

Equality Analysis

Birmingham City Council Analysis Report

EA Name	UPDATED TRANSPORTATION AND HIGHWAYS CAPITAL FUNDING STRATEGY 2017/18 TO 2022/23
Directorate	Economy
Service Area	Economy - Transportation Services Growth & Transportation
Type	New/Proposed Function
EA Summary	<p>This Equalities Assessment reviews the Programme Definition Document (PrDD) updating the Transportation and Highways Funding Strategy (THFS) for the period 2017/18 to 2022/23 at a total estimated cost of £219.035m. The PrDD reflects new resources, revised project costings and programmes, slippage and policy changes that have occurred since approval of the previous strategy in February 2016. Within this update, approval is sought to allocate new Integrated Transport Block capital funding available through the West Midlands Combined Authority devolved transport grant process (£5.170m in 2017/18) to support a range of projects and programmes that contribute towards key Council priorities set out in the West Midlands Strategic Transport Plan, Birmingham Development Plan and Birmingham Connected transport strategy.</p> <p>The THFS aims to deliver capital transport and highway improvements that support the policies, priorities and targets of the Council; as set out in the Vision and Forward Plan, West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. These policy documents and associated reports have already been subject to equalities analysis.</p> <p>The intended outcomes of the THFS include:</p> <ul style="list-style-type: none"> . supporting economic growth, . reducing congestion, . increasing active travel, . improving physical fitness and health, . improving road safety, improving accessibility, . improving air quality, and . maintaining and improving the integrity of the highway network. <p>Transportation and highway improvements will benefit all districts and wards across the city, with further benefits to visitors and those who commute into the city. Measures implemented will benefit all ages and communities across the city. Many schemes are prioritised in terms of need, in addition to detailed data analysis, consultation and reference to existing Council, Transport for West Midlands, Department for Transport and other guidance or policy. Schemes will cover a broad spectrum of modes including public transport, walking, cycling, freight/business movement and the private car.</p> <p>This EA is an update of EA001086: Updated Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21.</p>
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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 Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The THFS performs an essential role in supporting a range of projects and programmes that contribute towards achieving the Council's key policies and priorities, as set out in the Vision and Forward Plan, West Midlands Strategic Transport Plan, Birmingham Development Plan and the Birmingham Connected transport strategy. The THFS is also relevant to the Future Council Transformation programme and the requirement to develop a Clean Air Zone (CAZ) to comply with the provisions of the Ambient Air Quality and Cleaner Air for Europe Directive 2008, which sets limiting values for a range of pollutants to protect public health.

The structure of the THFS comprises the following programmes:

- . Major Schemes;
- . Inclusive and Sustainable Growth;
- . Walking and Cycling;
- . Road Safety;
- . Safer Routes to Schools;
- . Ward Minor Transport Measures;
- . Grass Verge Protection; and
- . Infrastructure Development

Specific schemes identified for THFS funding include:

- . Battery Way Extension;
- . Iron Lane/Flaxley Road/Station Road;
- . Longbridge Connectivity (Highway Works);
- . Selly Oak New Road Phase 1B; and
- . Wharfdale Road Bridge: up to £2.5m prudential borrowing.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EA's will be completed at PrDD and Full Business Case (FBC) for individual projects and programmes.

The THFS will improve access to employment and services in the city for residents and visitors, including enabling growth and the creation of new jobs in the Enterprise Zone, the Aston Advanced Manufacturing Hub, the Food Hub, Longbridge, Tyseley and Selly Oak. The THFS will also support access and enable new housing development, whilst improving access to other employment locations.

Schemes will be designed to enable better access for all to employment, health, retail, education and leisure facilities across the city.

The THFS will have a positive impact on users of the highway, residents and businesses across the city by reducing congestion, improving road safety, increasing the use of sustainable modes, improving accessibility and improving air quality. Employment growth in the city, enabled by schemes within the THFS, will assist in tackling worklessness and current levels of high unemployment. Users of the highway include vehicle drivers, vehicle passengers, pedestrians, cyclists, and bus users.

The proposals will benefit vulnerable users, particularly the elderly and people with disabilities.

Enhanced pedestrian facilities will help these groups cross the road. Any bus stops affected will be upgraded to Disability Discrimination Act / Equalities Act standards, with tactile paving provided at dropped crossing points, to assist blind and partially sighted people locate and use the crossings. All measures will improve access to local facilities including employment, health, education, retail and leisure.

The funding provided by these schemes directly supports the ongoing employment of officers within the Economy directorate.

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	Yes
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

All schemes proposed within the THFS are provided as a 'public good' and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotional and educational training provided by the Transport Behavioural Change Team within Transportation and Connectivity, particularly in relation to road safety and active travel. Individual schemes will be subject to further screening for equalities analysis.

It is considered that there are no aspects of the THFS that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. No measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity, or disability.

Internal consultation has been undertaken with the Cabinet Member for Clean Streets, Recycling and Environment, Corporate Director Place, Assistant Director Highways and Infrastructure, Assistant Director Planning, Assistant Director Development and the Assistant Director Transportation and Connectivity.

Full external consultation will be undertaken with all relevant stakeholders as part of individual PrDDs and FBCs, in accordance with normal practise including residents, emergency services, businesses, the West Midlands Combined Authority (WMCA) /Transport for West Midlands and the Cycling Forum. All members of the local community, including groups of people whose first language is not English, will be invited to comment on the proposals during the public consultations. All proposals will be designed in accordance with national design standards, which give consideration to the needs of disabled people; helping to promote positive attitudes towards disabled people. Consultation will also be undertaken with Sutton Town Council and Frankley Parish Council where appropriate.

Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EA's will be completed at PrDD and FBC stage for individual projects and programmes.

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

All schemes proposed within the THFS are provided as a 'public good' and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotional and educational training provided by the Transport Behavioural Change Team within Transportation and Connectivity, particularly in relation to road safety and active travel. Individual schemes will be subject to further screening for equalities analysis.

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4 Review Date

08/05/18

5 Action Plan

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