

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Selly Oak New Road Phase 1B
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	The first two phases (1A and 2) of the overall Selly Oak New Road (SONR) project were completed in 2009 and 2011 respectively, which have unlocked brownfield land development opportunities and improved access to the Queen Elizabeth Hospital. SONR 1B is the final section of the overall SONR project, which consists of highway improvements to the 'Selly Oak Triangle' made up of Bristol Road, Harborne Lane and Chapel Lane (a key junction between the A38 and A4040). The scheme will provide improved access to the development sites including the Life Sciences Campus on the Birmingham Battery Site. In addition the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre.
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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 first two phases (1A and 2) of the overall Selly Oak New Road (SONR) project were completed in 2009 and 2011 respectively, which have unlocked brownfield land development opportunities and improved access to the Queen Elizabeth Hospital.

SONR 1B is the final section of the overall SONR project, which consists of highway improvements to the 'Selly Oak Triangle' made up of Bristol Road, Harborne Lane and Chapel Lane (a key junction between the A38 and A4040). The scheme will provide improved access to the development sites including the Life Sciences Campus on the Birmingham Battery Site. In addition the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre.

The scheme comprises of the following measures:

- . Signalisation of the Gibbins Road / Harborne Lane junction which is to be delivered by the Developer under a Section 278 Agreement in advance
- . Harborne Lane, between Bristol Road and Chapel Lane - The existing one way carriageway section to be widened and made to two way dual carriageway.
- . Chapel Lane, between Bristol Road and Harborne Lane - The existing one way carriageway section to be made to two way single carriageway.
- . Existing retaining wall around the triangle site to be removed as necessary and new retaining wall to be constructed as a result of the wider carriageway.
- . Bristol Road / Harborne Lane / Oak Tree Lane signal controlled junction to be modified to suit the new layout.
- . Chapel Lane / Harborne Lane junction to be signalised.
- . Bristol Road / Chapel Lane / Elliott Road junction to be modified to suit the new layout
- . Current 'T' junction on Chapel Lane outside of the retail park to be converted to a public realm style roundabout.
- . New footway, pedestrian crossing facilities and other necessary highway facilities as a result of the above changes.
- . New bus infrastructures and upgrading on the existing ones (shelters and platforms).
- . Cycle Measures:
 - Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction.
 - Segregated two way cycle track along Harborne Lane.

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?	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	Relevant	Yes
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

A public consultation was carried out in September 2016, where letters and plans were delivered within the local vicinity of the proposed works. All Stakeholders, Ward Councillors, residents and local businesses were consulted as part of the consultation process. Public consultation was also uploaded on Birmingham Beheard website. During the consultation various signage was strategically located within the vicinity in order to make passing traffic aware of the consultation, its duration and methods of viewing the proposals. A number of 'drop in' sessions were held in Selly Oak Library and an Exhibition Bus at Sainsbury's store car park to give an opportunity for all interested parties to attend and discuss the proposed measures. There was a large portion of positive support for the scheme from members of the public, business and stakeholders.

As part of the consultation process we consulted with various disability groups. A supportive feedback was received from Sense (Deafblind Charity). No feedback was received from other disabled groups consulted.

The scheme is aimed at improving facilities for all road users including local residents / businesses / visitors to Birmingham City and it is not envisaged that any user groups will be adversely affected by the proposals. Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

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	Relevant
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3.1.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?

The proposed junction improvements are envisaged to have a very positive effect on the local area and community and open up increased opportunities for employment and development.

Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

Do you have evidence to support the assessment?	Yes
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Please record the type of evidence and where it is from?

A public consultation was carried out in September 2016, where letters and plans were delivered within the local vicinity of the proposed works. All Stakeholders, Ward Councillors, residents and local businesses were consulted as part of the consultation process. Public consultation was also uploaded on Birmingham Beheard website. During the consultation various signage was strategically located within the vicinity in order to make passing traffic aware of the consultation, its duration and methods of viewing the proposals. A number of 'drop in' sessions were held in Selly Oak Library and an Exhibition Bus at Sainsbury's store car park to give an opportunity for all interested parties to attend and discuss the proposed measures. There was a large portion of positive support for the scheme from members of the public, business and stakeholders.

As part of the consultation process we consulted with various disability groups. A supportive feedback was received from Sense (Deafblind Charity). No feedback was received from other disabled groups consulted.

You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
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3.1.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Function?	No
If not, why not?	No relevant individuals identified
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals with a disability?	Yes

If so, how did you obtain these views?

A public consultation was carried out in September 2016 and all consultation responses were collated through the various means as mentioned previously and will be presented with the Full Business Case.

Is a further action plan required?	No
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3.1.4 Disability - Additional Work

Do you need any more information or to do any more work to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	No
Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No
Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably?	No
Do you think that the Function could assist Individuals with a disability to participate more?	No
Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability?	No

3.2 Concluding Statement on Full Assessment

This scheme demonstrates due regard to the protected characteristics affected by these proposals.

Disabled characteristic will be protected by ensuring footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

Public consultation was carried out in September 2016 and a supportive feedback was received from Sense (Deafblind Charity). No feedback was received from other disabled groups consulted.

Safety audits will be carried out during the detailed design stage when the EA will be reviewed.

4 Review Date

03/10/17

5 Action Plan

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