



Equality Impact Assessment

EIA-737608810 - Coventry Very Light Rail - City Centre Demonstrator

Details

Title	Coventry Very Light Rail - City Centre Demonstrator
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Cabinet Member	Jim O'Boyle (Jobs, Regeneration and Climate Change)
Director	Colin Knight (Finance and Resources)

Context and background

EIA carried out on	New service
Background	Coventry Very Light Rail is now moving to a new phase whereby we will be installing a new track and utilising the CVLR vehicle in a live, unsegregated city environment. The new 800m twin-track will run from the Coventry rail station to the Coventry University Technology Park. The target demonstration dates are October 2027.
	Blue light services CCC Highways CCC Network Management CCC Planning CCC Streetscene and Greenspace Department for Business, Energy and Industrial Strategy Department for Transport Elected members - particularly the Leader, Cabinet Members and Ward Councillors Emergency Planning Friargate Joint Venture Landowners affected by the scheme Office of Rail and Road Transport for West Midlands West Midlands Combined Authority

Stakeholders

Access Department Group
Bus / Coach operators
Coventry University
Designing Out Crime / British Transport Police
Disability Groups including National Federation for the Blind, Guide Dogs Association, Coventry Wheelchair users
Friargate Resident Liaison Group
Stoney Road Area Residents
Historic Coventry Trust
Local / National environmental bodies
Local Business owners
Residents associations
Schools, shops and small businesses on / adjacent to the route
Student accommodation
Taxi drivers
Avanti Trains
Bus passengers
Community transport groups, e.g. school services, Shopmobility, Meals on Wheels
Coventry BID
Coventry Society
ITS World Congress associates
Childrens champion
Cross Country Trains
Delivery and courier services
Federation of Small Businesses
National Highways
Network Rail
Railway Industry Association
Residents
Royal Mail
Special Interest / community groups
West Midlands Trains
Canal and River Trust
Coventry and Warwickshire champions
Coventry Rail Action Group
Cycling organisations
Heart of England Community Partnership
Local Media / specialist press
Statutory / Community involvement stakeholders including Culture West Mids, DEFRA, Equal Opps Commission, Gypsy Council, National Trust
Tourists / visitors
Think Tanks

Responsibility

The CVLR Project Team

The City Centre Demonstrator route will provide us with further opportunity to engage with representative groups ahead of any first route in the city.

There are many positives for passengers from protected characteristic groups of a Very Light Rail scheme. These include accessible vehicles and stops, access to employment, improved air quality and links to active travel.

Of the 2382 people who responded to our post-ride questionnaire, 42 had accessibility issues, and 173 were of the age group 70+.

Accessibility groups will be invited to ride on the vehicle and their feedback will be incorporated into any future development.

Coventry demographic information:

Sex and gender

In 2021, the population of Coventry was estimated to be 345,324. This was split approximately 50.1% female and 49.9% male. This is comparable with the estimates for the West Midlands, with 50.8% being female and 49.2% male. These percentages are also in line with national averages.

Age

In 2021, Coventry had a slightly younger population on average than England and Wales combined. The percentage of people aged 20-24 years in Coventry was 8.69%, compared with 5.89% for England and Wales. Furthermore, Coventry had a slightly lower percentage of people in all age groups between 45 and 90 years, compared with England and Wales. This is highlighted in the 70-74 years group. In Coventry, 3.78% of people belong to this group where the national percentage is 5.09%.

Disability

In 2021, the percentage of people in Coventry who self-reported living with health issues that meant day to day activities were limited a lot was 7.4%. This is slightly lower but broadly in line with the national percentage of 7.6%.

Sight loss is an impairment that can impact on the affected population's daily activities, for example being able to drive or take the train. The percentage of people living with some level of sight loss in Coventry was estimated to be 2.4% in 2021. This is lower than the average for England at the time, which was 3.3%.

Hearing loss can also impact on the population's ability to use public transport. In the UK, there are 12 million adults living with hearing

information loss of greater than 25dBHL. This is equivalent to 1 in 5 people. In Coventry, there are an estimated 230 people who use sign language or other forms of communication as their main language.

Race

In 2021, Coventry was estimated to have a smaller percentage (65.5%) of people who identify as White, than in England overall (81%). The groups with the largest difference to the national average were Asian/Asian British. In Coventry, 18.5% of people identified as being part of these groups. This was higher than England where the percentage was 9.6%

In 2021, the numbers of people in Coventry who do not have English or Welsh as their first language is generally higher than the national average. The percentage of households in Coventry which have no people with English as their first language is 10.6%. This is higher than the percentage for England which is 5%.

Unemployment and deprivation

In 2021, the proportion of people who are unemployed in Coventry (5.6%) is slightly higher than the British average (3.8%). Out of people in full time work, the average weekly pay is slightly lower in Coventry (£630.60) than it is in Britain (£642.20) as a whole. People (aged 16 years and over) are defined as being economically active if they are; in employment, unemployed but looking for work and could start within 2 weeks, or unemployed with an accepted job offer. 28 out of Coventry's 195 neighbourhoods, (14%) are amongst the most deprived 10% in England. Coventry has an IMD rank of 81 out of 317 local authorities nationally, where rank is the most deprived.

Background reports

The CVLR project has been through a number of approvals and the relevant reports are linked below:

Cabinet report - Connecting Coventry, Strategic Transport Investment Programme
24 January 2017

[https://edemocracy.coventry.gov.uk/documents/s32649/Connecting Coventry - Strategic Investment Programme.pdf](https://edemocracy.coventry.gov.uk/documents/s32649/Connecting%20Coventry%20-%20Strategic%20Investment%20Programme.pdf)

Cabinet Report - Very Light Rail
18 December 2019

[https://edemocracy.coventry.gov.uk/documents/s51349/Coventry Very Light Rail.pdf](https://edemocracy.coventry.gov.uk/documents/s51349/Coventry%20Very%20Light%20Rail.pdf)

Coventry Draft Transport Strategy
July 2022

<https://www.coventry.gov.uk/transport-strategy-2/transport-strategy>

Marmot Principles

- | | |
|----|---|
| 3. | Ensure a healthy standard of living for all |
| 5. | Create and develop healthy and sustainable places and communities |
| 6. | Strengthen the role and impact of ill health provision |
| 8. | Pursue environmental sustainability and health equity |

Protected groups - Impact on Coventry Residents and Visitors

Age 0-18

Positive impact - Research has indicated that children, older people and people with disabilities are also more likely to be negatively impacted by air pollution. In the long term, CVLR will help to reduce air pollution by reducing reliance on the car.

As with the On-Road Test (ORT), children and young people will be invited to ride the vehicle and give feedback.

Age 19-64

Positive impact - There are businesses, residential properties, and the University of Coventry along the CCD route. We will need to ensure communication is clear and obtain feedback from all affected.

Age 65+	Both positive and negative impacts - This is both positive and negative as there will be some pedestrian diversions in place while the construction works take place. There will be clear delineation between the public and the operations during construction, which may include diversion routes. The tracks will remain in the ground after the test and will eventually form part of the first route to the Investment Zone. Best practice measures will be used throughout to minimise impacts on air quality and the associated health impacts. These will be addressed through the implementation of a Construction Environmental Management Plan (CEMP). Longer term the improvement to transport may benefit older people by reducing isolation. Opportunities to access social activities would be increased by improving transport links. Accessible seating is available on the vehicle and measures will be made to aid the requirements for its use when the demonstration is in progress.
Disability	Both positive and negative impacts - There may be some pedestrian diversions during the construction phase. We will work with the disability groups and the Independent Travel Team to ensure these are suitable for people with disabilities. Accessibility groups will be invited to ride on the vehicle as part of the demonstration event and their feedback will be incorporated in the future developments. Best practice measures will be followed during construction will the implementation of a CEMP. Access and egress onto the vehicle and platforms will be designed in accordance with Inclusivity Mobility guidance. Good lighting will be used to adhere to mobility guidance.
Gender reassignment	No impact -
Pregnancy and maternity	Positive impact - The CVLR vehicle and platforms can accommodate pushchairs as necessary. Rides will be pre-booked to ensure arrangements are made for these requirements. Longer term CVLR will help improve air quality in the area. Pregnant women who are exposed to high levels of pollution are at risk of giving birth to low birthweight baby and low birthweight can lead to an increased risk of children developing chronic diseases.

Race	Positive impact - We will ensure that all communication is accessible and clear for those who have English as an additional language.
Religion and belief	No impact -
Sex	No impact -
Sexual orientation	No impact -

Additional groups

Care experienced	No impact -
Armed forces	No impact -
Socio economic groups	Positive impact - Once the trial phase concludes and the Coventry Very Light Rail (CVLR) is integrated into the city's public transport network, both the vehicles and track systems—designed for local production—will be manufactured in Coventry, boosting local industry and generating employment. The CVLR will supplement Coventry's existing electric bus routes, with planned extensions to strategic locations such as the Coventry Gigafactory and the University of Warwick. These routes are expected to stimulate economic growth in key business zones and enhance connectivity across the city. CVLR will offer a reliable and affordable option for those without access to cars, helping reduce transport inequality. The Battery-powered vehicles eliminate the need for overhead wires and reduce air pollution, contributing to better air quality.

Next steps

Inequality	Action	Owner	Timescale

Monitor and evaluation

Feedback has been obtained from the ORT phase and is being evaluated for implementation into the CCD phase. Furthermore, Coventry University has been engaged to analyse the feedback which will inform decisions on the future development of CVLR. This feedback loop will continue throughout CCD.

Impact on Council staff

Will there be an impact?

No

Completion statement

Potential equality impact

Both positive and negative impact has been identified for one or more protected groups