

# EIA000879 Birmingham Knowledge Quarter Active Travel Zone

## About your EIA

Reference Number:	EIA000879
Subject of EIA:	Birmingham Knowledge Quarter Active Travel Zone
Description:	<p>There is currently a high level of car dependency across the West Midlands Investment Zone, particularly for commuting purposes. The BKQ is often used as a 'rat run' (through routes) to access the A4540 Ring Road, especially during peak times. There are several collisions within the study area many of which involve non-motorised users. The scheme seeks to create a safe environment for all road users with a particular emphasis on active travel. The objective of this scheme is to improve active travel within the Birmingham Knowledge Quarter by delivering a low traffic approach scheme, comprising of active travel, placemaking improvements, traffic calming and measures to reduce traffic speed and volume, reduce dominance of vehicular traffic, to promote congestion reduction, air quality improvement and a modal shift away from private cars. The Birmingham Knowledge Quarter is the area bordered by James Watt Queensway, the A38, the A4540 Middleway and the A47 Jennens Road. The BTP vision is to build a sustainable, green, inclusive, go any-where network across Birmingham. This innovative carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle the climate emergency, and promote the health and well-being of Birmingham's citizens. The proposed scheme works towards helping to deliver two of the four supporting principles of the BTP which are: transforming the city centre and prioritising active travel.</p>
In support of:	["New service", "New function"]
Reviewing Frequency:	Annually
First review date:	12/11/2025

## 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

Responsible Officer Email:	eve.seremwe@birmingham.gov.uk
Accountable Officer Email:	mel.jones@birmingham.gov.uk

## Data Sources

Data sources:	["Birmingham City Observatory data and insight", "Relevant research", "Surveys", "Relevant reports/strategies", "Quantitative data (please specify in the box below)"]
Data sources Details:	<ul style="list-style-type: none"> <li>• ONS – 2021 Census (Office for National Statistics) • <a href="https://www.nomisweb.co.uk/">https://www.nomisweb.co.uk/</a> • Transport for West Midlands (TfWM) Data Insight: • <a href="https://data-insight-tfwm.hub.arcgis.com/">https://data-insight-tfwm.hub.arcgis.com/</a> • Birmingham Transport Plan 2031 • DfT – Gear Change: A Bold Vision for Cycling and Walking • The Birmingham LCWIP • WMCA’s Strategic Transport Plan - Movement for Growth (MfG). • West Midlands Combined Authority Inclusive Growth Strategy, “A happier West Midlands, improving mental health and driving inclusion for all our communities”. • East Birmingham Inclusive Growth Strategy • Aston University Masterplan (June 2020) • Aston University Transport Strategy (2020) • Aston University Travel Plan 2024 • Birmingham City University Travel Plan 2023 • Aston University Campus Cycle Strategy, Transport Statement, 2024 • Transport for London – Violence Against Women and Girls Strategy: • <a href="https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf">https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf</a> • LGBT Britain – Hate Crime and Discrimination – Stonewall: • <a href="https://www.stonewall.org.uk/lgbt-britain">https://www.stonewall.org.uk/lgbt-britain</a></li> </ul>

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

## Initial Assessment Summary

Initial Assessment Summary:	The initial assessment showed a strong indication that there would be a positive impact on various protected characteristics. A full EIA will be carried out to explain how the different protected characteristics will benefit from the scheme.
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:	<p>Younger people typically make a higher-than-average proportion of journeys on foot and are typically more reliant on public transport (approx. 15% of trips made by bus). Through the expected improvements to road safety, children and young people should be encouraged to travel actively 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. By introducing measures to reduce traffic speed and volume, reduce dominance of vehicular traffic, in this area and promoting a modal shift away from private cars, these measures will contribute towards reduced congestion, improved road safety and improved quality of life in the area for all road users. Reduced localised traffic within the BKQ will provide safe and convenient access for pedestrians, cyclists and wheelers within the Birmingham Knowledge Quarter, local high streets and local community facilities. By reducing traffic flows and rat-running in the Birmingham Knowledge Quarter, this contributes towards improved air quality and improved health benefits for people of all ages, who travel within this area. Transport improvements within this area in terms of congestion reduction, air quality improvement and a modal shift away from private cars will assist with delivering growth potential set out in the Birmingham Development Plan. Additionally, this assists the delivery of the wider agenda outlined in the WMCA's Strategic Economic Plan (SEP) and associated Strategic Transport Plan - Movement for Growth (MfG). Young people and the elderly tend to make a higher average proportion of journeys via active modes. The proposed scheme will improve the active travel infrastructure within the BKQ and make their journeys safer and more attractive. All age groups are likely to experience the positive effects of the proposed scheme. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact to the Age protected characteristic.</p>
Age Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## 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). More and more people are living with impairments or with or beyond serious illness. Around a fifth of disabled people have difficulties related to their disability in accessing transport. It is also recognised that some older people with physical mobility issues may be dependent on private vehicle use to access key services and facilities provided in the city centre. Disabled people will still be able to access the city centre using their private vehicles. By reducing traffic flows and rat-running in the Birmingham Knowledge Quarter, this contributes towards improved road safety in this area, particularly for the disabled and people with limited mobility. Having less traffic on the roads improves their confidence and perception of safety as they navigate the streets. Driver behaviour is also expected to</p>

	<p>become more predictable which may significantly benefit those with mental 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. Poor air quality is also proven to adversely impact people with disabilities, particularly those with respiratory problems. Therefore, reducing traffic volumes in the Birmingham Knowledge Quarter should improve air quality and therefore it is likely to have a positive impact on disabled people with long-term health issues. Some people with disabilities, particularly blind and partially sighted users, are adapted and proficient at navigating barriers and have often built-up mental recognition of the most accessible routes for them. Sudden and drastic changes to these known routes can be distressing and disorientating. This distress can be heightened if the person suffers from disabilities such as autism. As a result, it is important that proposed changes are specifically communicated to these groups, so they can adapt to planned changes. All interventions will be designed and built to disability compliant standards and during the OBC development, key stakeholder groups will be consulted. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact to the Disability protected characteristic.</p>
Disability Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Sex

Impact Sex:	Yes
Sex Groups Impacted:	["Male", "Female", "Non-binary"]
Sex Impact Details:	<p>In Birmingham, there are 51.1% females (584,496) and 48.9% males (560,423). Improving the active travel infrastructure within the Birmingham Knowledge Quarter is expected to promote increased walking and cycling in this area. This will increase footfall and natural surveillance within the local area, creating a safer environment for all students, residents, local employees and visitors. This change is likely to significantly benefit the levels of accessibility experienced by women and girls due to improved, safer access to key services and facilities at all times of the day and night. 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. Both sexes will enjoy a better quality of life as a result of improved active travel infrastructure, reduced traffic congestion and improved air quality. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact upon the Sex protected characteristic.</p>
Sex Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	Yes
Gender Reassignment Impact Details:	<p>According to the ONS 2021 Census, from the 1,144,919 population in Birmingham, 0.1% (1,327) identified as being trans-woman, and 0.2% (1,405) identified as being trans-man. Whereas on a national scale, from England's population of 56,490,048, 0.1% (45,684) identified as being trans-woman, and 0.1% (46,513) identified as being trans-man. This proposal is expected to increase footfall and natural surveillance across the Birmingham Knowledge Quarter and the city centre which would improve perceptions of, and actual personal safety at all times of the day, creating a safer environment for all residents and visitors. This change is of benefit to all groups that can feel vulnerable in public spaces e.g. those undergoing gender reassignment who can be at higher risk of discrimination, hate crime and personal safety issues. The</p>

	proposed scheme will improve the active travel infrastructure within the Birmingham Knowledge Quarter and make their journeys safer and more attractive as they access key services and facilities provided within the city centre including health, employment, leisure, education, retail and transport interchanges. They will also experience the positive effects of reduced congestion and improved air quality resulting from a decrease of traffic volumes in the area. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact upon the Gender Reassignment protected characteristic.
Gender Reassignment Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Marriage and Civil Partnership

Impact Marriage and Civil Partnership:	No
Marriage and Civil Partnership Groups Impacted:	N/A
Marriage and Civil Partnership Impact Details:	Only 40% of Birmingham's resident population are married or in a civil partnership, which partly reflects the relative youth of the city's population. This scheme has no impact on whether people are married or in a civil partnership. It is considered that the BKQ Active Travel Zone scheme will result in No Impact upon the Marriage and Civil Partnership protected characteristic.
Marriage and Civil Partnership Impact Mitigation:	No mitigation required. The protected characteristic will not be impacted.

## Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	Yes
Pregnancy and Maternity Impact Details:	Approximately 14,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic. This proposal is expected to increase footfall and natural surveillance across the Birmingham Knowledge Quarter and the city centre which would improve perceptions of, and actual personal safety at all times of the day, creating a safer environment for all residents and visitors. This change is of benefit to all groups that can feel vulnerable in public spaces e.g. pregnant women as some of them have restricted mobility and need to exercise caution when they navigate around public crowds. The proposed scheme will improve the active travel infrastructure within the Birmingham Knowledge Quarter and make their journeys safer and more attractive as they access key services and facilities provided within the city centre. Pregnant women will also experience the positive effects of reduced congestion and improved air quality resulting from a decrease of traffic volumes in the area. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact upon the Pregnancy and Maternity protected characteristic.

Pregnancy and Maternity Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.
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## Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	Yes
Ethnicity and Race Groups Impacted:	All
Ethnicity and Race Impact Details:	Birmingham is a multi-ethnic city with 48.6% of Birmingham's population identifying as White, 31.0% as Asian, 11.0% as Black, 4.8% as Mixed or Multiple Ethnic Groups and 4.5% as other ethnicities. The proposed scheme will improve the active travel infrastructure within the Birmingham Knowledge Quarter and make journeys safer and more attractive as residents and visitors (regardless of one's ethnicity or race), access key services and facilities provided within the Birmingham Knowledge Quarter and the city centre. All ethnicities and races will also experience the effects of reduced congestion and improved air quality resulting from a decrease of traffic volumes in the area. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact upon the Race protected characteristic.
Ethnicity and Race Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Religion

Impact Religion:	Yes
Religion Groups Impacted:	All
Religion Impact Details:	In Birmingham, 34.0% of residents identify as Christian, 29.9% as Muslim, 24.1% have no religion, 2.9% are Sikh, 1.9% are Hindu, 0.4% are Buddhist, 0.1% are Jewish and the remaining 6.7% are other religions. The city is known for its ethnic diversity. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact upon the Religion or Belief protected characteristic because the scheme will not restrict access to places of worship. Rather, the scheme will improve access through reduced traffic congestion and improved access to public transport and active travel.
Religion Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	Yes
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Sexual Orientation Groups Impacted:	["Straight or heterosexual", "Gay or lesbian", "Bisexual", "Pansexual", "Asexual", "Queer", "All other sexual orientations"]
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 will increase footfall and natural surveillance across this area, as well as improving access by public transport and active travel. It is considered that the BKQ Active Travel Zone scheme will result in a Net Positive Impact upon the upon the Sexual Orientation protected characteristic.
Sexual Orientation Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Care Experience

Impact Care Experience:	Yes
Care Experience Impact Details:	
Care Experience Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Other

Any other risks or impacts:	None
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## Full Assessment Summary

Full Assessment Summary:	The scheme is expected to have a positive impact on all protected characteristics, with the exception of Marriage & Civil Partnership, Ethnicity & Race and Religion or Beliefs, which will have no impact. The proposed scheme will improve the active travel infrastructure within the Birmingham Knowledge Quarter and make journeys safer and more attractive. The proposed scheme will reduce congestion and improve air quality, resulting from a decrease of traffic volumes in the area. The measures will also increase footfall and natural surveillance across this area and improve access by public transport. There are no negative impacts identified. The evidence supports the method in the proposal and sets out legitimate, relevant and proportional actions. The proposal will proceed.
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## Monitoring

Monitoring Details:	Route user intercept surveys before and after the project will help understand the impact of the project on the different protected characteristics. The surveys will be designed to contain both quantitative and qualitative questions to gauge people's perception of safety, access to the Birmingham Knowledge Quarter and city centre amenities, and experience of the city centre and their perception of the area and its attractiveness. The following attributes will be taken into consideration during the evaluation and monitoring: • Has walking, wheeling and cycling within the study area increased post scheme implementation? • Has the perception of walking, wheeling and cycling in the study area changed post scheme implementation? • Has pedestrian and cyclist safety within the scheme area improved post scheme implementation? • What are the unintended impacts of the project? A Monitoring and Evaluation Plan will be developed as an appendix to the OBC.
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