

Title of proposed EIA	CA-02715 Dudley Road Improvement Scheme
Reference No	EQUA561
EA is in support of	New Function
Review Frequency	Six Months
Date of first review	09/12/2020
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Projects
Responsible Officer(s)	 Robert Warner
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Saaied Manzoor
Purpose of proposal	Implementation of Dudley Road Highways Improvement Scheme
Data sources	Survey(s); Consultation Results; Interviews; relevant reports/strategies; Statistical Database (please specify); relevant research
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Employees; Wider Community
Age details:	Older people and young children will feel more confident using the upgraded road crossing points, designated cycle paths, upgraded access to new housing developments and be able to navigate routes throughout the area with a greater degree of ease/certainty.
Protected characteristic: Disability	Service Users / Stakeholders; Employees; Wider Community
Disability details:	Improvements to road crossing points and upgraded pedestrian crossings at junctions, introduction of dropped kerbs, tactile paving and incorporating sympathetic level changes with proposed routes will help to encourage greater accessibility across the zone and to new adjacent housing developments.

	The needs of certain disabled groups, particularly people in wheelchairs, will need to be taken into account when designing the measures.
Protected characteristic: Sex	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:	Improved connectivity to existing infrastructure and widening of footways will incorporate additional space for buggys and trailer bikes etc.
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:	
Socio-economic impacts	<p>The scheme aims to improve the A457 Dudley Road, reducing traffic congestion through junctions and improve facilities for pedestrians and cyclists. This is an area of the city where we expect a lot of changes to happen in the next few years and for travel patterns to change.</p> <p>The scheme incorporates the principles set out in the Birmingham Emergency Transport Plan (May 2020) which has identified new challenges and opportunities for travel that the Covid-19 pandemic has presented. New data indicates that during this period many of us are choosing to travel by walking and cycling, which has reduced congestion on the highway network and provided an opportunity to free up</p>

valuable road space for potential walking and cycling provisions alongside public transport travel as Birmingham builds on the recovery. Most of City Hospital is expected to move to a new site nearby (in Smethwick) with about 750 new homes planned for the current hospital land. In addition, developments on the Icknield Port and Soho Loop sites, to the south of Dudley Road will incorporate approximately 1,200 and 700 new homes respectively, increasing demands on the existing transport network.

The aim of these proposals is to improve the flow of people and goods through the area and to allow for the expected increase in travel demand.

The Dudley Rd single scheme design requires the closure of Northbrook St to through traffic to facilitate widening works to the main road corridor. This will have an effect on access to residential properties within the Northbrook St. A full consultation process is programmed to engage local stakeholders.

Please indicate any actions arising from completing this screening exercise.

N/A

Please indicate whether a full impact assessment is recommended

YES

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

Birmingham City Council has undertaken a consultation exercise with stakeholders and the general public. The aim of the consultation was to gather both the views and support on the revised proposals for the infrastructure upgrades proposed by the A457 Dudley Road Improvement Scheme. The results of the consultation indicated general support from both stakeholders and the wider public for the proposals for the A457 Dudley Road Improvement Scheme.

Birmingham City Council held a Public Consultation Exercise between the 1st and 31st October 2018, with letter / plans delivered to all the residents and

businesses which fell within a 150m offset along the Dudley Road corridor. Site notices and advance signage promoting the public consultation and address to the consultation website were erected in the vicinity. The City Council then held 'drop in sessions' at three public venues where the proposals could be viewed and discussed with Council Officers, where each attendee was asked to complete a questionnaire. Out of the 1300 letters sent out to local businesses and residents excluding key stakeholder consultation, 255 consultation responses were received. This represents an 19.6% response rate to the consultation.

An updated public consultation is planned for November 2020 to incorporate the changes developed as a result of the BCC Emergency Travel Plan (May, 2020).

Consultation analysis

In terms of the 2018 consultation response to the scheme, 62.4% of the 255 consultees offered support of the proposals, with 34.2% (87 respondents) in full support and 28.2% (72 respondents) partially supporting the outline scheme of proposed infrastructure improvements. From the 255 responses 19.2% (49 respondents)

did not support the scheme and 18.4% (47 respondents) did not express a strong preference either way. Those not in favour included residents and businesses with local concerns over parking, loss of trees and the effect on cyclists, as well as four comments objecting to the principle of widening roads or saying that the money would be better spent elsewhere.

Four main themes were recurring throughout the consultation exercise. The strongest theme highlighted by the consultation exercise was the perceived impact of traffic congestion and parking issues along the corridor. Responses such as "...Traffic flow currently a problem, particularly with traffic turning right into and out of junctions. Parking also doesn't help. However, adding more traffic light (toucan or otherwise) can interrupt traffic flow causing a build-up, so would like reassurance that lights could be co-ordinated somehow" illustrate the issues currently faced on the corridor and have been integrated into the scheme proposals. Upgraded junction layouts, realigned carriageway widths, adoption of urban traffic control systems and rationalised parking restrictions are being developed to alleviate these issues.

Comments supporting an upgrading of cycling infrastructure were also prevalent "...Shared use pavements are slow because cycle users should be riding carefully and cautiously around the people who are walking. A segregated cycle track enables both people walking and cycling to understand where they need to be and to predict the behaviour of other users." Such comments have been taken on board and follow up meetings with cycling steering groups have taken place, with further segregated cycling (where possible) to be included within the proposed

scheme.

Equally significant were comments regarding the Dudley Road environment. A proposal to "...discuss with the City Hospital developers the potential to route the shared foot/cycle path to the north of the trees, to retain a green barrier between the road and their development" has been integrated into the designs for the scheme. A new segregated cycle way/footpath to be constructed on the frontage of Birmingham City Hospital as a mitigation measure to retain 15 trees, following on from the comments to liaise with City Hospital and Homes England (land owners) to review the possibility of minimising removal of trees by acquiring some of their land.

Additional specific consultation responses incorporated into the scheme have included: provision of segregated cycle lanes/footway throughout the corridor to address comments regarding the comfort, efficiency and continuation of the cycle route; provision of priority crossings for pedestrians and cyclists at George Street West junction, Ellen Street junction and College Street junction; Introducing double yellow lines on Heath Street for a length of 160 metres to increase highway capacity following on from complaints received for heavy traffic cause by the on-street parking and provision of new signals for right turn on Northbrook Street junction to address comments relating to traffic flow, particularly with traffic turning right into and out of junctions.

All the themes highlighted are consistent with the main objectives of the scheme and should the proposed measures to mitigate these issues be implemented, the outcome would be approved of by both the members of the public and the local authority.

Further consultation was provided through qualitative engagement and communication with key stakeholders such as Transport for West Midlands (TfWM), Pushbikes, Sandwell and West Birmingham NHS Trust, Galliard Homes (Soho Loop Development), Homes England (City Hospital Development) and local businesses within the corridor. Meetings were held to discuss and highlight potential user issues with suggestions evaluated and incorporated into the proposals where realistically possible.

A review of the outline scheme proposals was also undertaken following a second phase of consultation with cycling stakeholder groups. The new cycle provision (shared and segregated) is now provided along the full length of the scheme to connect with existing cycle infrastructure. Suggestions of new street furniture in the form of cycle stands have been incorporated into the outline proposals. Shared cycling facilities are provided where highway space is prohibited and will also include new toucan crossing facilities to create a link to the south side of the corridor and new housing developments on the Soho Loop site.

Following discussion with TfWM, traffic would also be managed more efficiently with the upgrading of signalised junctions, including Bus Priority detection. The journey times will be improved due to the proposed improvements along the corridor and it is currently estimated that a journey time saving of approximately 2-3 minutes during the peak periods will be achieved. This will ensure that bus journey times will become more consistent and reliable.

Equally, engagement with Sandwell and West Birmingham NHS Trust have highlighted the need to improve

sustainable transport links to the new Midland Metropolitan Hospital at Cape Hill with potential routes evaluated with Sandwell MBC.

Following the consultation process and incorporating feedback, the scheme contains the following main core elements:

Increased capacity at signalised junctions (Winson Green Road / Dudley Road and Western Road / Dudley Road).

New signalised junction (Heath Street / Dudley Road).

Upgraded pedestrian crossings at key junctions.

Cycle and pedestrian facilities on wide footways along entire route length - primarily in the form of segregated cycling route on the north side of the corridor and shared facilities where highway space is prohibited. The cycling measures will also include toucan crossing facilities to create a link to the south side of the corridor.

Realignment of junctions to improve visibility and user safety.

Bus priority detection measures at traffic signal junctions.

Coordinated and integrated Traffic Restraining Orders to enable peak time tidal flow parking restriction proposals for Dudley Road, Spring Hill and Heath Street to help alleviate congestion.

Adverse impact on any people with protected characteristics.

Potential to reduce vehicular accessibility to Northbrook St/Coplow St/Wiggin St due to required closure of Dudley Rd/Northbrook St Junction may have impact on local residents. Previous scheme consultation

	proposed left in/out arrangement with right turns prohibited.
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	As a result of structural restrictions imposed by Lee Canal Bridge, the closure of Northbrook St is a pre-requisite for the scheme's implementation. Access to the area will be maintained via Barlow St and the Icknield Port Rd access to Wiggin St.
How will the effect(s) of this policy/proposal on equality be monitored?	Ongoing consultation with project stakeholders/residents throughout implementation phase of project.
What data is required in the future?	N/A
Are there any adverse impacts on any particular group(s)	No
If yes, please explain your reasons for going ahead.	N/A
Initial equality impact assessment of your proposal	N/A
Consulted People or Groups	<p>Consultation in 2018 contacted the following stakeholders:</p> <p>MP</p> <p>Ward Councillors</p> <p>District Committee Chair</p> <p>Emergency Services</p> <p>District Engineers (BCC)</p> <p>Traffic Manager (BCC)</p> <p>School Crossing Patrol Manager (BCC)</p> <p>Residents and Businesses</p> <p>Disabled Groups</p> <p>Business & Residents Groups / Associations (Information to be obtained from Ward Councillors & District Engineers)</p> <p>Wider road users (example commuters driving through the vicinity)</p>
Informed People or Groups	N/A
Summary and evidence of findings from your EIA	Birmingham City Council has undertaken a consultation exercise with stakeholders and the general public in 2018. The aim of the consultation was to gather both the views and support on the revised proposals for the infrastructure upgrades proposed by the A457

Dudley Road Improvement Scheme.
The results of the consultation indicated general support from both stakeholders and the wider public for the proposals for the A457 Dudley Road Improvement Scheme.

Birmingham City Council held a Public Consultation Exercise between the 1st and 31st October 2018, with letter / plans delivered to all the residents and businesses which fell within a 150m offset along the Dudley Road corridor. Site notices and advance signage promoting the public consultation and address to the consultation website were erected in the vicinity. The City Council then held 'drop in sessions' at three public venues where the proposals could be viewed and discussed with Council Officers, where each attendee was asked to complete a questionnaire. Out of the 1300 letters sent out to local businesses and residents excluding key stakeholder consultation, 255 consultation responses were received. This represents an 19.6% response rate to the consultation.

In terms of consultation response to the scheme, 62.4% of the 255 consultees offered support of the proposals, with 34.2% (87 respondents) in full support and 28.2% (72 respondents) partially supporting the outline scheme of proposed infrastructure improvements. From the 255 responses 19.2% (49 respondents) did not support the scheme and 18.4% (47 respondents) did not express a strong preference either way. Those not in favour included residents and businesses with local concerns over parking, loss of trees and the effect on cyclists, as well as four comments objecting to the principle of widening roads or saying that the money would be better spent elsewhere.

Four main themes were recurring throughout the consultation exercise. The strongest theme highlighted by the consultation exercise was the perceived impact of traffic congestion and parking issues along the corridor. Responses such as "...Traffic flow currently a problem, particularly with traffic turning right into and out of junctions. Parking also doesn't help. However, adding more traffic light (toucan or otherwise) can interrupt traffic flow causing a build-up, so would like reassurance that lights could be co-ordinated somehow" illustrate the issues currently faced on the corridor and have been integrated into the scheme proposals. Upgraded junction layouts, realigned carriageway widths, adoption of urban traffic control systems and rationalised parking restrictions are being developed to alleviate these issues.

Comments supporting an upgrading of cycling infrastructure were also prevalent "...Shared use pavements are slow because cycle users should be riding carefully and cautiously around the people who are walking. A segregated cycle track enables both people walking and cycling to understand where they need to be and to predict the behaviour of other users." Such comments have been taken on board and follow up meetings with cycling steering groups have taken place, with further segregated cycling (where possible) to be included within the proposed scheme.

Equally significant were comments regarding the Dudley Road environment. A proposal to "...discuss with the City Hospital developers the potential to route the shared foot/cycle path to the north of the trees, to retain a green barrier between the road and their development" has been integrated into the designs for the

scheme. A new segregated cycle way/footpath to be constructed on the frontage of Birmingham City Hospital as a mitigation measure to retain 15 trees, following on from the comments to liaise with City Hospital and Homes England (land owners) to review the possibility of minimising removal of trees by acquiring some of their land.

Additional specific consultation responses incorporated into the scheme have included: provision of segregated cycle lanes/footway throughout the corridor to address comments regarding the comfort, efficiency and continuation of the cycle route; provision of priority crossings for pedestrians and cyclists at George Street West junction, Ellen Street junction and College Street junction; Introducing double yellow lines on Heath Street for a length of 160 metres to increase highway capacity following on from complaints received for heavy traffic cause by the on-street parking and provision of new signals for right turn on Northbrook Street junction to address comments relating to traffic flow, particularly with traffic turning right into and out of junctions.

All the themes highlighted are consistent with the main objectives of the scheme and should the proposed measures to mitigate these issues be implemented, the outcome would be approved of by both the members of the public and the local authority.

Further consultation was provided through qualitative engagement and communication with key stakeholders such as Transport for West Midlands (TfWM), Pushbikes, Sandwell and West Birmingham NHS Trust, Galliard Homes (Soho Loop Development), Homes England (City Hospital Development) and local businesses within the corridor. Meetings were held to discuss and highlight potential user issues with

suggestions evaluated and incorporated into the proposals where realistically possible.

A review of the outline scheme proposals was also undertaken following a second phase of consultation with cycling stakeholder groups. The new cycle provision (shared and segregated) is now provided along the full length of the scheme to connect with existing cycle infrastructure. Suggestions of new street furniture in the form of cycle stands have been incorporated into the outline proposals. Shared cycling facilities are provided where highway space is prohibited and will also include new toucan crossing facilities to create a link to the south side of the corridor and new housing developments on the Soho Loop site.

Following discussion with TfWM, traffic would also be managed more efficiently with the upgrading of signalised junctions, including Bus Priority detection. The journey times will be improved due to the proposed improvements along the corridor and it is currently estimated that a journey time saving of approximately 2-3 minutes during the peak periods will be achieved. This will ensure that bus journey times will become more consistent and reliable.

Equally, engagement with Sandwell and West Birmingham NHS Trust have highlighted the need to improve sustainable transport links to the new Midland Metropolitan Hospital at Cape Hill with potential routes evaluated with Sandwell MBC.

Following the consultation process and incorporating feedback, the scheme contains the following main core elements:

Increased capacity at signalised

junctions (Winson Green Road / Dudley Road and Western Road / Dudley Road).

New signalised junction (Heath Street / Dudley Road).

Upgraded pedestrian crossings at key junctions.

Cycle and pedestrian facilities on wide footways along entire route length - primarily in the form of segregated cycling route on the north side of the corridor and shared facilities where highway space is prohibited. The cycling measures will also include toucan crossing facilities to create a link to the south side of the corridor. Realignment of junctions to improve visibility and user safety.

Bus priority detection measures at traffic signal junctions.

Coordinated and integrated Traffic Restraining Orders to enable peak time tidal flow parking restriction proposals for Dudley Road, Spring Hill and Heath Street to help alleviate congestion.

The Public Sector Equality Duty drives the need for equality assessments (initial and full). An initial assessment has been prepared from the outset based upon available knowledge and information. It shows the proposed scheme will not have an adverse impact on people with protected characteristics.

In producing this Equality Assessment, due regard has been given to the 3 aims of the General duty:

- a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
- b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Accountable Officer 27 10
20

Decision by Quality Control Officer

Reject for amendments

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Julie Bach

Person or Group

Content Type: Item

Version: 53.0

Created at 16/09/2020 12:52 PM by  Robert WarnerLast modified at 28/10/2020 11:03 AM by Workflow on behalf of  Saaied Manzoor[Close](#)