

# EIA000979 Road Safety Scheme - Bournville Lane

## About your EIA

Reference Number:	EIA000979
Subject of EIA:	Road Safety Scheme - Bournville Lane
Description:	<p>Safety Schemes are initiated as part of Birmingham City Council's requirement under Section 39(2) of the Road Traffic Act 1988 to promote road safety. The Authority must also undertake studies into collisions and implement measures to reduce the likelihood of collisions occurring as per Section 39(3) of the New Roads and Street Works Act 1991. The aim of this scheme is to identify measures to reduce the number of traffic collisions taking place along the full length of Bournville Lane, between the A4040 Lindon Road and A38 Bristol Road junctions. Bournville Lane is a busy road majority of it is a straight road, with a few bends and is approx. 1.36km in length. The majority of Bournville Lane is residential. The speed limit is 30mph throughout, however the characteristics of the road may encourage higher vehicle speeds. From July 2018 to March 2021; during this time, there have been 17 Road traffic collisions. (7) and Hay Green Road (3) junctions with a further two collisions at the junction with Selly Oak Road. Local residents of Bournville Lane and Beech Road have previously submitted a petition (2345) calling for action to be taken to address the perceived excessive speed along Bournville Lane. Due to the extent of the area and the interaction of a future scheme the project has been broken into three elements. This EIA only consider the first element which consists of: New warning signage (to diag. 512.2 and 512.2L) on the approach to the Beech Rd junction. There is no signage indicating the presence of a junction on the inside of the bend only a sign informing of the bend in the road. It is therefore proposed to install the appropriate sign that reflect the road layout. This improved signage seeks to inform and warn about the presence of the junction and vehicle and bicycles slowing or emerging from the junction. A new pedestrian crossing refuge and associated dropped kerbs and tactile paving; approximately 45m east of the Selly Oak Road junction. This will include new tactile paving on both footways and the provision of four bollards, adjacent to the tactile paving, that will both protect the crossing point and also to reduce the perceived space through the crossing, as a means to encourage behaviour change.</p>
In support of:	["New service"]
Reviewing Frequency:	Annually
First review date:	06/06/2025

## Directorate, Division & Service Area

Directorates:	["Place, Prosperity and Sustainability"]
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Division:	Transportation & Connectivity
Service Area:	Transport Project

## Budget Savings

Related to budget savings?:	
Budget proposal reference number:	

## Officers

Responsible Officer Email:	nicholas.richards@birmingham.gov.uk
Accountable Officer Email:	philip.edwards@birmingham.gov.uk

## Data Sources

Data sources:	["Consultation results","Quantitative data (please specify in the box below)","Relevant reports/strategies"]
Data sources Details:	Traffic Data information relating to injury accidents on the highway. It contains detail of when where and likely cause. The BCC Road Safety Policy Petition The result of consultation undertaken on proposal

## Initial Assessment

Impact Age:	Yes
Impact Disability:	Yes
Impact Sex:	No
Impact Gender Reassignment:	No
Impact Marriage and Civil Partnerships:	No
Impact Pregnancy and Maternity:	Yes
Impact Race:	No
Impact Religion or Beliefs:	No
Impact Sexual Orientation:	No
Impact Care Experience:	

## Initial Assessment Summary

Initial Assessment Summary:	<p>The initial assessment showed a strong indication that there would be no negative impacts on people. We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified. The provision of the refuge island will provide a recognisable place for pedestrians to cross which will provide a clue to driver to expect pedestrians. The use of tactile paving will provide a degree of confidence to those with a sight impairment of a safer place to cross the road. The route is used by children of school age and therefore again providing a degree of safety for this age group. The pedestrian refuge island will also benefit those with poor mobility either through age or disability by providing a means to cross the road in two parts. This is also true for parents with young children or pram or buggy. It is believed that in undertaking the consultation that due regard has been given the three aims of the general duty to make sure: ~ put an end to unlawful behaviour that is banned by the Equality Act 2010, including discrimination, harassment and victimisation by insuring that measures are introduced in accordance with the current design guidance. ~ advance equal opportunities between people who have a protected characteristic and those who do not by consulting representative groups where possible in addition to the residents to ensure that the scheme take in account those citizens with protected characteristics. ~ foster good relations between people who have a protected characteristic and those who do not though involving groups and residents in the design of the scheme as far as possible.</p>
Is a full EIA Required?:	Yes

## Protected Characteristic – Age

Impact Age:	
Age Group Impacted:	All
Age Impact Details:	<p>The provision of the scheme especially the pedestrian refuge island will increase drivers awareness of approaching hazards. The pedestrian refuge island will enable the crossing of the road in two 'go' thereby reducing the risk of a collision and therefore injury. Old people are more vulnerable in a road traffic collision likely to receive worse injury. Although older people were not identified as being involved in any incident the installation of the island will help reduce the potential for the future. 23 responses to the consultation were received. The majority of the respondents to the consultation were between 40-59. 6 were received from residents 65+ none of them raised any issues positive or negative directly reflecting the issue of age about the proposals.</p>
Age Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to disability that require mitigation.

## Protected Characteristic – Disability

Impact Disability:	yes
Disability Impact Details:	<p>The proposed crossing point is close to a pedestrian desire line which is used by resident to move around the area on foot as well as young people accessing the local school. The introduction of the pedestrian refuge and the associated dropped kerbs will provides pedestrians with a safer place to cross by splitting the crossing manoeuvre into two parts as well making it more conspicuous for driver to identify as a crossing point, The consultation with residents and stakeholders did not raise any issues with the proposals relating to age that require mitigation. In the consultation no one identified as disabled in their response. None of the representative organisations raised any issues with the proposals.</p>

Disability Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to disability that require mitigation.
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## Protected Characteristic – Sex

Impact Sex:	no
Sex Groups Impacted:	
Sex Impact Details:	We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified.
Sex Impact Mitigation:	

## Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	no
Gender Reassignment Impact Details:	We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified.
Gender Reassignment Impact Mitigation:	

## Protected Characteristic – Marriage and Civil Partnership

Impact Marriage and Civil Partnership:	no
Marriage and Civil Partnership Groups Impacted:	
Marriage and Civil Partnership Impact Details:	We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified.
Marriage and Civil Partnership Impact Mitigation:	

## Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	
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Pregnancy and Maternity Impact Details:	By reducing vehicle speeds and raising awareness of an enhanced crossing point, pedestrian refuge, additional signs and carriageway markings will benefit all pedestrians and indirectly those with protected characteristics. The provision of a more formal dropped crossing with the dropped crossings to the current design standards will help parents with buggies, prams and strollers by bringing the footway down to road level. The central island will provide a means to cross the road in two goes reducing exposure and time in the traffic. This is also helpful whilst walking with young children. Within the questionnaire Of the 23 respondents to this question no one responded yes although there were seven who did not wish to answer one not answered and 2 said not applicable.
Pregnancy and Maternity Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to Pregnancy or maternity that require mitigation.

## Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	no
Ethnicity and Race Groups Impacted:	
Ethnicity and Race Impact Details:	We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified.
Ethnicity and Race Impact Mitigation:	

## Protected Characteristic – Religion

Impact Religion:	no
Religion Groups Impacted:	
Religion Impact Details:	We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified.
Religion Impact Mitigation:	

## Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	no
Sexual Orientation Groups Impacted:	
Sexual Orientation Impact Details:	We have identified no significant concerns and that the introduction of the scheme may have a positive benefit to the groups identified.
Sexual Orientation Impact Mitigation:	

## Protected Characteristic – Care Experience

Impact Care Experience:	
Care Experience Impact Details:	
Care Experience Impact Mitigation:	

## Other

Any other risks or impacts:	
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## Full Assessment Summary

Full Assessment Summary:	
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## Monitoring

Monitoring Details:	No applicable
Monitoring Officer Email:	nicholas.richards@birmingham.gov.uk

