

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Holloway Circus Improvements
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	Amended Function
EA Summary	Holloway Circus junction requires improvements to manage traffic movement and allow it to accommodate expected changes brought about by redevelopment and the extension of Metro to Broad Street/Centenary Square.
Reference Number	EA001895
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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 Amended Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The projects support the targets and objectives of the 2011-2026 Local Transport Plan, specifically those targets around reducing congestion, improving road safety, improving the highway network and improving air quality.

The scheme is an improvement to the existing roundabout junction at Holloway Circus, where the A38 Bristol Road/Suffolk Street Queensway/Holloway Head/Smallbrook Queensway meet. The City's Ring Road plays a vital role in providing access to the city centre, with improvements required to reduce congestion and accommodate key developments proposed as part of the Enterprise Zone. It is proposed to make improvements at Holloway Circus to support developments in Southside, specifically Birmingham New Street Station and Grand Central (including the new John Lewis department store), and the impact of the Metro extension to Centenary Square. Improvements to Holloway Circus will unlock employment space at Arena Central and mixed use development as part of the Smithfield Masterplan (e.g. 300,000sqm of new floorspace and 2,000 new homes), alongside supporting existing infrastructure such as Birmingham New Street and Grand Central.

The Holloway Circus project is being undertaken within a limited site, and options for improvement are constrained by surrounding development. It is already a grade separated junction, and problems occur on the roundabout section above the A38 tunnel. Hence, work proposed includes a segregated left turn slip lane from Holloway Head to Suffolk Street Queensway and the inclusion of traffic signal control on the slip road approach from Bristol Street (and the adjacent circulatory carriageway). The existing traffic signal control (pedestrian crossings) will be upgraded to include these new traffic signals, and traffic will be managed more efficiently through the junction. Upgrades of the street lighting, traffic signs and road markings etc. will be required along with some carriageway/footway resurfacing on the approach roads.

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	No
Health: Helping People Become More Physically Active And Well	No
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
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Comment:

I have taken Stakeholders to mean local businesses within the vicinity of the junction, public transport (e.g. National Express) and emergency services bodies. Service users are the general public - i.e. drivers, pedestrians and cyclists.

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 is a road improvement scheme which will look to improve junction performance and manage traffic flows. The scheme was part of the Ring Road Pinch Points bid, and the bid proposals have been posted on the Birmingham City Council website since the 21st February 2013 (www.birmingham.gov.uk/ringroad). A wider consultation on the developed design was undertaken prior to the Pinch Points full business case (September 2014). The original design included a further dedicated slip-road from Smallbrook Queensway to Bristol Street. This removed the subways and provided an additional at-grade pedestrian crossing at the Bristol Street arm. Original consultation showed support for improvements to the junction, but some people wanted subways retained as they preferred not to cross the road. The subways themselves are not considered safe and a consultation by BCC's CCTV section showed that crime levels are high in this area.

Following significant difficulties with the utility works on the Scala House side, the proposed dedicated left-slip on this side will no longer be provided. The loss of this feature has been significantly mitigated by the closure of Hurst Street to traffic in September 2015. This semi-permanent scheme was implemented:

- . To prevent 'rat-running' traffic from Pershore Street etc. using Hill Street to access Holloway Circus and Paradise Circus. This was causing congestion at local junctions around the Gateway/Grand Central development.
- . As a precursor to a proposal from the Hippodrome /Southside BID to create a larger public square/events area, utilising current carriageway within Hurst Street /Ladywell Walk.

This means that the existing subways will now be retained and an at-grade pedestrian crossing will not be provided across Horsefair/Bristol Street. However, the dedicated left-slip on the Cleveland Tower side is still proposed, and the traffic signal improvements required to manage the traffic flows will also still be implemented. We are also working with the PFI service provider to improve the subway condition for continued pedestrian use. Hence, there will be no detriment to pedestrian service users, and traffic flow through the junction should be more efficient. Traffic Modelling has been undertaken and the implementation of the new traffic signal control will help improve management of traffic through the junction, but the scheme cannot solve all congestion issues.

3 Full Assessment

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

3.1 Disability - Assessment Questions

3.1.1 Disability - Relevance

Disability	Not Relevant
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Comment:

Age and Disability are relevant in terms of geometry of footways (width and gradient) for pedestrians and with respect to pedestrian crossings. All elements of the highway design will be to the relevant design standards and will look to minimise or remove any adverse impact on these two groups.

3.1 Concluding Statement on Full Assessment

This is a highway junction improvement which provides one new dedicated left-slip lane on the Holloway Head/Cleveland Tower roundabout approach arm. A consequence of utility diversion problems at the Scala House arm is that this dedicated left-slip lane will not be provided, and the subways at the junction will remain. It is recognised that we have lost the positive impact of taking the general public out of subways (i.e. less chance of mugging or anti-social behaviour and removal of steps/ramps), but pedestrian - vehicle interaction is as before. However, we are providing traffic signal control to the Bristol Street approach.

Crossing carriageways can also place additional pressures on the elderly and/or disabled users. However, the junction already has pedestrian crossings on three of its arms and these will be retained. The careful design of at-grade crossings can look to provide an optimum design with suitable time for the public, whilst minimising the impact on vehicles. Additional provision of tactile buttons, auditory warnings and appropriate tactile paving can also improve the user friendliness for disabled users.

As the junction is retaining its existing at-grade crossings, and such facilities are already prevalent at other locations on this road network, this scheme is not considered to impose any significant inequality on any of the protected groups and, is therefore, not considered to warrant a Full Equality Analysis.

4 Review Date

20/02/17

5 Action Plan

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