

EIA000842 James Watt Queensway Super Crossing

About your EIA

Reference Number:	EIA000842
Subject of EIA:	James Watt Queensway Super Crossing
Description:	<p>A Super Crossing at James Watt Queensway will improve pedestrian and cycle connectivity while providing a gateway into the Birmingham Knowledge Quarter and improving links with the City Core and Nechells ward. The Super Crossing, a state of the art signal controlled parallel crossing, over James Watt Queensway will help drive increased active travel and reduce the risk of road harm within the Birmingham Knowledge Quarter, the area bordered by James Watt Queensway, the A38, the A4540 Middleway and the A47 Jennens Road. The proposed scheme works towards helping to deliver two of the four supporting principles of the Birmingham Transport Plan which are: transforming the city centre and prioritising active travel. The Super Crossing also supports the vision aim of the Department for Transport – Gear Change: A Bold Vision for Cycling and Walking, to create safer streets where people feel confident to walk and cycle. James Watt Queensway crossing provides a strategic link for pedestrians and cyclists travelling between the city centre and the Birmingham Knowledge Quarter (BKQ), comprising mostly of Aston University students and people who live and work in that area. A new Super Crossing at James Watt Queensway will improve pedestrian and cycle connectivity while providing a gateway into the Birmingham Knowledge Quarter and improving links with the City Core and Nechells ward. The new Super Crossing will ensure improved safety by segregation of cyclists and pedestrians using the crossing. Users on the crossing will always have priority over vehicles, there will be quicker crossing time, narrower carriageway to make the area more pedestrian friendly. The Super Crossing will improve pedestrian and cycle connectivity while providing a gateway into Aston University and the Birmingham Knowledge Quarter and also improving links with the City Core.</p>
In support of:	["New function", "New service"]
Reviewing Frequency:	Annually
First review date:	12/11/2025

Directorate, Division & Service Area

Directorates:	["Place, Prosperity and Sustainability"]
Division:	Transport and Connectivity

Service Area:	Transport Planning and Network Strategy
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Budget Savings

Related to budget savings?:	
Budget proposal reference number:	

Officers

Responsible Officer Email:	eve.seremwe@birmingham.gov.uk
Accountable Officer Email:	mel.jones@birmingham.gov.uk

Data Sources

Data sources:	["Birmingham City Observatory data and insight", "Relevant research", "Surveys", "Relevant reports/strategies", "Quantitative data (please specify in the box below)"]
Data sources Details:	<ul style="list-style-type: none"> • ONS – 2021 Census (Office for National Statistics):• https://www.nomisweb.co.uk/• Transport for West Midlands (TfWM) Data Insight:• https://data-insight-tfwm.hub.arcgis.com/• Birmingham Transport Plan 2031• DfT – Gear Change: A Bold Vision for Cycling and Walking• The Birmingham LCWIP• WMCA’s Strategic Transport Plan - Movement for Growth (MfG)• West Midlands Combined Authority Inclusive Growth Strategy, “A happier West Midlands, improving mental health and driving inclusion for all our communities”• East Birmingham Inclusive Growth Strategy• Aston University Masterplan (June 2020)• Aston University Transport Strategy (2020)• Aston University Travel Plan 2024• Birmingham City University Travel Plan 2023• Aston University Campus Cycle Strategy, Transport Statement, 2024• Transport for London – Violence Against Women and Girls Strategy:• https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf• LGBT Britain – Hate Crime and Discrimination – Stonewall:• https://www.stonewall.org.uk/lgbt-britain

Initial Assessment

Impact Age:	
Impact Disability:	
Impact Sex:	
Impact Gender Reassignment:	
Impact Marriage and Civil Partnerships:	
Impact Pregnancy and Maternity:	
Impact Race:	
Impact Religion or Beliefs:	
Impact Sexual Orientation:	

Impact Care Experience:	
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Initial Assessment Summary

Initial Assessment Summary:	The initial assessment showed a strong indication that there would be a positive impact on various protected characteristics. A full EIA will be carried out to explain how the different protected characteristics will benefit from the scheme.
Is a full EIA Required?:	Yes

Protected Characteristic – Age

Impact Age:	Yes
Age Group Impacted:	["0-9 years", "10-19 years", "20-29 years", "30-39 years", "40-49 years", "50-59 years", "60-69 years", "70-79 years", "80-89 years", "90 years or over"]
Age Impact Details:	Younger people typically make a higher-than-average proportion of journeys on foot and are typically more reliant on public transport (approx. 15% of trips made by bus). Through the expected improvements to road safety, children and young people should be encouraged to travel actively from a younger age which will subsequently help develop confidence and other skills, increasing the chance of continuing these behaviours into adulthood, without the need to start driving. The Super Crossing will provide safe and convenient access by foot and bicycle to local high streets and community facilities. It will contribute towards improved active travel and road safety within the BKQ area. All age groups are likely to experience the positive effects of the Super Crossing. It is considered that the Super Crossing scheme will result in a Net Positive Impact to the Age characteristic.
Age Impact Mitigation:	N/A - No negative impact. The impacts described above are potential positive impacts.

Protected Characteristic – Disability

Impact Disability:	Yes
Disability Impact Details:	The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). More and more people are living with impairments or with or beyond serious illness. Around a fifth of disabled people have difficulties related to their disability in accessing transport. The project also aligns with the aims of the West Midlands Combined Authority Inclusive Growth Strategy, "A happier West Midlands, improving mental health and driving inclusion for all our communities". The Local Connectivity element of the Super Crossing project delivers investment to improve places, communities and transport, and enables people to feel connected without cars and delivers more equal access to opportunities for under-represented groups who currently face barriers to transport. Such improvements can enhance the health and wellbeing of local people and in turn, improve the indices of multiple deprivation, supporting further inclusive growth. The new Super Crossing will have a change of surface materials for visual enhancement to aid those with disabilities or visual impairments. The segregation of cyclists and pedestrians using the crossing will improve user perception for those who are disabled or with limited mobility and give them more room to safely navigate the crossing. Some people with disabilities, particularly blind and partially sighted users, are adapted and proficient at navigating barriers and have often

	built-up mental recognition of the most accessible routes for them. Sudden and drastic changes to these known routes can be distressing and disorientating. This distress can be heightened if the person suffers from disabilities such as autism. As a result, it is important that proposed changes are specifically communicated to these groups, so they can adapt to planned changes. All interventions will be designed and built to disability compliant standards and during the OBC development, key stakeholder groups will be consulted. It is considered that the new Super Crossing will result in a Net Positive Impact upon the Disability protected characteristic.
Disability Impact Mitigation:	N/A - No negative impact. The impacts described above are potential positive impacts.

Protected Characteristic – Sex

Impact Sex:	Yes
Sex Groups Impacted:	["Male", "Female", "Non-binary"]
Sex Impact Details:	In Birmingham, there are 51.1% females (584,496) and 48.9% males (560,423). It is recognised that improvements to the crossing is expected to promote increased walking and cycling in this area. This will increase footfall within the local area which is expected to deliver increased natural surveillance, creating a safer environment for all students, residents, local employees and visitors. This change is likely to significantly benefit the levels of accessibility experienced by women and girls due to improved, safer access to key services and facilities at all times of the day and night. In a study by TfWM (2022), whilst 87% of women noted that they feel safe walking during peak times, only 70% felt the same during off-peak times. Both sexes will enjoy a better quality of life when crossing facilities have been improved. It is considered that the new Super Crossing will result in a Net Positive Impact upon the Sex protected characteristic.
Sex Impact Mitigation:	Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.

Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	Yes
Gender Reassignment Impact Details:	According to the ONS 2021 Census, from the 1,144,919 population in Birmingham, 0.1% (1,327) identified as being trans-woman, and 0.2% (1,405) identified as being trans-man. Whereas on a national scale, from England's population of 56,490,048, 0.1% (45,684) identified as being trans-woman, and 0.1% (46,513) identified as being trans-man. This proposal is expected to indirectly increase footfall across the city which would deliver increased natural surveillance, improving perceptions of, and actual personal safety at all times of the day and creating a safer environment for all residents and visitors. This change could be beneficial to those undergoing gender reassignment who can be at higher risk of discrimination, hate crime and personal safety issues by delivering improved, safer access to key services and facilities provided within the city centre including health, employment, leisure, education, retail and transport interchanges at all times of the day and night. It is considered that the Super Crossing will result in a Net Positive Impact upon the Gender Reassignment protected characteristic.
Gender Reassignment Impact Mitigation:	Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.

Protected Characteristic – Marriage and Civil Partnership

Impact Marriage and Civil Partnership:	No
Marriage and Civil Partnership Groups Impacted:	N/A
Marriage and Civil Partnership Impact Details:	Only 40% of Birmingham's resident population are married or in a civil partnership, which partly reflects the relative youth of the city's population. This proposal does not impact adversely on whether people are married or in a civil partnership. It is considered that the Super Crossing will result in No Impact upon the Marriage and Civil Partnership protected characteristic.
Marriage and Civil Partnership Impact Mitigation:	No mitigation required. The protected characteristic will not be impacted.

Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	Yes
Pregnancy and Maternity Impact Details:	Approximately 14,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic. This proposal is expected to indirectly increase footfall across the city which would deliver increased natural surveillance, improving perceptions of, and actual personal safety at all times of the day and creating a safer environment for all residents and visitors. The new Super Crossing will ensure improved safety for pregnant women by segregation of cyclists and pedestrians using the crossing. Users on the crossing will always have priority over vehicles, narrower carriageway to make the area more pedestrian friendly and give more room for pregnant women to safely navigate the crossing as they move between the Knowledge Quarter and the City Centre. It is considered that the Super Crossing will result in a Net Positive Impact upon the Pregnancy and Maternity protected characteristic.
Pregnancy and Maternity Impact Mitigation:	Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.

Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	Yes
Ethnicity and Race Groups Impacted:	All Ages
Ethnicity and Race Impact Details:	Birmingham is a multi-ethnic city with 48.6% of Birmingham's population identifying as White, 31.0% as Asian, 11.0% as Black, 4.8% as Mixed or Multiple Ethnic Groups and 4.5% as other ethnicities. The Super Crossing enhanced provision will improve the

	<p>perception of safety for active travel users, encouraging greater levels of participation and an enhanced environment for cyclists and pedestrians in the area, regardless of race. Every race will benefit from the Super Crossing as they access the Birmingham Knowledge Quarter or the City Centre for education, leisure, shopping activities, etc. It is considered that the Super Crossing will result in a Net Positive Impact upon the Race protected characteristic.</p>
Ethnicity and Race Impact Mitigation:	<p>Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.</p>

Protected Characteristic – Religion

Impact Religion:	Yes
Religion Groups Impacted:	All Groups
Religion Impact Details:	<p>In Birmingham, 34.0% of residents identify as Christian, 29.9% as Muslim, 24.1% have no religion, 2.9% are Sikh, 1.9% are Hindu, 0.4% are Buddhist, 0.1% are Jewish and the remaining 6.7% are other religions. The city is known for its ethnic diversity. The Super Crossing enhanced provision will improve the perception of safety for active travel users, encouraging greater levels of participation and an enhanced environment for cyclists and pedestrians in the area, regardless of religion or beliefs. Every religion will benefit from the Super Crossing as they access the Birmingham Knowledge Quarter or the City Centre for education, leisure, shopping activities, etc. It is considered that the Super Crossing will result in a Net Positive Impact upon the Religion protected characteristic.</p>
Religion Impact Mitigation:	<p>Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.</p>

Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	Yes
Sexual Orientation Groups Impacted:	["Straight or heterosexual", "Gay or lesbian", "Bisexual", "Pansexual", "Asexual", "Queer", "All other sexual orientations"]
Sexual Orientation Impact Details:	<p>Public Health England (PHE) estimates that between 2% and 5% of the national population identify with a non-heterosexual sexual orientation. GP survey data also shows that young adults are more likely to identify with non-heterosexual identities than older age groups. Although there has been NHS guidance on collecting data on sexual orientation there is very little Birmingham data on the health of this group. Based on the various available reports, the LGBTQIA+ population of Birmingham is estimated to be approximately 45,000 adults. This does not however include practising homosexual men who continue to see themselves as heterosexual whilst having sexual contact with other men. Members of the LGBTQIA+ community are disproportionately more likely to be subject to personal security issues, discrimination and hate crime. These proposals will increase footfall and natural surveillance across this area, as well as improving access by public transport and active travel. It is considered that the Super Crossing will result in a Net Positive Impact upon the Sexual Orientation protected characteristic.</p>

Sexual Orientation Impact Mitigation:	Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.
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Protected Characteristic – Care Experience

Impact Care Experience:	Yes
Care Experience Impact Details:	
Care Experience Impact Mitigation:	Mitigation: N/A – No negative impact. The impacts described above are potential positive impacts.

Other

Any other risks or impacts:	None.
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Full Assessment Summary

Full Assessment Summary:	The scheme is expected to have a positive impact on all protected characteristics, with the exception of Marriage & Civil Partnership, Ethnicity & Race and Religion or Beliefs, which will have no impact. The Super Crossing will provide safe and convenient access by foot and bicycle to local high streets and community facilities. It will contribute towards improved active travel and road safety within the Birmingham Knowledge Quarter area. The segregation of cyclists and pedestrians using the crossing will improve user perception for those who are disabled or with limited mobility and give them more room to safely navigate the crossing. The measures will also increase footfall and natural surveillance across this area. There are no negative impacts identified. The evidence supports the method in the proposal and sets out legitimate, relevant and proportional actions. The proposal will proceed.
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Monitoring

Monitoring Details:	Route user intercept surveys before and after the project will help understand the impact of the project on the different protected characteristics. The surveys will be designed to contain both quantitative and qualitative questions to gauge people's perception of safety, access to the Birmingham Knowledge Quarter and city centre amenities, and experience of the city centre and their perception of the area and its attractiveness. The following attributes will be taken into consideration during the evaluation and monitoring: <ul style="list-style-type: none"> • Has walking, wheeling and cycling within the study area increased post scheme implementation? • Has the perception of walking, wheeling and cycling in the study area changed post scheme implementation? • Has pedestrian and cyclist safety within the scheme area improved post scheme implementation? • What are the unintended impacts of the project? A Monitoring and Evaluation Plan will be developed as an appendix to the OBC.
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