

# BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>STRATEGIC DIRECTOR FOR ECONOMY</b>
<b>Date of Decision:</b>	<b>16<sup>th</sup> February 2016</b>
<b>SUBJECT:</b>	<b>WEST MIDLANDS INTEGRATED TRANSPORT AUTHORITY STRATEGIC TRANSPORT PLAN: "MOVEMENT FOR GROWTH"-</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref:</b>
<b>If not in the Forward Plan: (please "X" box)</b>	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
<b>Relevant Cabinet Member(s) or Relevant Executive Member:</b>	<b>CLLR TAHIR ALI, CABINET MEMBER FOR DEVELOPMENT, TRANSPORT AND THE ECONOMY</b>
<b>Relevant O&amp;S Chairman:</b>	<b>CLLR VICTORIA QUINN, ECONOMY, SKILLS AND SUSTAINABILITY</b>
<b>Wards affected:</b>	<b>All</b>

### 1. Purpose of report:

- 1.1 This report seeks endorsement of the West Midlands Integrated Transport Authority's (ITA) Strategic Transport Plan, Movement for Growth which will replace Local Transport Plan 3.

### 2. Decisions recommended:

- 2.1 That Cabinet:
- a) Endorses Movement for Growth which was approved by the West Midlands Integrated Transport Authority on 17th December 2015.
  - b) Supports the use of Movement for Growth to inform future transportation capital investment projects and programmes in Birmingham.
  - c) Agrees that Movement for Growth is presented to Full Council for adoption as City Council transport policy and to amend the constitution as appropriate.

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### **3. Consultation**

#### **3.1 Internal**

- 3.1.1 Consultation on the draft version of Movement for Growth took place Autumn 2015. All Members were informed of the consultation and provided with a full and summary version of the document. Comments were invited and Members encouraged to respond. The Economy, Skills and Sustainability Overview & Scrutiny Committee received a presentation on the strategy from West Midlands Integrated Transport Authority (WMITA) officers on 16th October 2015. Members were generally supportive of the approach.
- 3.1.2 Consultation on the draft version of Movement for Growth was undertaken with officers in other service areas including Highways, Planning & Regeneration and Environmental Health and comments received helped to develop the Council's response which was approved by the Cabinet Member for Development, Transport & the Economy on 15<sup>th</sup> October 2015. Comments expressed in the City Council's response have been used in developing the final version of Movement for Growth.
- 3.1.3 Officers from City Finance and Legal & Democratic Services have been involved in the preparation of this report.
- 3.1.4 The Leader of the Council and the Cabinet Members for Inclusion and Community Safety and Sustainability were consulted on this report and they support the proposals proceeding to an executive decision.

#### **3.2 External**

- 3.2.1 The 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 from Growth and Transportation. Comments expressed at the consultation events have been used in developing the final version of Movement for Growth.
- 3.2.2 No external consultation has been undertaken on this report as it is concerned with endorsing Movement for Growth, which was approved by the WMITA on 17th December 2015.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

- 4.1.1 This report is consistent with the City Council's Business Plan 2015+ policies, including the primary goals for a Prosperous City and a Democratic City.
- 4.1.2 This report is in accordance with the general move towards greater devolution across the UK, including the creation of the West Midlands Combined Authority (WMCA). More specifically, it is in accordance with the City Council's Business Plan 2015+ 'triple devolution' approach, which specifies issues of strategic planning, transport, and economic development to be addressed at Combined Authority level.
- 4.1.3 The City Council's Birmingham Connected 20-year strategy for improving the City's transport network forms a key element of this overarching West Midlands Strategic Transport Plan.

#### **4.2 Financial Implications**

- 4.2.1 Movement for Growth sets out an overarching framework and principles for developing the West Midlands transport network and identifies possible sources of funding to enable delivery including resources which will be made available as a result of the Combined Authority Devolution Agreement. Movement for Growth, itself, does not entail any financial commitment for the City Council therefore this report has no financial implications. Actual delivery will depend upon funding availability, local and regional priorities and management of any revenue consequences which arise. Specific schemes to be delivered by the City Council will be dealt with through the City Council's governance arrangements.

#### 4.3 Legal Implications

4.3.1 The new Strategic Transport Plan (referred to as Movement for Growth) will replace the Local Transport Plan 3 (LTP3), as the statutory Local Transport Plan for the WMITA as a Local Transport Authority. Preparation of the Local Transport Plan is a statutory requirement under S108(3) of the Transport Act 2000 (as amended by the Local Transport Act 2008). The responsibility for the preparation of the Strategic Transport Plan is with the WMITA.

#### 4.4 Public Sector Equality Duty

4.4.1 An initial Equalities Analysis has been carried out dated 3<sup>rd</sup> February 2016 (ref EA001101) and is attached as Appendix C. No adverse effects have been identified from the actions recommended in this report.

### 5. **Relevant background/chronology of key events:**

#### 5.1 Background

5.1.1 Movement for Growth will replace the existing West Midlands Local Transport Plan (LTP3) which was approved by the WMITA on 28th March 2011. The West Midlands LTP3 is a statutory document which sets out the transport strategy and policies for the West Midlands Metropolitan Area.

5.1.2 By virtue of the Local Transport Act 2000 (as amended), responsibility for the preparation of the Strategic Transport Plan is with the WMITA.

5.1.3 This plan forms the Metropolitan Area's overarching Urban Mobility Plan; around which each authority can develop their own bespoke strategies, such as Birmingham Connected, which reflect local needs but fit under the umbrella of the overarching objectives for the West Midlands.

#### 5.2 Proposals

5.2.1 The proposals set out in Movement for Growth seek to:

- Improve national and regional transport links to boost our economy;
- Improve links across the metropolitan area to provide better access to jobs, education, key services and leisure opportunities;
- Improve links within local communities to reduce reliance on cars for short distance trips and address social exclusion.

5.2.2 The strategy outlines the key transport objectives for the West Midlands Metropolitan Area, including;

- Supporting progress for a Midlands economic 'Engine for Growth' by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy;
- Developing regional infrastructure to improve movement across the West and East Midlands and to maximise the opportunities provided by HS2;
- Introduce a high quality, fully integrated bus, rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high quality multi-modal interchanges and improved fares & ticketing;
- Development of a metropolitan main road network ('Key Route Network') to provide for the main flows of people and freight using public and private transport;
- Development of a metropolitan cycle network to provide a network of high quality cycle routes;
- Development of a 'smart' mobility platform to make better use of transport capacity, giving people a wider set of travel options and better information about travel choices.

5.2.3 This approach seeks to achieve a number of key outcomes for the Metropolitan Area's transport network, these aim to:

- Increase in the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two West Midlands HS2 stations;
- Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety;
- Use transport improvements to enhance the public realm and attractiveness of our centres;
- Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys below one or two miles, by delivering a strategic cycle network and enhancing local conditions for active travel;
- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services;
- Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail;
- Maintain and develop our transport infrastructure and services effectively to help ensure they are safe and easily accessible for all.

5.3 Changes have been made to the draft document following the consultation, and the final document takes into account the issues raised in the Cabinet Member for Development, Transport and the Economy's response, which is included in Appendix B.

#### 5.4 Next Steps

5.4.1 The WMITA considered and approved Movement for Growth on 17<sup>th</sup> December 2015. Subject to approval by Cabinet it is recommended that Movement for Growth is presented and recommended for endorsement by Full Council and that it is adopted as City Council transport policy from that point forward.

5.4.2 The WMITA will be producing a ten year delivery plan which will identify projects and funding to take forward Movement for Growth, to be developed within the context of the emerging WMCA. Where projects are to be delivered by the City Council they will be in addition to existing projects funded through the Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21, which is the subject of a separate report on the February Cabinet agenda.

### **6. Evaluation of alternative options:**

6.1 The alternative option would be to not endorse the West Midlands Strategic Transport Plan, thereby implying disagreement with at least a part of the proposed strategy and subsequent implementation programme. Such a course of action would also not be supportive of the City Council's growth aspirations.

### **7. Reasons for Decision(s):**

7.1 Endorsing the West Midlands Strategic Transport Plan: Movement for Growth will serve to demonstrate support for the strategy for transport in Birmingham and the West Midlands. It is in line with emerging arrangements for the WMCA and will help to provide direction for all transport related improvements in the City over a twenty year period.

<b>Signatures</b>	<b><u>Date</u></b>
Councillor Tahir Ali Cabinet Member for Development Transport, & the Economy .....	.....
Waheed Nazir Strategic Director for Economy .....	.....

<b>List of Background Documents used to compile this Report:</b>
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“Birmingham Connected White Paper”: published by Birmingham City Council, November 2014

“West Midlands Integrated Transport Authority Strategic Transport Plan: ‘Movement for Growth’”: report to Cabinet Member for Development, Transport and the Economy jointly with Deputy Chief Executive, 15<sup>th</sup> October 2015

“West Midlands Integrated Transport Authority Strategic Transport Plan: ‘Movement for Growth’”: published by West Midlands Integrated Transport Authority, December 2015

<b>List of Appendices accompanying this Report (if any):</b>
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1. Appendix A: The West Midlands Strategic Transport Plan, Movement for Growth, Full and Summary documents
2. Appendix B: Birmingham City Council response to Movement for Growth consultation
3. Appendix C: Equality Analysis

## **PROTOCOL PUBLIC SECTOR EQUALITY DUTY**

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty – see page 9 (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul>
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li> <li>(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;</li> <li>(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.</li> </ul>
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) tackle prejudice, and</li> <li>(b) promote understanding.</li> </ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) age</li> <li>(b) disability</li> <li>(c) gender reassignment</li> <li>(d) pregnancy and maternity</li> <li>(e) race</li> <li>(f) religion or belief</li> <li>(g) sex</li> <li>(h) sexual orientation</li> </ul>