

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Battery Way Extension
Directorate	Economy
Service Area	Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	Extension of the existing Battery Way by 700m which, in addition to the single lane carriageway, includes new street lighting, footway and cycle lanes. This will enable Battery Way to service newly proposed Industrial Units at Signal Point in Tyseley, Birmingham. Changes to the existing Reddings Lane/Olton Boulevard West junction is also proposed.
Reference Number	EA000509
Task Group Manager	gavin.maciel@birmingham.gov.uk
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Date Approved	2016-06-21 01:00:00 +0100
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Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Overall Purpose

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 Overall Purpose

2.1 What the Activity is for

What is the purpose of this Function and expected outcomes?	<p>The extension of Battery Way will open new development and employment opportunities at Signal Point in Tyseley. This work is being carried out in conjunction with a Private Developer who will be constructing new Industrial Units at the site.</p> <p>The scheme consists of the construction of a new road, approximately 700m in length, with footways and cycle lanes on both sides. Landscaping strips will be adjacent to the footways. The scheme also allows for conversion of the Reddings Lane / Olton Boulevard West junction from a mini-roundabout to traffic signal control, which will incorporate new controlled crossing facilities, which will improve safety for all road users.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	Yes
A Fair City	Yes
A Prosperous City	Yes
A Democratic 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 Analysis on Initial Assessment

The extension of Battery Way is 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.

All parking / loss of parking for disabled will be minimized and actions will be taken to ensure that where extra parking is provided, disabled persons will be catered for.

It is not expected that this scheme will have a negative impact for the protected characteristics.

Traffic counts, accident analysis and consultation has been used to develop this scheme. It was identified that the existing mini-roundabout control at Reddings Lane / Olton Boulevard West would be insufficient to cater for the extra traffic generated by the Battery Way Extension, which would turn the existing mini-roundabout controlled T-junction

arrangement into a crossroads type junction. This extra capacity would cause the mini-roundabout to lock up and therefore it was decided that traffic signal control would be the best option.

Given the number of schools in the surrounding area and the possible new pedestrian trip attraction from potential new developments, it was decided that a signal controlled junction with full pedestrian facilities would offer the safest solution for all road users. Independent safety audits have been carried out to ensure designs are as safe as possible and that all road users are catered for.

Public consultation was carried out in February / March 2015. MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:

"In light of the projected development and potential for employment we would ask that all access road openings are equipped with dropped kerbs and any appropriate tactile paving, in order to accommodate future pedestrian accessibility. The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the proposed road"

As described above, all these comments have been addressed during design and development of the scheme.

Safety audits have been carried out and the proposals have been passed through the relevant internal Gateway procedures for the City Council. Transportation Delivery Group (TDG) and Transportation Street Services Group (TSSG) have all been involved in deciding that the scheme can progress to Cabinet approval.

3.1 Age

3.1.1 Age - Differential Impact

Age	Relevant
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3.1.2 Age - Impact

Describe how the Function meets the needs of Individuals of different ages?	The junction will be designed to ensure safer crossing for people of all ages. Given the proximity of schools to the junction and new road, controlled crossing facilities will ensure that young people can cross safely to reach schools and that elderly people have more time to cross the road.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	The junction and new road have been designed to current standards and guidance. Full independent safety audits have been carried out to ensure designs are as safe as can be for all road users.
Have you received any other feedback about the Function in meeting the needs of Individuals of different ages?	Yes
Please record the nature of such feedback.	Public consultation was carried out in February / March 2015. MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto the City Council consultation website "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held. There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring.
You may have evidence from more than one source. If so, does it present a consistent view?	Yes
Is there anything about the Function and the way it affects Individuals of different ages which needs highlighting?	No

3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages 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 of different ages?	Yes

If so, how did you obtain these views?	<p>Public consultation was carried out in February / March 2015. MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.</p> <p>There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring.</p> <p>Consulting with local schools and the City Council School Travel Plan team enabled an overview of the impact of the scheme on school children and enabled the pedestrian crossings to be adjusted to suitable desire lines.</p> <p>Consulting with the Access Committee for Birmingham enabled the designers to ensure that the design did not impeded elderly people or the disabled.</p>
Is there anything about the Function and the way it affects Individuals of different ages which needs highlighting?	No

3.1.4 Age - Additional Work

Do you need any more information to complete the assessment?	No
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	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

3.2 Disability

3.2.1 Disability - Differential Impact

Disability	Relevant
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3.2.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?	<p>The extension of Battery Way is envisaged to have a very positive effect on the local area and community and open up increased opportunities for employment and development.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>All parking / loss of parking for disabled will be minimized and actions will be taken to ensure that where extra parking is provided, disabled persons will be catered for.</p>
Do you have evidence to support the assessment?	Yes

Please record the type of evidence and where it is from?	<p>Public consultation was carried out in February / March 2015. MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.</p> <p>There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:</p> <p>"In light of the projected development and potential for employment we would ask that all access road openings are equipped with dropped kerbs and any appropriate tactile paving, in order to accommodate future pedestrian accessibility. The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the proposed road"</p> <p>As described above, all these comments have been addressed during design and development of the scheme.</p>
Have you received any other feedback about the Function in meeting the needs of Individuals with a disability?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Function and the way it affects Individuals with a disability which needs highlighting?	No

3.2.3 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?	<p>Public consultation was carried out in February / March 2015. The Access Committee for Birmingham, MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.</p> <p>There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:</p> <p>"In light of the projected development and potential for employment we would ask that all access road openings are equipped with dropped kerbs and any appropriate tactile paving, in order to accommodate future pedestrian accessibility. The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the proposed road"</p> <p>All these comments have been addressed during design and development of the scheme.</p>
Is there anything about the Function and the way it affects Individuals with a disability which needs highlighting?	No

3.2.4 Disability - Additional Work

Do you need any more information to complete the assessment?	No
Is there any more work you feel is necessary 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

3.3 Concluding Statement on Full Assessment

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

Age characteristic is protected by the installation of pedestrian crossings which will enable all pedestrians, irrespective of age, the chance to cross the road safely and in good time.

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.

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4 Review Date

20/06/16

5 Action Plan

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