

EIA000980 Heybarnes Road Safety Scheme

About your EIA

Reference Number:	EIA000980
Subject of EIA:	Heybarnes Road Safety Scheme
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. Heybarnes Road is a residential road in Small Heath ward. The road is used as a through route by local traffic which leads to Coventry Road and Hob Moor Road. There are a couple of mini roundabout junctions installed in order to slow vehicles down to the junctions. From January 2018 and December 2020, there were nine road traffic collisions on the road: two serious and seven slight. One of the collisions involved a pedal cycle and another involved a motorbike. Two of the casualties were child pedestrians. Several of the collisions have contributory factors that include 'aggressive driving, 'driving too fast for conditions' or 'exceeding the speed limit'. The proposed scheme will consist of : 1) the provision of new signage and carriageway markings on the approach to Coventry Road junction to provide additional advance warning of the junction. 2) the introduction of a new uncontrolled pedestrian refuge island with associated carriageway markings on Heybarnes Road, just north of the junction with Farmer Road. Tactile paving & bollards will also be installed to enhance the conspicuity of the island. 3) new carriageway markings and bollards to protect the pedestrian refuge island and verge at the Sommerville Road junction with the introduction of a new uncontrolled pedestrian crossing. These measures have been implemented to address the collisions and injury accidents at those locations listed above.</p>
In support of:	["New service"]
Reviewing Frequency:	Annually
First review date:	13/06/2025

Directorate, Division & Service Area

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

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", "Relevant reports/strategies", "Quantitative data (please specify in the box below)"]
Data sources Details:	BCC Road Safety Strategy Result of consultation with various stakeholders including representative groups relating to age and disability Road Safety Data relating to injury data in traffic collisions. This show where, when and likely cause including possible human, mechanical and environmental factors

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:	The initial assessment showed a strong indication that there would be no negative impacts on people. We have identified no significant concerns, moreover by providing new road crossing with tactile paving and dropped kerbs will have a benefit for those people with a
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	<p>sight impairment or mobility issues. 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 ensuring 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 amendments to the crossing point along with the new proposed pedestrian refuge island will direct pedestrian to a safer place to cross. This will be of benefit of pedestrians of all ages. Along with the other measures at the other locations will introduce measures to reduce vehicle speeds will benefit all ages. The new pedestrian refuge island has been sited at a location where there was a fatal pedestrian accident and there is an indication of a pedestrian desire line at this point. There is no other informal or formal crossing points in the vicinity of this site. People will be free to chose to use this facility. Of the responses only 1 provided an age group. The remainder chose not to answer this question. We are unable to identify whether young people below 15 will have been involved with the households.</p>
Age Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to age that require mitigation.

Protected Characteristic – Disability

Impact Disability:	yes
Disability Impact Details:	<p>The amendments to the crossing point along with the new proposed pedestrian refuge island will direct pedestrian to a safer place to cross. The introduction of the tactile paving will provide a means for people with a visual impairment to detect the the safer crossing point. The dropped kerbs will assist wheel chair or people will mobilityissues. This will be of benefit pedestrians who have mobility issues. Along with the other measures at the other locations will introduce measures to reduce vehicle speeds will benefit all ages. The new pedestrian refuge island has been sited at a location where there was a fatal pedestrian accident and there is an indication of a pedestrian desire line at this point. There is no other informal or formal crossing points in the vicinity of this site. People will be free to chose to use this facility. None of the respondents chose to answer the question rearding Disability. No responses were received from the representative organisations.</p>
Disability Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to disability that require mitigation.

Protected Characteristic – Sex

Impact Sex:	no
Sex Groups Impacted:	
Sex Impact Details:	
Sex Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to sex that require mitigation.

Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	no
Gender Reassignment Impact Details:	
Gender Reassignment Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to Gender Reassignment that require 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:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to Marriage and Civil relationship that require mitigation.
Marriage and Civil Partnership Impact Mitigation:	

Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	yes
Pregnancy and Maternity Impact Details:	By reducing vehicle speeds and raising awareness of vulnerable people by the inclusion of an enhanced crossing point, 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.

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.
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Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	
Ethnicity and Race Groups Impacted:	no
Ethnicity and Race Impact Details:	
Ethnicity and Race Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to Ethnicity or Race that require mitigation.

Protected Characteristic – Religion

Impact Religion:	no
Religion Groups Impacted:	
Religion Impact Details:	
Religion Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to Religion that require mitigation.

Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	no
Sexual Orientation Groups Impacted:	
Sexual Orientation Impact Details:	
Sexual Orientation Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to Sexual orientation that require mitigation.

Protected Characteristic – Care Experience

Impact Care Experience:	no
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Care Experience Impact Details:	
Care Experience Impact Mitigation:	The consultation with residents and stakeholders did not raise any issues with the proposals relating to care experience/care leavers that require mitigation.

Other

Any other risks or impacts:	
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Full Assessment Summary

Full Assessment Summary:	<p>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 ensuring 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. The initial assessment showed a strong indication that there would be no negative impacts on people with protected characteristics. It is probable that the measure will benefit all member of the public including any with protected characteristics.</p>
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Monitoring

Monitoring Details:	No adverse impacts were identified. However the scheme will be assessed in its anniversary and at three years from completion.. The injury accident statistics will be compared three years before the scheme and 1 year after completion and again three after completion to assess there has been a reduction in injury accidents. No follow up consultation or investigation will be undertaken unless the objective of the scheme is not met.
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