

EQUALITY IMPACT ASSESSMENT TEMPLATE

An Equality Impact Assessment (EqIA) is a review of a new or existing policy which establishes whether the policy has a differential impact on specific equality groups and identifies how the policy can help promote inclusion and improve equality of opportunity for different groups of people. The term policy is interpreted broadly and refers to anything that describes what we do and how we expect to do it. It can range from policies and procedures, to strategies, projects, schemes and everyday customs and practices that contribute to the way our policies are implemented and how our services are delivered. An EqIA aims at improving the WMCA's work, by promoting equality and ensuring that the proposed or existing policy promotes equality can benefit a wide range of people and will not disbenefit

DIRECTORATE	TfWM
PEOPLE RESPONSIBLE FOR CONDUCTING AND OVERLOOKING ASSESSMENT	Duncan Fry
NAME OR TITLE	Sprint A34 route
DATE OF COMPLETION	January 2019
DATE DUE FOR REVIEW	N/A
PERSON RESPONSIBLE FOR ARRANGING REVIEW AND MONITORING	N/A

A. ABOUT THE POLICY

1. Describe the main aims, objectives, activities and outcomes of the policy. Who is expected to benefit?

Sprint is a brand new public transport service. It runs on the road, with dedicated bus lanes and priority through areas of congestion, making journey times much more reliable. It has been designed to deliver shorter and more dependable journey times for passengers. It will do this by providing priority over areas of congestion. A total of 7 routes will make up the Sprint network and these will be operational by 2026 in line with HS2. Three of these routes have been prioritised. They are:

- Birmingham Airport and Solihull to Birmingham City Centre (A45)
- Walsall to Birmingham City Centre (A34)
- Sutton Coldfield to Birmingham City Centre via Langley (SBL)

Sprint will provide a level of service, comfort and presence close to a tram. The vehicles used on sprint will deliver a similar level of customer experience to Metro and will serve limited stops.

The scheme will deliver:

- An increase in public transport patronage evidenced through PRISM. The patronage forecast and modal shift for Sprint will help reduce highway congestion.
- Improved journey times evidenced through impact assessment of interventions.
- Improved reliability evidenced through impact assessment of interventions and PRISM.
- A range of sustainable transport choices available within the corridor will encourage future inclusive growth.
- Other bus services using parts of the route will benefit from additional bus priority (such as 51, 52, 77, 424, 907, 937, and X51) evidenced through PRISM.
- Environmental benefits from the use of low emission vehicles.

The overall impact of the scheme will improve access to sustainable modes, providing enhanced connectivity from residential and industrial development within the corridor. The key destinations which will be linked by high standard public transport will be: Birmingham City Centre, Alexander Stadium, Aston Regional Investment Site (via interchange), Perry Barr, and Walsall and other new developments.

B. EQUALITY RELEVANCE/IMPACT

2.Does the policy affect the public or employees directly or indirectly? In what ways?

3. What information is available on the equality issues in the key target groups¹? (what inequalities, discrimination /and health inequalities currently exist in relation to the target groups? What information/data do you have that explains why these inequalities exist and how they are maintained?)

Key A34 area data (**demographics** as per 2011 Census)

¹ Equality target groups: Age, gender disability, race, religion and belief, pregnancy and maternity, socio-economic, sexual orientation

The 4 constituencies affected by the scheme are Ladywood, Perry Barr, West Bromwich and Walsall

Demographics for Ladywood: Over half the population live in the 5% most deprived neighbourhoods in England. The entire constituency lives in the 40% most deprived areas in the country. Ladywood Ward includes the city centre of Birmingham and an area to the west of it. It has a much younger age profile than the City average (21% are 20-24 compared to the 9% city average and the 7% England average). The percentage of ethnic minority residents is above the city average. Worklessness is below the city average but unemployment is similar to the city average. Over three quarters (78%) of Ladywood's population live in deprived neighborhoods, compared to 40% of the city as a whole. 43% of children in the Ladywood constituency are defined as being in poverty above the city rate of 37.1%. Within the constituency there is disparity in the levels of deprivation and child poverty, with Washwood Health having the highest levels and Hodge Hill ward the lowest levels. The constituency has a very diverse population with only 32% of the working age population from the White group, compared to 59% for Birmingham as a whole. Around 40% are Asian and 20% Black. In terms of language proficiency, 0.4% of the population cannot speak English at all while 3% do not speak English well.

Demographics for Perry Barr: In the 2011 census the population of Perry Barr was 23,652 and is made up of approximately 52% females and 48% males. The ward has a slightly older age profile than the city as a whole and a slightly higher BME share. The average age of people in Perry Barr is 36, while the median age is lower at 33. 78.0% of people living in Perry Barr were born in England. Other top answers for country of birth were 3.5% India, 3.3% Pakistan, 2.5% Jamaica, 1.8% Bangladesh, 1.4% Ireland, 0.8% China, 0.6% Nigeria, 0.5% Wales, 0.4% Scotland. In terms of language barriers, 2.9% of the population in Perry Barr whose main language is not English cannot speak English well and 0.6% cannot speak English at all. It is one of the least deprived wards in Birmingham. Resident employment rates are above the city average and claimant count unemployment proportions are below the Birmingham average.

Demographics for West Bromwich: In the 2011 census the population of West Bromwich Central was 13,290 and is made up of approximately 49% females and 51% males. The average age of people in West Bromwich Central is 38, while the median age is lower at 36. 66.2% of people living in West Bromwich Central were born in England. 40.9% of the population is BME. In West Bromwich 15% of residents do not have English as a main language, but this does not mean that they are not fluent English speakers. In Sandwell overall, 64.5% of residents whose main language is not English can speak English well or very well. Only a

very small proportion cannot speak English at all (0.8% of all residents aged 3 and over).

Demographics for Walsall Central: The ward has 15,088 residents (2011 census) with a split of 49% females and 51% males. The average age of people is 36, with the median age at 33. 76.2% of people living in St. Matthew's were born in England and 82.9% speak English as a main language. 53.1% are White British and 46.9% are BME. St Matthew's ward is the 8th most deprived ward of 20 wards in Walsall. 42.6% of households do not own a car/van (which compares to 28.8% in Walsall and 25.6% in England).

Transport inequalities

- Around a fifth of disabled people report having difficulties related to their disability in accessing transport
- Low income groups spend a high percentage of their income on transport (15-25% of weekly expenditure). Transport costs can even exceed wages for some on very low incomes, after tax and benefits withdrawal.
- Low income groups are more likely to travel less/shorter distances due to cost and car availability. A quarter of all households and almost half of those from the poorest quintile do not have access to a car. Two-thirds of job seekers are without access to a car. Car availability also tends to be lower amongst BME groups and that may be linked to the fact that poverty is higher amongst BME groups. Other groups heavily reliant on public transport, largely due to lower car ownership, are disabled people and older age groups as well as single parents.
- More bus trips and walk trips are made by the lowest income group than any other group whereas more rail and bicycle trips are made by those from high income group than others
- For young people on low incomes (student, care leavers etc.) affordability is a key barrier to accessing education, training and social activities.
- Only 14% of households in the richest fifth did not have access to a car, compared to almost half of those in the poorest fifth (48%). Car ownership is also much lower amongst BME people, disabled people, older people and young people. Fewer women hold driver's licenses and fewer women own cars. All these groups are more reliant on public transport.
- A third of young people who are NEET or in jobs without training think they would have done something better after Year 11 at school if they had received more assistance with travel costs.

4. Is the policy likely to have a positive or negative impact on any equality target groups? Please elaborate (Is it likely to affect some groups differently in either a positive or negative way? What elements of the policy will have a differential impact?)

The scheme is likely to have a positive impact on the general public as it will increase travel options for residents in the affected wards and improve transport connectivity, journey time and journey reliability. Positive impact is also anticipated for those groups that are more reliant on public transport – BME, young people, women and people with disabilities. The route also serves 4 of the most deprived wards in England – people from lower socio-economic backgrounds are more likely to be reliant on public transport.

5. Have you consulted interested parties (including representatives from the equality target groups) who will/may be affected by the policy? What were the outcomes of the consultation? If you haven't conducted consultation, is there need for consultation and who are you planning to consult?

Public consultation ran from 23rd August to 15th October. Members of the public had their say via:

- An online survey
- On-street interviews
- Self-completion paper survey made available at public consultation events and on request
- Comments by letter, email, telephone helpline and social media.

Events/interviews

30th August – Sutton Parade

4th September – Scott Arms

13th September – Station Road, Solihull

17th September – Walsall

20th September – Birmingham Colmore Row/Bull St/Moor St Queensway

Every shelter along each route had a poster advertising ways they can get involved/have their say.

The consultation was also communicated to over 200 community and equality groups in the region.

The response rate to the consultation was high. In relation to the A34 route consultation, 569 responses were received on the A34 scheme during the consultation, with 73% fully supporting or partially supporting the scheme. 24%

did not support the Sprint proposal for the A34 Walsall to Birmingham. Support peaked amongst bus users (84% supported), dipping amongst car users (49% supported). The small group of cyclists also had a high level of support for the proposals (87%). Support was highest amongst those who travelled along the route for work (82% fully/partially support) or education purposes (92%, fully partially support). It dipped amongst those who lived on or near the route (68%, fully/partially support) with the share of respondents who do not support Sprint rising to 30%.

The main objections were from residents between Scott Arms and Perry Barr (where the proposal is to remove parking laybys) whose issues relate to loss of parking combined with safety and comparison to the X51. A separate petition was received from residents in this area, whose main objections to the scheme relate to these issues. The detailed design phase will look to mitigate parking issues where possible and this will be resolved prior to Full Business Case.

6. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different equality target groups? If yes, how will it be undertaken and by when?

Engagement will continue throughout the project with all the stakeholders to ensure there is awareness of the impact of the scheme. The local highway authorities will need to present the final scheme for approval to their relevant council meetings, which will provide permission for WMCA to deliver works on the highway and provides another opportunity to express support of the proposals.

7. What measures does, or could, the policy or strategy include to help promote inclusion and equality of opportunity for and/or foster good relations between people from different equality groups?

- The scheme offers accessible and more spacious vehicles that are likely to improve the travel experience of disabled people, older people and people with children and buggies/prams
- Ticketing will remain in line with N network prices to ensure there are no barriers for people from lower economic backgrounds. On-board paying options should be retained to ensure that groups are not excluded due to their age, disability or/and employment status (for instance, a significant % of older people do not use debit cards)
- Disruption is anticipated during the construction phase. Any disruption information needs to be communicated effectively and widely to ensure

- that people are aware – this is especially important for disabled people who often pre-plan their journeys
- Sprint shelters are longer and wider – pathway accessibility is key in ensuring safe pedestrian access in line with key access design standards
 - A number of on-street parking spaces are being removed on the A34 route in the Perry Barr section though all existing off street parking is to be retained. Where properties do not have off street parking the existing on street parking will remain. 4 properties to date have advised that there are accessibility/mobility needs and the scheme will ensure that on street parking is retained for those properties to access. Additional measures will help ensure that on-street parking is offered where possible

8. Do you think that the policy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?

Positive impact: where the impact on a particular group of people is more positive than for other groups

Negative impact: where the impact on a particular group of people is more negative than for other groups

Neutral impact: neither a positive nor a negative impact on any group or groups of people, compared to others.

EQUALITY TARGET GROUP	AGE	GENDER (including gender reassignment)	DISABILITY	MATERNITY	RACE	RELIGION/BELIEF	SEXUAL ORIENTATION	SOCIO-ECONOMIC
POSITIVE IMPACT	√	√	√		√			√
NEGATIVE IMPACT								
NEUTRAL IMPACT				√		√	√	

12. If adverse/negative impact is noted to any of the listed equality target groups, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?

Not applicable

13. ACTION PLAN

What practical actions can be taken to promote inclusion and reduce/remove any adverse/negative impact?

Issues to be addressed	Actions required	Responsible officer	Timescales	How would you measure impact/outcomes in practice
Disruption during implementation of the	Changes need to be communicated	Project manager	During implementation	-Few or no complaints

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scheme	effectively to the public including equality groups in a number of ways – talking news, communication to community organisations etc.			
Pathway accessibility may be an issue	Explore options (land purchase etc.) to ensure key access standars are retained Engagement with key equality groups throughout the detailed design process	Project manager	Design stage	- Key accessibility standards met
Need to reduce the negative impact of the removal of on-street parking along the route (Perry Barr section)	Where properties do not have off street parking the existing on street parking will remain. 4 properties to date have advised that there are accessibility/mobilit	Project manager	Design stage	- Satisfied residents, few complaints - Retention of accessibility for households

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	y needs and the scheme will ensure that on street parking is retained for those properties to access. Additional measures will help ensure that on-street parking is offered where possible			
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