

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	SPRINT Bus Rapid Transit Network Development And Implementation Strategy
<b>Directorate</b>	Economy
<b>Service Area</b>	Economy - Transportation Services Growth & Transportation
<b>Type</b>	New/Proposed Policy
<b>EA Summary</b>	The EA reviews the request to approve the network development and implementation strategy for Sprint bus rapid transit within Birmingham as part of the strategy for the wider West Midlands Sprint network; including that delivery would be undertaken jointly between the City Council and Transport for West Midlands, subject to confirmation of funding, further approvals as required, and separate agreements with the other West Midlands Local Authorities and Sprint operator/s.
<b>Reference Number</b>	EA002569
<b>Task Group Manager</b>	peter.a.bethell@birmingham.gov.uk
<b>Task Group Members</b>	david.i.harris@birmingham.gov.uk, janet.l.hinks@birmingham.gov.uk, peter.a.bethell@birmingham.gov.uk, philip.edwards@birmingham.gov.uk, Tim.Mitchell@birmingham.gov.uk
<b>Date Approved</b>	2018-01-08 00:00:00 +0000
<b>Senior Officer</b>	philip.edwards@birmingham.gov.uk
<b>Quality Control Officer</b>	janet.l.hinks@birmingham.gov.uk

### Introduction

The report records the information that has been submitted for this equality analysis in the following format.

### **Initial Assessment**

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

### **Relevant Protected Characteristics**

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

## **1 Activity Type**

The activity has been identified as a New/Proposed Policy.

## **2 Initial Assessment**

### **2.1 Purpose and Link to Strategic Themes**

#### **What is the purpose of this Policy and expected outcomes?**

The purpose of this policy is to approve the city council's recommendations to

- . note the benefits of Sprint to the travelling public, residents and visitors of Birmingham;
- . approve the definition for Sprint which will inform scheme design and highway priority;
- . agree the Sprint network development priorities;
- . approve the key design principles;
- . note the total estimated cost of the Sprint programme, and that funding arrangements would be subject to further approvals through WMCA and City Council governance processes;
- . note that delivery would be undertaken jointly between the City Council and Transport for West Midlands, subject to confirmation of funding, further approvals as required; and separate agreements with the other West Midlands Local Authorities and Sprint operator/s;
- . approve the City Council progressing to negotiate a Memorandum of Understanding between the City Council and Transport for West Midlands (TfWM);
- . note that initial utility diversion works will commence in the vicinity of the Metro Edgbaston Terminus on Hagley Road between Five Ways and Wyndham Road in the early part of 2018, executed under statutory undertakers' powers, supporting delivery of the early highway interventions; and
- . delegate to the Assistant Director Transportation and Connectivity, in consultation with the Cabinet Member for Transport and Roads and the City Solicitor, to negotiate and finalise the specific content of a Section 278 agreement, to enable Transport for West Midlands to deliver the early highway interventions.

The expected outcome is that the recommendations will be approved.

The Birmingham Connected White Paper in 2014 stated the intention to complete a £1.2bn integrated public transport network within twenty years which will allow people to travel across the City in high-quality vehicles, feeling safe and secure and enable fast movement through some of the most congested sections of the network. This will include a minimum of three more Metro lines and up to nine cross-city bus rapid transit lines, known as SPRINT.

The West Midlands is building an integrated rail and rapid transit network and much of this new network will be SPRINT, which was considered by Movement for Growth and Birmingham Connected as the right form of rapid transit for the passenger flows on our major, high volume routes. SPRINT will provide a similar level of service, comfort and presence as Metro, providing dependable, shorter journey times for customers.

Headline benefits of Sprint include:

- . A new mode of transport - bus rapid transit with the comfort and speed of light rail. 75 miles (122km) of Sprint network is predicted to attract over 23 million passengers per year;
- . Over 80 new vehicles, with low noise, low vibration, and low emissions (vehicle specifications and delivery to be discussed with the future Sprint operator);
- . High quality customer service with a distinctive brand and identity.
- . Great passenger comfort, with airy interiors, plenty of legroom, and air conditioning
- . Wi-Fi, audio visual announcements, and on-board next stop information, with over 300 upgraded stops;
- . Reliable and dependable journey times that will be at least 20% quicker than conventional buses, saving commuters over 2 million hours in journey time per year.

In order to deliver the SPRINT Standards, in particular the requirements relating to journey times

and average speed, SPRINT will require significant highway prioritisation which will have significant implications for infrastructure changes and other road users. Highway interventions for Sprint will be designed for the benefit of both Sprint and conventional bus network, to include significant public transport priority, delivered through a combination of segregated, where possible, and/or enforced dedicated road space and traffic signal prioritisation.

Specifically, from the initial feasibility studies the following types of measure have been identified:

- . Carriageway widening to provide additional lanes/lane width - in some locations this would require Compulsory Purchase Orders with land take from private property, with some limited instances of building demolition, and removal of parking laybys;
- . Restrictions on parking (on-street and off-street) and loading;
- . Improvements to junctions including at-grade (existing street level) infrastructure changes, priority for Sprint at traffic signals, and improved facilities for cyclists and pedestrians;
- . New or extended sections of bus lane (usable by Sprint and conventional buses);
- . New laybys to allow Sprint vehicles to easily overtake conventional buses;
- . The need to mitigate impacts on trees and listed properties;
- . Closure of some side-road junctions and/or restriction of turning movements.

The Sprint Network Development Priorities include the following routes which have been identified as priorities for delivery by 2022, to support delivery of the proposed Commonwealth Games and delivery of key elements of the Birmingham Development Plan:

- . Sutton Coldfield to Birmingham via Langley;
- . Walsall to Birmingham serving the proposed Commonwealth Games site at Alexander Stadium and Perry Barr; and
- . Birmingham - Airport (A45), which would also serve Solihull Town Centre via Lode Lane, and proposed Commonwealth Games sites at the UKCentral Hub. This is a Local Growth Fund Department for Transport retained Portfolio scheme.

Other routes are proposed to be delivered in time for the opening of HS2 Phase 1 (London-Birmingham) in 2026, including:

- . Hagley Road Phase 2, including further journey time improvements on the Birmingham section of the route;
- . Hagley Road extension from Quinton to Halesowen Town Centre;
- . Longbridge to Birmingham; and
- . Hall Green-Solihull-Airport via Damson Parkway.

The proposed key principles of the Memorandum of Understanding are as follows:

- . Funding for delivery of the Sprint Future Network to be provided through the West Midlands Devolution Deal as agreed with Government, and the WMCA acts as budget holder for this funding;
- . All parties to work together to implement the Sprint Future Network, in line with the Sprint Definition and Network Development Priorities. For route sections within Birmingham, the Future Network will be developed in line with policies included in Birmingham Connected, and in line with the emerging Birmingham Design Guide and Design and Conservation Review Panel;
- . The City Council will deliver highway interventions within Birmingham, including public consultation, and subject to agreement with other Highway Authorities, beyond (through Section 8 agreements), or will enter into Section 278 agreements with WMCA to deliver specific highway interventions;
- . TfWM will act as Scheme Promoter and will deliver the public transport integration elements including fares, ticketing, information, stop infrastructure. TfWM will appoint a Scheme Project Manager to oversee delivery of all elements of Sprint schemes including highway infrastructure;
- . All parties to participate in risk and reporting activities. All parties to participate in joint governance arrangements through WMCA, to oversee delivery.

The recommendations are consistent with the City Council's Financial Plan 2017+, including the

City Council's vision for the future, specifically:

- . A healthy city and a great place for people to grow old in;
- . A great city for children to grow up in;
- . A great city to live in with decent homes for all; and
- . A city where citizens succeed because they have skills required for the jobs on offer.

This decision supports the delivery of policies included in the City's Birmingham Connected Transport White Paper, including the delivery of a rapid transit network, which in turn support delivery of the adopted Birmingham Development Plan and Movement for Growth. This decision supports the delivery of the mandated Clean Air Zone.

Internal consultation: officers from City Finance and Legal & Democratic Services have been involved in the preparation of this report.

External consultation: the former WMITA held a public consultation event regarding the draft version of Movement for Growth at the Council House on 17th September 2015 which was attended by members of the public, stakeholders and City Council officers. TfWM undertook a public consultation on the draft Movement for Growth Delivery Plan during May-June 2017. Comments expressed in response to both these consultations have been used in developing the final versions of the Movement for Growth Strategy and Delivery Plan including to inform the proposed SPRINT network priorities.

No external consultation has been undertaken on these proposals, as external consultation was undertaken by WMITA and TfWM on the Movement for Growth strategy and delivery plan. It is anticipated that consultation with frontaging properties and other local stakeholders will be undertaken as part of the detailed design stage of each SPRINT route. There would be local consultation (which TfWM is proposing that BCC undertake) on the local designs as each route is taken forward, including regarding local accessibility implications.

**For each strategy, please decide whether it is going to be significantly aided by the Function.**

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

## **2.2 Individuals affected by the policy**

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

## **2.3 Relevance Test**

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No

Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

## **2.4 Analysis on Initial Assessment**

This EA is only concerned with approving the network development and implementation strategy for Sprint bus rapid transit within Birmingham.

As such, no measures are considered to discriminate against the protected characteristics in terms of age, disability, gender, gender reassignment, marriage / civil partnership, pregnancy or maternity, race, religion / belief or sexual orientation. It has therefore been determined that a Full Assessment is not required.

Further Equalities Assessments will be carried out when the future Project Definition Documents and Full Business Case documents for each Sprint route are compiled; subject to the City Council's gateway processes reporting to Cabinet, during which any specific equalities issues for each route would be identified and addressed as appropriate.

### **3 Full Assessment**

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

#### **3.1 Concluding Statement on Full Assessment**

This EA is only concerned with approving the network development and implementation strategy for Sprint bus rapid transit within Birmingham.

As such, no measures are considered to discriminate against the protected characteristics in terms of age, disability, gender, gender reassignment, marriage / civil partnership, pregnancy or maternity, race, religion / belief or sexual orientation. It has therefore been determined that a Full Assessment is not required.

Further Equalities Assessments will be carried out when the future Project Definition Documents and Full Business Case documents for each Sprint route are compiled; subject to the City Council's gateway processes reporting to Cabinet, during which any specific equalities issues for each route would be identified and addressed as appropriate.

### **4 Review Date**

17/12/18

### **5 Action Plan**

There are no relevant issues, so no action plans are currently required.