raised zebra crossings," making them unsafe for children. This has been noted and will be considered during the scheme design stage of future proposals in the RHRS. The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. It is considered that the Road Harm Reduction Strategy will result in a net Positive impact upon the Pregnancy and Maternity protected characteristic.</p>

Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	Yes
Ethnicity and Race Groups Impacted:	
Ethnicity and Race Impact Details:	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. Through alignment with the Healthy Streets Principles, the strategy will help provide an enhanced environment for all users of active travel, regardless of race. It is also expected that benefits will be significant for ethnic minorities who intersect with lower socio-economic groups. A study by 'Agilysis' out of 100,000 annual pedestrian casualties in the UK, 62% were deprived and an ethnic minority whilst 20% were White and not deprived. Therefore, ethnic minority pedestrians from deprived communities are over three times more likely to be injured on Britain's roads than white non-deprived pedestrians.
Ethnicity and Race Impact Mitigation:	The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. It is considered that the Road Harm Reduction Strategy will result in a net Positive impact upon the Race protected characteristic.

Protected Characteristic – Religion

Impact Religion:	No
Religion Groups Impacted:	
Religion Impact Details:	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. Some of the largest religious institutions in the West Midlands are located in Birmingham (e.g. Birmingham Central Mosque). Access to them will be promoted by alternatives to road-based modes of transport. For whom this may not be possible, driving is expected to become safer due to the improved levels of road safety and quicker, given the encouragement of alternative modes of transport. It is also recognised that different religious institutions may generate different traffic patterns depending on the religion or belief. Importantly, delivery of the strategy is not expected to adversely impact upon people part of religions / beliefs who may have different (e.g. more regular prayer times) traffic patterns to others. It is considered that the Road Harm Reduction Strategy will result in a net Neutral impact upon the Religion or Belief protected characteristic.
Religion Impact Mitigation:	

Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	No
Sexual Orientation	

Groups Impacted:	
Sexual Orientation Impact Details:	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. These proposals may indirectly increase footfall and natural surveillance within local neighbourhoods across the city, as well as improving access by public transport and active travel. On the other hand, it is anticipated that roads will become safer and more efficient to be driven on by those who may not feel comfortable travelling outside in the public realm. It is considered that the Road Harm Reduction Strategy will result in a net Neutral impact upon the Sexual Orientation protected characteristic.
Sexual Orientation Impact Mitigation:	

Protected Characteristic – Care Experience

Impact Care Experience:	No
Care Experience Impact Details:	It is considered that the Road Harm Reduction Strategy will result in a net Neutral impact upon the this protected characteristic.
Care Experience Impact Mitigation:	

Other

Any other risks or impacts:	From the public consultation, the following socio-economic concerns were raised: Affordability of public transport was a recurring theme, with calls for cheaper fares and a monthly pass which covers all transport in Birmingham were suggested to help increase usage. As one respondent stated, "Vastly improved and cheaper public transport" is essential if the city wants to reduce car dependence. Respondents highlighted that significant improvements to Birmingham's public transport network are essential for encouraging a shift away from private car use. Many respondents believe that public transport needs to be a cheaper, faster, and more reliable alternative to cars to encourage people to make the switch. Incentives and Alternatives to Car Use: 53 respondents argue that until public transport becomes a more affordable and reliable option, people will continue to rely on cars. Highlighting that public transport fares must be competitive with the cost of private car ownership. In summary, respondents believe that a well-functioning, affordable public transport network is crucial for reducing car usage and promoting a modal shift, but they see the current provision as severely lacking.
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Full Assessment Summary

<p>Full Assessment Summary:</p>	<p>Further equality assessments will be undertaken as part of the delivery process for each policy and/or scheme proposed by the strategy. The barriers that have been identified and negative impacts for some groups will be addressed at the scheme design stage. The Road Harm Reduction Strategy is a document setting policy and direction for reducing road harm in Birmingham and does not include any specific schemes for delivery. As schemes are brought forward, they will be subject to due governance and to equalities, environmental, economic and other assessments as appropriate. The following actions have come out of this EIA which will be considered in the future stages of the scheme: Although active travel becomes the priority in local neighbourhoods, provisions for disabled car-users should go unaffected and potentially improved where possible – for example, retaining Blue Badge Holder parking bays situated near key services and monitoring the exploitation of them by non-compliant drivers. Through close partnership with West Midlands Police, ensuring that effective enforcement is in place. Supporting measures will also be placed where necessary to improve driver behaviours in the first place whilst ensuring that the driver is encouraged to comply with any TROs that are introduced. Ensuring that other programmes consider supporting infrastructure, particularly in local neighbourhoods, so that the uptake in active travel by more vulnerable groups (e.g. children travelling to school or women walking at night) can be maximised. Undertaking further EQIAs as part of the individual policies and schemes set out by the strategy.</p>
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Monitoring

<p>Monitoring Details:</p>	<p>Further EIAs will be undertaken as part of the planning and delivery of each of the individual policies and schemes relating to this strategy.</p>
<p>Monitoring Officer Email:</p>	<p>martin.rowe@birmingham.gov.uk</p>

