

Environment and Sustainability Assessment

Birmingham City Council is required to assess any positive or negative impacts that any policy/strategy/ decision/development proposal is likely to have on the environment. To complete the assessment, you should consider whether that policy/development/proposal will have a positive or a negative impact on each of the key themes by placing a (✓) for positive, (x) for negative and (?) for unclear impact, and (N/A) for non-applicable impact. The assessment must be completed for all Cabinet reports. It is the responsibility of the Service Director signing off the report to ensure that the assessment is complete. The officers from the sustainability team can help to fill the assessment especially during the early days of implementation.

Theme	Example
Natural Resources - Impact on natural resources including water, soil, air.	Does the decision increase water use? Does the decision have an impact on air quality? Does the decision discourage the use of the most polluting vehicles (private and public) and promote sustainable modes of transport or working from home to reduce air pollution? Does the decision impact on soil? For example, development will typically use water for carrying out various operations and, once complete, water will be needed to service the development. Providing water to development and treating affluent water requires energy and contributes to climate change. Some of the activities including construction or disposal of waste may lead to soil pollution. The decisions may lead to more journeys thereby deteriorating air quality and thus contribution to climate change and greenhouse gases.
Energy use and CO ₂ emissions.	Will the decision have an impact on energy use? Will the decision impact on carbon emissions? Most day-to-day activities use energy. The main environmental impact of producing and using energy such as electricity, gas, and fuel (unless it is from a renewable source) is the emission of carbon dioxide.
Quality of environment.	Does the decision impact on the overall quality of the built environment? Decisions may have an impact on the overall setting, character and distinctiveness in the area. For example, if development involves ground digging and excavations etc. it may have an impact on the local archaeology.

Impact on local green and open spaces and biodiversity	The proposal may lead to localised impacts on the local green and open spaces which may have an impact on local biodiversity, trees and other vegetation in the area. Will the proposal lead to loss (or creation) of green and blue infrastructure? For example, selling an open space may reduce access to open space within an area and lead to a loss of biodiversity. However, creating a new open space would have positive effects.
Use of environmentally sustainable products, equipment and packaging'	Will the decision present opportunities to incorporate the use of environmentally sustainable products (such as compostable bags, paper straws etc.), recycled materials (i.e. Forest Stewardship Council (FSC) Timber/wood), non-polluting vehicles, avoid the use of single use plastics and packaging.
Minimising waste	Will the decision minimise waste creation and the maximise recycling during the construction and operation of the development/programme/project? Will the decision provide opportunities to improve recycling? For example, if the proposal involves the demolition of a building or a structure, could some of the construction materials be reused in the new development or recycled back into the construction industry for use on another project?
Council plan priority: a city that takes a leading role in tackling climate change and deliver Route to Zero.	How does the proposal or decision contribute to tackling and showing leadership in tackling climate change and deliver Route to Zero aspirations?

Project Title:	A457 Dudley Road Improvement Scheme – Revised Main Scheme			
Department:	Team: Transport Projects		Person Responsible for assessment: Robert Warner	
Date of assessment: 5/7/21		Is it a new or existing proposal? New proposal		
Brief description of the proposal:				
Potential impacts of the policy/development decision/procedure/ on:	Positive Impact	Negative Impact	No Specific Impact	What will the impact be? If the impact is negative, how can it be mitigated, what action will be taken?
Natural Resources- Impact on natural resources including water, soil, air		X		Some non-renewable materials (DBM surfacing, concrete etc) will be required to construct the highway however, there will be use of recycled aggregate and materials in the construction methodology. The use of drainage attenuation throughout the scheme will reduce the effect of surface water run-off and flooding in storm events.
Energy use and CO ₂ emissions	√			New & upgraded lighting throughout the corridor will reduce energy consumption. Upgraded junctions will reduce engine idling time in queueing traffic. Implementing junction improvements with intelligent traffic signal control, widening highway pinch-points, creating bus priority with road space reallocation for new bus lanes and simplifying parking/waiting restrictions to allow better through traffic flow along the corridor is not only anticipated to alleviate existing congestion to reduce engine idling times, but also ensure the highway infrastructure can cope with and future-proof the extra trips generated by additional housing developments at Soho Loop and the City Hospital sites. The proposed introduction of cycle infrastructure will also improve multi-modal access to housing sites.

Quality of environment	√			New street furniture and signage to be installed throughout corridor. Rationalisation of existing parking restrictions will help to encourage effective enforcement and a reduction in anti-social parking. New planting will help to alleviate some of the potential vegetation loss and introduce The options adopt the use of Manual for Streets user hierarchy to make streets more pedestrian friendly. The scheme proposals are broadly in line with suggestions from the draft Birmingham Emergency Transport Plan, which include the introduction of bus priority lanes and new walking and cycling enhancement by reallocation of road space, where possible and a review of short stay on-street parking for repurposing road space.
Impact on local green and open spaces and biodiversity	√			Existing vegetation and tree loss to be minimised and mitigated by additional landscaping and planting works. Enhancing the urban environment where possible with the retention of high and good quality trees and enhanced landscaping works to provide quality open spaces.
Use of sustainable products and equipment	√			As part of the Soho Loop Section 278 Agreement, the developer has agreed to supply over 900m³ of recycled crushed aggregate which will reduce the need to import new material for fill. The build contract also states that where timber mulch is to be used, it should be a product certified under the Forest Stewardship Council (FSC), as an appropriate grade for the site.
Minimising waste	√			As part of the Soho Loop Section 278 Agreement, the developer has agreed to provide facilities for disposal and processing of excess site won material. This will enable a proportion of the material excavated from site to be reused.

Council plan priority: a city that takes a leading role in tackling climate change	√			The scheme proposals have been developed to align with the policies developed from the draft Birmingham Emergency Transport Plan, which include the introduction of bus priority lanes and new walking and cycling enhancement by reallocation of road space, where possible and a review of short stay on-street parking for repurposing road space.
Overall conclusion on the environmental and sustainability impacts of the proposal	The revised scheme will allow for implementation of road space reallocation as proposed in the draft Birmingham Transport Plan. Under the current highway configuration, this would be very difficult to carry out due to the sub-standard lane widths which create significant safety risks for traffic traversing the corridor. The revised scheme road layout presents an ideal opportunity for the reallocation road space by more sustainable modes of travel in the future. These key policies also compliment the West Midlands Strategic Transport Plan (Movement for Growth) in relation to accommodating increased travel demand by placing "...strong emphasis on making better use of existing transport capacity by using smart technology and better integration of transport to serve and manage demand better....deeply promoting use of public transport, cycling and walking, alongside limited new highway links to unlock growth sites, improving junction pinchpoints and improvements to the environmental and safety performance of private cars and road freight vehicles within a smarter, more integrated urban transport system." The A457 Dudley Road forms part of Birmingham's Strategic Highway Network and provides a key arterial route from the Black Country into Central Birmingham. The revised scheme has been extensively modelled and retains a strong economic benefit/cost ratio in support of the proposals. The purpose of the proposed scheme is to remove constraints to economic, social and environmental growth by: • Improving accessibility to the city centre, New Street Gateway and proposed HS2 links by reducing congestion and providing public transport priority. • Formalising the Emergency Travel Plan cycle lanes and measures which interface with the scheme into long term strategic sustainable transport routes. • Improving Journey Time Reliability by reducing congestion along the key strategic route. • Improving accessibility to Icknield Port Loop development which is seeking to build 1,400 homes, with supporting business, leisure and community uses. In addition, there are a number of derelict industrial areas along this corridor which the scheme will help to open up to future inward investment. • Improving local population access to key employers and services in the area; including access to			

	Birmingham City Hospital, and the Midland Metropolitan Hospital currently under construction. • Improving air quality due to the reduced vehicle delays at junctions and encouraging people to make more sustainable travel choices. Air quality monitoring is ongoing and any recommendations or issues arising from the assessment will be considered as part of the design development. • Enhancing the urban environment where possible with the retention of high and good quality trees and enhanced landscaping works. • Improving environmental quality and reduced congestion within Dudley Road Local Centre making the centre more attractive to the market and supporting the centres role as a focus for existing and future communities. • Improving and developing safe, secure and convenient access to and through the area for cyclists and pedestrians. The scheme has integrated proposals developed from consultation events and stakeholder meetings to address specific issues raised by users. Ongoing engagement of key project stakeholders ensures the themes highlighted are consistent with the main objectives of the scheme and potential outcomes are approved of by both members of the public and the local authority. Ultimately, the proposed enhancements to the A457 Dudley Road will provide the much needed improvements to better manage future transport demands and improve access to new development sites, supporting economic growth within Wards where the unemployment rate is nearly double the national average whilst at the same time encouraging the increased use of sustainable public transport, walking and cycling within an urbanised environment.
--	---

If you require assistance in completing this assessment, then please contact: ESAGuidance@birmingham.gov.uk