




Title of proposed EIA	Pershore Road Junction Improvement
Reference No	EQUA83
EA is in support of	Amended Function
Review Frequency	No preference
Date of first review	13/08/2020
Directorate	Economy
Division	Infrastructure Delivery
Service Area	
Responsible Officer(s)	 Tanweer Araf
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Paul Simkins
Purpose of proposal	Cycling and pedestrian crossing infrastructure highway improvements
What sources of data have been used to produce the screening of this policy/proposal?	
Please include any other sources of data	
PLEASE ASSESS THE POTENTIAL IMPACT ON THE FOLLOWING PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Not Applicable
Age details:	
Protected characteristic: Disability	Service Users / Stakeholders; Employees; Wider Community
Disability details:	<p>Pedestrian crossings at the road junction will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing making decision for people who are often less confident due to their disability, inexperience or reduced mobility such as children, or elderly.</p> <p>Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature</p>

tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual impairments often experienced by the elderly. Yellow bands will be installed on all signal poles approx. 1.5 -1.7 m above the ground to highlight location of the poles to visually impaired people.

Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user, or expecting mothers, or parents with pushchairs and small children. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings.

This scheme will make a positive impact on the protected groups and the scheme has been designed in tandem with the latest design standards and regulations to avoid adverse impact or potential discrimination.

Protected characteristic: Gender

Not Applicable

Gender details:

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Service Users /
Stakeholders;
Employees; Wider
Community

Pregnancy and maternity details:

This highway scheme includes incorporating at grade pedestrian crossing facilities, which will provide significantly improved facilities for pedestrians and people with protected characteristics.

Signal controlled Pedestrian crossing will be installed whereby ongoing traffic must stop and give way to pedestrians to cross the road. This will aid people who are often less confident due to their disability, inexperience or reduced mobility such as children, or elderly or expecting mothers. Pedestrians will need to press a button on the traffic signals when intending to cross and wait until a green man is signaled.

Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user, or expecting mothers, or parents with pushchairs and small children. Bright

colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings.

This scheme will make a positive impact on the protected groups and the scheme has been designed in tandem with

the latest design standards and regulations to avoid adverse impact or potential discrimination.

Protected characteristics: Race

Not Applicable

Race details:

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact on any particular group(s)?

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future to ensure effective monitoring of this policy/proposal?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

The current traffic signal layout of the highway junction means that there is a strong pedestrian and cycle severance as there are no formal controlled facilities to assist pedestrians and cyclists in navigating the 4 traffic arms and crossings the roads safely.

Because of the poor standard and inefficient operation of this junction, together with poor accessibility for users such as cyclists, and pedestrians and private vehicle users see the junction as a difficult junction to navigate.

The aim is to improve overall safety & efficiency of the Pershore Rd Priory Rd junction via incorporating pedestrian & cycling facilities and signals alterations for improved operation efficiency at the junction.

The expected outcome is that the Pershore Road / Priory Road junction will be made safer for pedestrians and cyclists.

This junction has had seven road traffic collisions (rtc) in the last five years, including one fatal rtc and six slight.

The safety improvements to be considered include:

- . a revised junction layout (alterations to cycle lane widths and Advanced Cycle Stop Lines),

- . new pedestrian crossing phases/signals (currently none), New Crossing facility with Tactile paving to ensure step-free access to the crossing point for people with reduced

mobility or
wheelchair/walking
aids user, or expecting
mothers, or parents

with pushchairs and
small children.

. two-way segregated
cycle track on the
south side alongside
Edgbaston Road and
Priory Road, to connect
National Cycle Network
Route 5 at Cannon Hill
Road to the new A38
route at Bristol Road.

There would be
particular safety
benefits for pedestrians
and cyclists using the
north-south link, and the
proposals provide a
wider range of options
for cycle movements
than the existing
layout.

The proposals are
consistent with the City
Council's Financial
Plan 2017+, including
the City Council's
vision for the future,
specifically:

. A healthy city and a
great place for people
to grow old in; and

. A great city for
children to grow up in;

The measures will
support the aspirations
of the Birmingham
Development Plan
(BDP), Birmingham
Connected, and the
Health and Wellbeing
Strategy.

Officers from City
Finance and Legal &
Democratic Services
are involved in the
preparation of these
proposals.

	<p>The Cabinet Member for Transport and Roads has been involved with the formulation of the proposals. Local ward members will be consulted as the proposals are expanded and refined.</p>
Consulted People or Groups	<p>The City Council will ensure that a full formal public consultation is carried out by Officers and they will consult with the groups with the protected characteristics and appropriate stakeholders in line with its obligations in the Equalities Act 2010. This consultation will seek to gain the perspectives of the groups with the protected characteristics.</p>
Informed People or Groups	<p>Some initial consultation has taken place informing the early design process. The Councillors of the Ward that the highway improvement is to be undertaken in, have been consulted on the proposals.</p>
Summary and evidence of findings from your EIA	<p>This assessment has given due regard to the General Equality Duty by providing facilities that comply with the 3 aims. The scheme by incorporating at grade pedestrian crossing facilities, which will provide significantly improved facilities for</p>

people with protected characteristics, support the elimination of unlawful discrimination and help foster good relations between people who share protected characteristics and those who do not. This is because the crossing facility can be used by all groups of people equally.

The proposed scheme incorporates a pedestrian crossing facility, and consideration has been given to take account of individuals with disabilities.

In order to meet the needs of individuals with a disability, the new crossing will include a push button and signalised pedestrian phase during which traffic must stop and give way to pedestrians when the button is pushed and the green man is shown.

This will aid with decision making for people who are often less confident due to their disability i.e. require longer gap between traffic to cross. Signal crossing will be operated with pedestrians needing to press the button when intending to cross.

The control buttons feature bleeping and tactile cones which rotate when the pedestrian signal is

green and it is safe to cross the road. This is helpful for pedestrians with visual or hearing impairments. Yellow bands will be installed on all signal poles approx. 1.5 -1.7 m above the ground to highlight location of the poles to assist visually impaired people.

Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user and reduce trip hazards. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings. The design also ensures that all pedestrian facilities widths are maintained at the level ensuring comfortable movements of people using mobility aids and reflecting kerb shyness of people with reduced mobility.

The scheme will be audited, monitored and reviewed once complete to ensure it has been constructed in line with the current standards and is fit for purpose.

If required, further changes/modifications to the highway design

will be made once the full formal public consultation stage has been undertaken.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Made 1 small spelling amendment. Can now be submitted to Accountable Officer for approval 130918

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

03/01/2019

Reasons for approval or rejection

Approved


Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 61.0

Created at 13/08/2018 01:25 PM by  Tanweer Araf

Last modified at 03/01/2019 10:37 AM by Workflow on behalf of  Paul Simkins

Close