

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	Clean Air Hydrogen Bus Pilot
<b>Directorate</b>	Economy
<b>Service Area</b>	Economy - Transportation Services Growth & Transportation
<b>Type</b>	New/Proposed Policy
<b>EA Summary</b>	<p>This Equalities Assessment (EA) reviews the request for Cabinet to accept the recommendation to receive the grant funding sourced through the Office of Low Emission Vehicles (OLEV) and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Local Growth Fund (LGF) funding - Hydrogen Fuel Cell Joint Undertaking (HFCJU). This will contribute towards the cost of purchasing 22 hydrogen buses</p> <p>The EA also reviews the recommendation to for the City Council to procure the first fleet of hydrogen buses in Birmingham.</p>
<b>Reference Number</b>	EA002401
<b>Task Group Manager</b>	peter.a.bethell@birmingham.gov.uk
<b>Task Group Members</b>	peter.a.bethell@birmingham.gov.uk, david.i.harris@birmingham.gov.uk, sylvia.broadley@birmingham.gov.uk, janet.l.hinks@birmingham.gov.uk
<b>Date Approved</b>	2017-10-16 00:00:00 +0100
<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 recommendation to receive the grant funding sourced from OLEV grant (£3.814m), FCHJU grant (£4.141m) GBSLEP Local Growth Fund (£2.156m), Bus Operator minimum contribution (£3.289m) and approved Future Council Programme resources of £0.040m, to procure and deploy up to 22 hydrogen fuelled buses for use by a procured Bus Operator and to provide grant aid towards the cost of providing hydrogen refuelling infrastructure.

The expected outcome is that the City Council will procure a bus operator and procure the first fleet of 22 hydrogen buses in Birmingham.

Road traffic is the primary source of nitrogen dioxide (NOx) emissions in the city and it is estimated that buses are responsible for approx.43% of the NOx emission in Birmingham (with HGVs accounting for approx. half the NOx emissions and cars / LGVs the remainder). Bus operators (National Express, Diamond, Arriva and Stagecoach) have been consulted on the low/zero emission refuelling infrastructure requirements in the development of the Birmingham Blueprint, a strategy for low and zero emission vehicle deployment. This study provided a roadmap for deployment of hydrogen fleet vehicles which included 1-2 hydrogen refuelling stations in bus depots in the city by 2020 and 10-15 by 2030-2035. A review of air quality across the city led to Birmingham City Council declaring the whole borough an Air Quality Management Area (AQMA) in January 2003.

Over the past two years a consortium of bus operators, hydrogen providers, and bus manufacturers has been developing plans for a hydrogen fuel cell bus deployment project in Birmingham. This activity is part of a broader programme of work known as the '100 Fuel Cell Bus Project', an implementation strategy that seeks to introduce around one hundred fuel cell buses to the UK by the early 2020s. Significant work has been undertaken to develop a National Procurement Framework for hydrogen buses. The consortium has been brought together as a consortium approach; supported through the UK hydrogen cluster co-ordinators, to offer affordable hydrogen buses to UK cities by grouping UK and EU cities to jointly procure large numbers of fuel cell buses and unlock economies of scale.

Birmingham City Council has been working in collaboration with Transport for London and Aberdeen City Council to enable a co-ordinated scaled-up deployment of fuel cell buses and hydrogen refuelling stations. Detailed feasibility assessments at a city level were undertaken during Spring / Summer 2015 and the project has pursued a funding acquisition and procurement phase, through which the joint purchasing power of numerous cities will be used to acquire fuel cell vehicles and refuelling infrastructure at the lowest possible cost.

The hydrogen 22 bus project supports the Birmingham Development Plan and Big City Plan policies; Policy TP1 'Reducing the City's Carbon Footprint' & TP5 'Low Carbon Economy' - The City Council is committed to a 60% reduction in total carbon dioxide emissions produced in the city by 2027 from 1990 levels. Policy TP37 'Health', in which the City Council is committed to reducing health inequalities, increasing life expectancy and improving quality of life by seeking to improve air quality and reduce noise within the City & Policy TP43 - 'Proposals for Low Emission Vehicles' will be supported by working with partners to support to promote sustainable modes and low emission travel choices.

Birmingham Connected's vision is for a Green and Smart City, to see the widespread use of low

and zero emissions vehicles from the public, public transport operators and the servicing/logistics industry.

#### Internal consultation

Meetings have been held with Councillor Lisa Trickett, Cabinet Member for Clean Streets and the Environment; and a council member group (Councillor Lisa Trickett, Councillor Stewart Stacey - Cabinet Member for Transport and Roads, Councillor Paulette Hamilton - Cabinet Member for Health and Social Care and Councillor Barbara Dring - Chair of Licensing and Public Protection Committee) have been consulted on the 22 hydrogen bus project as part of the wider air quality programme workstream on low/zero emission infrastructure development and the transition to low/zero emission vehicles.

Officers in Transportation and Connectivity and in Environmental Services have been consulted with, in conjunction with the implementation of the Clean Air Zone (CAZ), which is set to be mandated by government to be in effect by early 2019.

#### External consultation

The deployment of the hydrogen 22 bus project has been discussed with the Department for Environment, Food & Rural Affairs (DEFRA) as an additional measure to implementing a CAZ. Hydrogen fuel cell bus technology supports the mitigating actions towards meeting annual average emission targets for nitrogen dioxide.

The seven West Midland district authorities and local bus operators, including National Express are working with Transport for West Midlands (TfWM) as part of the West Midlands Low Emission Bus Delivery Strategy, where deployment of Hydrogen Fuel Cell buses was set as a high ambition strategy to transition to zero emission buses.

**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?	No
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 concerned solely with the receipt of grant funding to enable the progression of the Birmingham hydrogen bus project; and as such, no measures are considered to discriminate against the protected characteristics in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity or disability. It has therefore been determined that a Full Assessment is not required.

### **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 concerned solely with the receipt of grant funding to enable the progression of the Birmingham hydrogen bus project; and as such, no measures are considered to discriminate against the protected characteristics in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity or disability. It has therefore been determined that a Full Assessment is not required.

### **4 Review Date**

21/10/18

### **5 Action Plan**

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