




Title of proposed EIA	Enhanced Partnership for Sprint
Reference No	EQUA343
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	02/11/2020
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	 Peter A Bethell
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Mel Jones
Purpose of proposal	This EA seeks approval of the report to commence the preparation of an Enhanced Partnership Plan and Schemes in the West Midlands Combined Authority to enable the delivery of two Sprint routes in time for the 2022 Commonwealth Games.
Data sources	
Please include any other sources of data	
ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Not Applicable
Age details:	
Protected characteristic: Disability	Not Applicable
Disability details:	
Protected characteristic: Gender	Not Applicable
Gender details:	
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Not Applicable
Pregnancy and maternity details:	
Protected characteristics: Race	Not Applicable
Race details:	
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Please indicate any actions arising from completing this screening exercise.	
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	
Consultation analysis	
Adverse impact on any people with protected characteristics.	

Could the policy/proposal be modified to reduce or eliminate any adverse impact?

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

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

Vision for Bus sets out the objective to achieve modal shift by providing exceptional service and reliability along with comfort and accessibility. The introduction of Sprint phase one corridors by the end of 2021 provides a major opportunity for investment by the public and private sector to achieve a step change in public transport that will set the foundations for benefits and improvements across the integrated transport system throughout the region.

Two Sprint routes (A34 and A45) have been identified as a priority for helping to facilitate the transport element of the 2022 Commonwealth Games. Delivering these routes in time for the Commonwealth Games is a commitment that has been made to the Commonwealth Games Federation.

A review was undertaken to assess the best mechanism to ensure the timely delivery of the first two Sprint schemes ahead of the 2022 Commonwealth Games, whilst protecting the significant investment levels being made by the authorities and potential operator(s).

An assessment was made of legislation currently in use for other bus partnership schemes across the West Midlands, as well as new legislation from the Bus Services Act 2017, including the two new legislative options of Enhanced Partnership and Franchising. The assessment concluded that current partnership legislation does not provide the level of protection for local authorities and bus operators when considering the value and scale of investment which ruled out Advanced Quality Partnership Schemes (AQPS). Additionally, franchising was not recommended based on the ability to deliver it within the required timescale, but it should also be noted that franchising would also likely not have been recommended or suitable for such a small geographical area, even if it had been seen as achievable within the timescales.

Following this careful assessment, it is recommended that the most suitable mechanism for delivering and managing Sprint ahead of the 2022 Commonwealth Games is through an Enhanced Partnership (EP).

An EP is a formal agreement between a local transport authority, local highway authorities and local bus operators to work together to improve local bus services, and is one of the new powers available in the Bus Services Act. It requires a clear vision for the improvements that the EP is aiming for, known as the EP Plan. The plan for the EP for this region will be based on Transport for West Midlands (TfWM)'s Vision

for Bus which is already approved and known to each local authority and local bus operators.

TfWM are preparing the EP with, and on behalf of, the local authorities. Birmingham City Council is being asked to approve the EP.

An initial Equality Impact has been carried out, and it has been decided that a full assessment is not required; as this concerns the approval of an external TfWM report.

TfWM have carried out their own equalities impact assessment, and they have determined that there are no equality implications specifically in relation to the proposals in the report. TfWM's own EA is attached.

The Enhanced Partnership Scheme will introduce measures that are likely to help promote equality of opportunity for a number of protected groups – namely those who are more likely to be reliant on public transport and those who face increased barriers to using public transport.

Measures include:

- Higher quality, accessible vehicles
- Higher quality, RTI enabled stops/shelters
- RTI/audio-visual information and free wi-fi on board
- Enhanced information provision on board and in stops/shelters
- Faster services through the implementation of bus priority facilities and bus lane enforcement measures
- Implementation of a slot booking system that will help reduce overcrowding and help improve passenger experience in shelters/stops as it will help manage the spread of buses and number of buses using high frequency stops.

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

An initial Equality Impact has been carried out. A full assessment is not required; as this concerns the approval of an external TfWM report.

TfWM have carried out their own equalities impact assessment, and they have determined that there are no equality implications specifically in relation to the proposals in the report.

The Vision for Bus highlights the important role that bus plays in addressing key strategic equality and inclusion challenges. Young people, BAME groups, disabled people and other protected groups, as well as lower socio-economic groups, are more likely to rely on the bus network to access education, employment and other opportunities. Affordable, accessible and well connected services are vital in ensuring these groups are not excluded and marginalised.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

TfWM will undertake consultation with public and before the final Enhanced Partnership plan is approved. Send to Approving Officer 11.11.19

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

15/11/2019

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Attachments

EqlA Enhanced Partnership v2.1.docx

Content Type: Item

Version: 75.0

Created at 29/07/2019 12:09 PM by  Peter A Bethell

Last modified at 15/11/2019 08:45 AM by Workflow on behalf of  Mel Jones

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