



A457 Dudley Road Improvement Scheme Consultation Analysis Report

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1 Consultation Process

1.1 Background

The Dudley Rd Highway Improvement is a Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Local Growth Fund Scheme and aims to support the predicted growth and reduce congestion along the corridor. The scheme aims to improve the A457 Dudley Road by 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.

The revised single scheme develops 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 valuable road space for potential walking and cycling provisions alongside public transport travel as Birmingham builds on the recovery.

- **Providing increased capacity** - The scheme will include upgraded sections of carriageway incorporating new bus lanes, a new footbridge over the Soho Loop Canal, widened footways and improved pedestrian and cycle links to Dudley Road Local Centre, the new Midland Metropolitan Hospital and Summerfield Park to accommodate additional capacity for multi-modal users along the route.
- **Improving accessibility to Birmingham City Centre** - Highway improvements along the route will help to decrease congestion, improve journey times and provide a corridor to directly access Birmingham City Centre from the northwest of the city. Furthermore, accessibility will be improved to major developments and businesses along the route; including the Soho Loop Development, Icknield Port Loop Development and the new Midland Metropolitan Hospital.
- **Improving journey time reliability (including for public transport)** – Journey time will be improved through improvements to the existing road layout and ensuring the corridor can provide increased traffic capacity. Key pedestrian crossings will be upgraded, alongside upgrades to junctions along the route.
- **Providing safer infrastructure for all road users** - As part of the Dudley Road Highway Improvement scheme, the design proposes major upgrades to several junctions along the route. Changes include improvements to the signalised junction at Icknield Port Road / Dudley Road, a new signalised junction at Heath St and the closure of Northbrook Street. The changes to the junctions at (Winson Green Road/ Dudley Road and Icknield Port Road/ Dudley Road) will provide safer and efficient infrastructure for all road users.
- **Providing upgraded facilities for cyclists**- The highway improvements at Dudley Road will provide upgraded cycling and pedestrian facilities on wide footways along the entire corridor. This will primarily be in the form of a segregated cycling route on the North side of Dudley Road and shared facilities where highway space is prohibited.
- **Northbrook Street closure** – To facilitate the improvements to Dudley Road, it is necessary for the access to Northbrook Street to be closed. Previous scheme consultations detailed the left turn only proposal, however, the new road alignment will dictate the need for the closure in order to minimise structural enhancements to Lee Canal Bridge and to provide the necessary widening to the junction with Heath Street.

The consultation was launched on Tuesday 17th November 2020 and ran for 4 weeks until Tuesday 15th December 2020.

1.2 Publicising the consultation

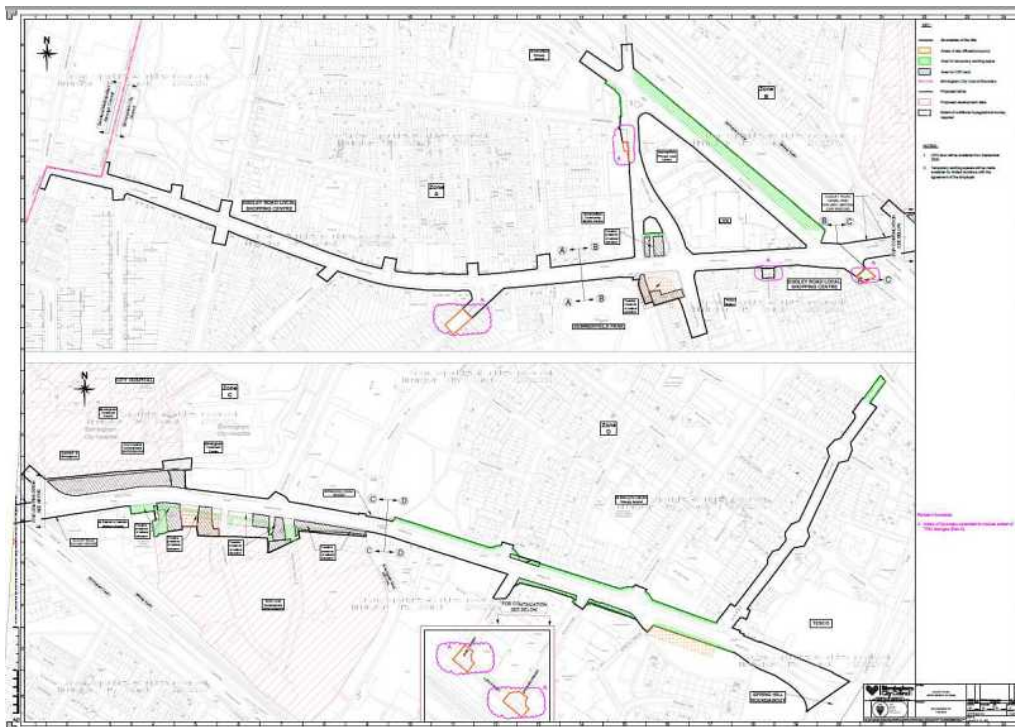
Birmingham City Council, along with its delivery partners, utilised a number of different channels of communication to spread the word about the A457 Dudley Road Improvement Scheme consultation. This included:

- Existing stakeholder and community networks;
- Existing email and other electronic communications (corporate BCC, Birmingham Connected);
- Roadside signage; See Figure 1
- Letters delivered to all residents and commercial properties within the proximity of the scheme. See Figure 2 for location plan;
- Traditional media;
- Social media activity including Facebook and Twitter; and
- Public events.

Figure 1:



Figure 2:



1.3 Response channels

Where contact was made through a channel other than Be Heard, we encouraged people to also complete the questionnaire online.

An online briefing event was held on Wednesday 2nd December 2020 between 4pm and 6pm.

1.3.1 Online – Be Heard

All publicity directed citizens to Be Heard at

www.birminghambeheard.org.uk/economy/dudleyrd2

The following documents were available to view or download on the Be Heard site:

- CGI images – before and after; and
- Proposed technical plan of the scheme area.

Respondents were asked to submit their feedback about the proposals through the online questionnaire, including closed and open questions and providing the opportunity for respondents to give additional comments.

1.3.2 Email correspondence

All email correspondence sent to transport.projects@birmingham.gov.uk was logged, acknowledged and responded to where relevant and appropriate.

1.3.3 Online public presentation and question and answer sessions

Online public presentation and question and answer session was held on Teams. The event attracted different levels of interest.

Table 1: Time, location and number of attendees for each of the public consultation events

Location	Event date	No. of attendees
Online on Teams	Tuesday 2nd December 2020 between 4pm and 6pm	8
	Total	8

1.3.4 Stakeholder Communication

Emails were sent to key stakeholders inviting them to give their views on the proposals via BeHeard. Attached to the email was:

- Scheme summary
- Proposed A457 Dudley Road Improvement Revised Scheme plan: See below PDF scheme plans

PDF scheme plans:



Dudley Road zone A
plans.pdf



Dudley Road zone B
plans.pdf



Dudley Road zone C
plans.pdf



Dudley Road zone D
plans.pdf



Dudley Road zone E
plans.pdf

2 Methodology

2.1 Confidentiality

All responses to the survey were made anonymously and confidentially, with no personal details being requested that could identify the respondent, however postcodes were collected in order to ascertain how people living in different locations responded to the survey. The respondent's personal data was held by Birmingham City Council as the data controller. The survey was conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

2.2 Consultation Survey

The survey was a mixture of qualitative and quantitative questions, with the qualitative questions requesting people's comments in order to explain their views and give suggestions.

2.3 Analysis of Consultation Responses

2.3.1 Quantitative Analysis

Analysis was conducted on all responses to the quantitative questions. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all responses totals may equal 100%.

2.3.2 Qualitative Analysis

Each of the qualitative responses was read, analysed, and assigned to a theme or themes relevant to the question asked.

3 Findings

3.1 About you

3.1.1 Q1. How often do you travel in Birmingham city centre by the following types of transport?

8.42% said that they travel by Bus, 57.89% said that they travel by car or van, 10.53% said that they travel by cycle, 10.53% said that they walk and 9.47% chose not to answer.

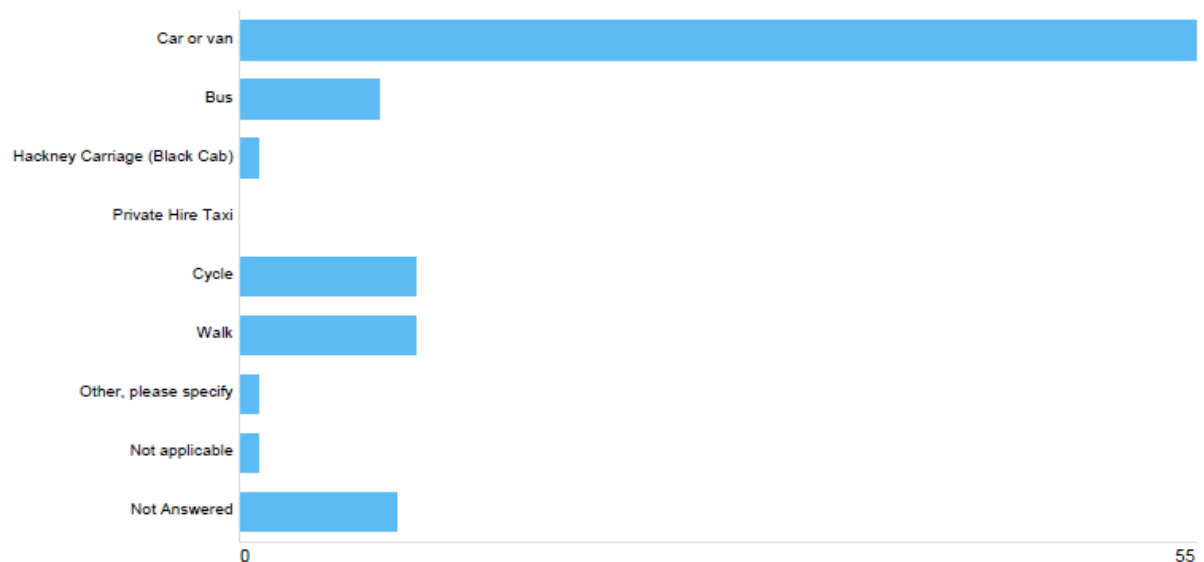


Figure 1: Journeys by mode of transport

Option	Total	Percent
Car or van	55	57.89%
Bus	8	8.42%
Hackney Carriage (Black Cab)	1	1.05%
Private Hire Taxi	0	0.00%
Cycle	10	10.53%
Walk	10	10.53%
Other, please specify	1	1.05%
Not applicable	1	1.05%
Not Answered	9	9.47%

Other mode

There were 4 responses to this part of the question.

3.1.2 Q2. What is your home postcode, interest in the route?

58.95% said that they live on or near the A457 Dudley Road. 2.11% said that they study on or near the A457 Dudley Road, 20.00% said that they there purpose to travel to Birmingham city centre is for Work, 27.61% said that there purpose to travel to Birmingham city centre is for leisure/shopping, 9.51% said that there purpose to travel to Birmingham city centre is for others, 3.71% said that there purpose to travel to Birmingham city centre is for education or study, and 5.34% chose not to answer.

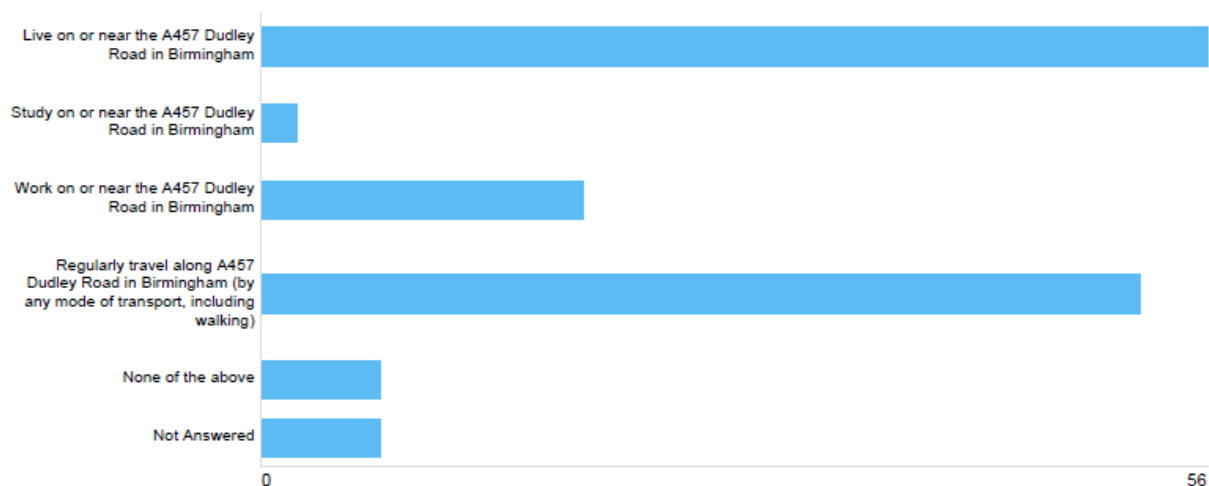


Figure 2: Interest in route

Option	Total	Percent
Live on or near the A457 Dudley Road in Birmingham	56	58.95%
Study on or near the A457 Dudley Road in Birmingham	2	2.11%
Work on or near the A457 Dudley Road in Birmingham	19	20.00%
Regularly travel along A457 Dudley Road in Birmingham (by any mode of transport, including walking)	52	54.74%
None of the above	7	7.37%
Not Answered	7	7.37%

3.2 About the Scheme

3.2.1 Q4. Do you support these proposals for transport improvements on A457 Dudley Road?

28.42% said that they fully support the scheme, 32.63% said that they partially support the scheme, 37.89% said that they do not support the scheme, and 1.05% chose no option.

Do you support these proposals for transport improvements on A457 Dudley Road?

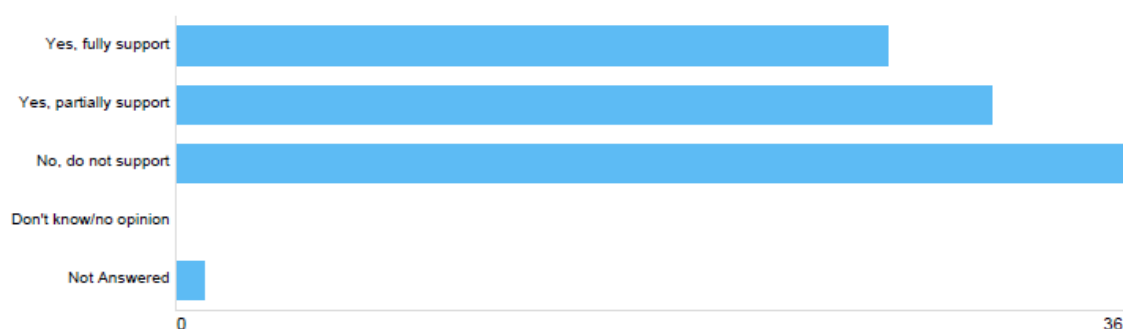


Figure 3: Do you like it or dislike

Option	Total	Percent
Yes, fully support	27	28.42%
Yes, partially support	31	32.63%
No, do not support	36	37.89%
Don't know/no opinion	0	0.00%
Not Answered	1	1.05%

Position	Theme
Positive	Supports the Dudley Road Improvement Scheme, Improve bus service journey time reliability, Safe for walking and cycling.
Suggestions/ Improvements	Improvements to the cycling provision are needed, Motorcyclist should be allowed, Keep resident parking at Zone A
Negative	Bus lane will create more problem, Will increase congestion on the Dudley Road, Residents of Dudley will have nowhere to park their cars

Examples of participant responses fully supporting the scheme

- “Segregated cycleways will allow me to cycle in this area where currently I do not.”
- “I am already seeing more cyclists since the temporary cycle lanes were introduced, so given time I think there will be demand to warrant this investment.”
- “Desperate need to improve traffic flow, very poor at times mainly due to entirely unenforced parking/waiting restrictions on stretch between Heath Street and city boundary. Buses can hardly get through at times.”
- “Overall, much improved than the previous scheme but not to say it can't be better.
- “The significant use of shared space at the western end is disappointing and a shame more road space isn't being reallocated.”
- “Junctions are disappointing when Birmingham has examples along the A38”

- “The separate crossing across western road should be replicated across Winson Green Road as a minimum.”
- “The stopping up of Northbrook Street and connection to the canal is a great idea.”
- “Good (and brave) idea to close the right turn into Tesco.”
- “What's next? The route stops at spring Hill roundabout so how is it going to connect to the city centre in a coherent, direct, safe, attractive and comfortable manner in line with the 5 core design principles of LTN1 /20?”
- “Also consider where bike hire racks will be and put these in as part of this scheme so they're ready to go.”
- “The use of new bus lanes is good to improve the travel for the bus routes 82, 87 and 89. However Dudley Road starting from the McDonalds towards the city centre is very cramped mainly in due to parking on both sides of the road. Buses usually are stuck around that part near the main part of Dudley Road near Classic Fish Bar and McDonald's.”

Examples of participant responses partially supporting the scheme

- “SUPPORT: It is good to promote cycle travel. NOT IN SUPPORT: Penalises car drivers by providing bus lanes. The road is already quite narrow especially between Spring Hill and the hospital. To create a bus lane there will cause more traffic jams I think.”
- “I totally agree that making dedicated cycle paths along this road is essential - I would never dare cycle on the actual road as the traffic is busy and people drive very badly with little consideration for other road users. So, I would use new cycle paths for leisure mainly.”
- “But I strongly disagree with making one of the lanes each way into bus lanes at the busiest times in & out of the city. As a driver - & I have to travel along here regularly - this road is busy most times of the day - but at rush hour it really needs 2 lanes! Often people park on the road.”
- “I just read the plans for the improvements and I don't understand why the city council always limited time parking spaces on the main roads such as A457. As the situation is now, one or two people will park their cars in peak timings and block one lane for hundreds of vehicles. There will be no traffic warden to keep a check on parkings. Can you please not make parking spaces on the main roads like this. Car owners can park their cars on the adjoining roads and there will no issue with the traffic. The bus lanes should be 24/7 so that the priority is given to the people travelling by buses and not to single individuals travelling by cars. Thank you”
- “I do not support any amendments to the existing Traffic Regulation Orders between Shenstone Road and Heath Street. Removing on-street parking during certain hours on the day will have two main effects (1) Pedestrian injury accidents are likely to increase due to vehicle speeds increasing (2) The lost off on-street parking will effect trading of the small independent businesses. The carriageway between Shenstone Road and Heath Street is significantly wide enough to allow on-street parking to take place on both sides of the carriageway and allow the free movement of vehicles at all times. The main issue is the illegal parking that takes place including parking on the zig-zag marking for the Pelican crossings. If this is enforced than the congestion will reduce.”
- “I support the junction improvements at the following locations: -
 - 1) Winson Green Road / Heath Street
 - 2) Dudley Road / Icknield Port Road (without the bus lane)
 - 3) Dudley Road / Heath Street (without the bus lane and allowing the left turn manoeuvre. With the cycling facilities.
 - 4) Dudley Road / Western Road (However, I am not sure how drivers in both lanes on Western Road can turn right simultaneously.”

Objections to the scheme

- “There is already a great deal of congestion in this area. The planned proposals are going to reduce the capacity for cars and increase congestion outside of peak hours. I support the introduction of dedicated cycle lanes however bus lanes are not going to help reduce congestion.”
- “The addition of cycle lanes and bus lanes would cause more traffic, not reduce it. We have enough traffic as it is, these proposals are not suited for people who actually live in the area and are not regular cyclers.”
- “it should be suspended at ovid 19 time, I do not believ your traffic forecasts for the future.. there will be less persons working in city centres not more, so duel carriage way road widening not needed. local residnts not consulted in their own languagae you have used only English”
- “From shenstone rd to bellfield rd, I can’t see much changing, the main problem is no one enforces these rules, people park on both sides of the rd all day, even parking on double yellow lines and at traffic lights, so until enforcement is in place no changes can work”
- “I’m a resistance of Dudley rd. I will have no where to park !”

Zone A residents concerns about parking loss

The Dudley Road consultation team received 9 direct email sent to transport project email address. Officers responded to all email and address their concerns and where required make telephone call if contact number provided. It was noted that the majority of correspondence raised concerns about resident parking loss within Zone A. However, the Dudley Road Revised scheme does not propose any changes to the existing unrestricted on street residential parking. Where there are current restrictions these are being formalised to ensure that enforcement can be effective when taking place. This has been communicated to the residents concerned through direct email, phone calls and where required a written response issued to address their concerns.

Key Stakeholder Response

Support the scheme

Further to the original scheme consultation, no additional comments have been received from key stakeholders. Ward Councillors have been consulted and no adverse comments have been received. The Greater Birmingham and Solihull LEP have expressed support for the scheme. Centro and the main local bus operator (National Express West Midlands) are in support of scheme and did not have any objections. The HA also fully support the scheme.

The West Midlands Ambulance Service are in support of the scheme however they are concerned with what impact this would have during the construction of the scheme. West Midlands Fire Service had no comments at this moment in time and are in support of the scheme. West Midlands Police are in support of the scheme.

Against the scheme

Friends of Earth

Friends of the Earth have argued "...This scheme's primary purpose appears to be to increase capacity for motor vehicles, which will encourage more and/ or faster traffic. We believe this will result in a number of adverse environmental and health impacts both on the communities through which the road passes as well as having adverse knock-on effects in other parts of the city."

Birmingham City Council officer responded to all question raised in the Friends of Earth response.

It is important to note that Friends of Earth also opposed the original scheme consultation in October 2018. Their concerns have been addressed in relation to the latest Birmingham City Council policy.

4. Key Themes:

Cycle Lane

Majority support the cycle lane, there is was some concerns about cycle lane at some locations. There were a minority of respondents who are against the cycle lane proposal.

Motorcyclist

Concerns about not being able to use bus lane.

Train Station

Suggested train station will solve the problem in the area.

Bus Lane

Mixed reaction to bus lane some strongly supported the bus lane others against the scheme bus lane. Concerns were raised that it will increase the traffic on Dudley Road.

Parking

Responses mostly concerned about the loss of parking in Zone A.

Environment

There were also concerns about the environmental impact due to increase traffic due to the introduction of bus lane and cycle lane.

Traffic Jams

Bus lane will cause traffic as there will only one lane available for other road users.

Enforcement

It has been raised by correspondents that better enforcement will improve the traffic movement in the area.

Others

Suggested a 20mph speed limit through the shopping area of Dudley Road and making one way.

Car share scheme and more electric car charging point.

5. Recommendations:

1. "I would be concerned about people coming into conflict with people on bikes outside Lidl and Suited for Success where the new cycle route seems to pass directly outside the entrances to the stores. There is potential for a dangerous collision outside the Tesco car park too."

As the part of the scheme, Road Safety Audit (RSA) has been undertaken and the design has been amended outside the Lidl supermarket to make it shared use to be consistent and in accordance with cycle infrastructure Design Guidance Local Transport Note (LTN)1/20. The width of the shared use is greater than design guidance standards (where possible). Shared use signs will be used to inform pedestrian and cyclist of the mixed-use facilities.

2. "Continuous cycle lane from Northbrook St is a good idea. This will link to the Harborne Walkway and Summerfield Park route. Needs to be signed from Harborne High Street. Also connect to Edgbaston Reservoir if possible. Make sure cycleway signage is shown in minutes of riding time NOT IN MILES."

As the part of scheme extent, we will have signs to include riding time which will be in minutes. There is a wider signing strategy being developed by the City Council through the green routes programme which is likely to address this.

3. "Parking at the back on Barford Road School around the junction with Barford Road / Emily Gardens is ridiculous and there needs to be double yellow lines around that T junction. "

This can be reviewed but this is policing issue. We will amend the design and introduce double yellow line and residents will have opportunity to comment. We can contact the school travel demand management team to encourage parents not to park.

4. Resident parking in Zone A was the major area of concern. Residents and businesses strongly oppose any changes made in Zone A.

We are not making any alteration to the resident parking. We are formalising the parking restriction to enable enforcement. All the unmarked parking areas are accessible to all users, where there are parking bays that has limited waiting restriction and they will be enforced.

5. Currently the Bus Lane is proposed for bus use only, but it is agreed that we will review the Bus Lane proposal and make necessary changes if required after TRO advertisement and consultation.

6. Conclusion:

6.1 A consultation took place between 17th November 2020 to 15th December 2020 with stakeholders and the general public, where consultees were asked to complete a questionnaire seeking their views as to whether the proposal would meet the scheme objectives and whether they would support such a scheme. 104 consultees responded to the consultation exercise.

6.2 Analysis of the responses provided indicates overwhelming support from key stakeholders for the proposed improvements along the entire length of the scheme. Members of the public and stakeholders indicated that the proposed improvements meet the schemes objectives. The analysis shows that 61% of the members of the public either fully support or partially supported the scheme.

6.3 It has been noted that majority of those who partially supported or object the scheme had serious concerns about Zone A parking restriction and residents parking loss. The Dudley Rd Team has been communicating through emails, letters and phone that there is no resident parking loss in Zone A. Where there are current restrictions, these are being formalised to ensure that enforcement can be effective when taking place.

6.4 In reading and considering the responses provided by members of the public and stakeholders during this consultation exercise, the overwhelming majority supported the scheme and the need to tackle existing issues along the route.

6.5 They supported the need to improve safety, reducing congestion/delays and improve public transport. Some valuable comments have been received by the local businesses and residents, which have assisted in revising the scheme to make further minor improvements, which as a result could assist further to reduce traffic delay and assist with local parking issues.

6.6 It can be concluded that the proposed improvements have received positive support from the local businesses, residents and Key Stakeholders.

Barford Estate Improvement Scheme Consultation Analysis Report

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1 Consultation Process

1.1 Background

The scheme aims to improve the A457 Dudley Road by 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.

The Revised Main Scheme develops 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 valuable road space for potential walking and cycling provisions alongside public transport travel as Birmingham builds on the recovery.

- **Providing increased capacity** - The scheme will include upgraded sections of carriageway incorporating new bus lanes, a new footbridge over the Soho Loop Canal, widened footways and improved pedestrian and cycle links to Dudley Road Local Centre, the new Midland Metropolitan Hospital and Summerfield Park to accommodate additional capacity for multi-modal users along the route.
- **Improving accessibility to Birmingham City Centre** - Highway improvements along the route will help to decrease congestion, improve journey times and provide a corridor to directly access Birmingham City Centre from the northwest of the city. Furthermore, accessibility will be improved to major developments and businesses along the route; including the Soho Loop Development, Icknield Port Loop Development and the new Midland Metropolitan Hospital.
- **Improving journey time reliability (including for public transport)** - Journey time will be improved through improvements to the existing road layout and ensuring the corridor can provide increased traffic capacity. Key pedestrian crossings will be upgraded, alongside upgrades to junctions along the route.
- **Providing safer infrastructure for all road users** - As part of the Dudley Road Highway Improvement scheme, the design proposes major upgrades to several junctions along the route. Changes include improvements to the signalised junction at Icknield Port Road / Dudley Road, a new signalised junction at Heath St and the closure of Northbrook Street. The changes to the junctions at (Winson Green Road/ Dudley Road and Icknield Port Road/ Dudley Road) will provide safer and efficient infrastructure for all road users.
- **Providing upgraded facilities for cyclists** - The highway improvements at Dudley Road will provide upgraded cycling and pedestrian facilities throughout the entire corridor. This will primarily be in the form of a segregated cycling route on the North side of Dudley Road and shared space facilities where highway space is prohibitive.
- **Northbrook Street closure** - To facilitate the improvements to Dudley Road, it is necessary for the access to Northbrook Street to be closed. Previous scheme consultations detailed the left turn only proposal, however, the new road alignment will dictate the need for the closure in order to minimise structural enhancements to Lee Canal Bridge and to provide the necessary widening to the junction with Heath Street.

Following the November 2020 public consultation for the wider Dudley Road Scheme, Birmingham City Council have taken on board comments from members of the public and tried to include these with the revised design.

As a result of feedback from the consultation and a review of the proposals, we are looking to make some changes to those that were originally proposed in the Barford Estate. Birmingham City Council contacted residents within the North Summerfield community to provide the

opportunity to deliver feedback on these alternative proposals for the area. Details of the changes to the scheme are outlined below:

- The road closure of Northbrook Street at the junction with Dudley Road is retained. However, the opportunity is being taken to provide a public space outside No.1 to No.29 Northbrook Street by extending the closure to Willow Gardens.
- To no longer open the cul-de-sac between Barford Road and Northbrook Street to through traffic.
- The section of Northbrook Street between Willow Gardens and Coplow Street to remain open to traffic.
- Improvements would be made to cycling and pedestrian provision from the junction of Coplow Street /Northbrook Street across North Summerfield Green to Barford Road, to enable better access and crossing facilities.

The consultation was launched on Monday 18th October 2021 and ran until Monday 8th November 2021. A total of eight consultee and one stakeholder responses were received.

Publicising the consultation

Birmingham City Council, along with its delivery partners, utilised a number of different channels of communication to spread the word about the A457 Dudley Road Improvement Scheme consultation. This included:

- Existing stakeholder and community networks;
- Existing email and other electronic communications (corporate BCC, Birmingham Connected);
- Roadside signage; See Figure 1
- Letters delivered to all residents and commercial properties within the proximity of the scheme. See Figure 2 for location plan;
- Traditional media;
- Social media activity including Facebook and Twitter



Figure 1: Consultation Signage

Dudley Road Single Scheme Consultation Plan Issue 1

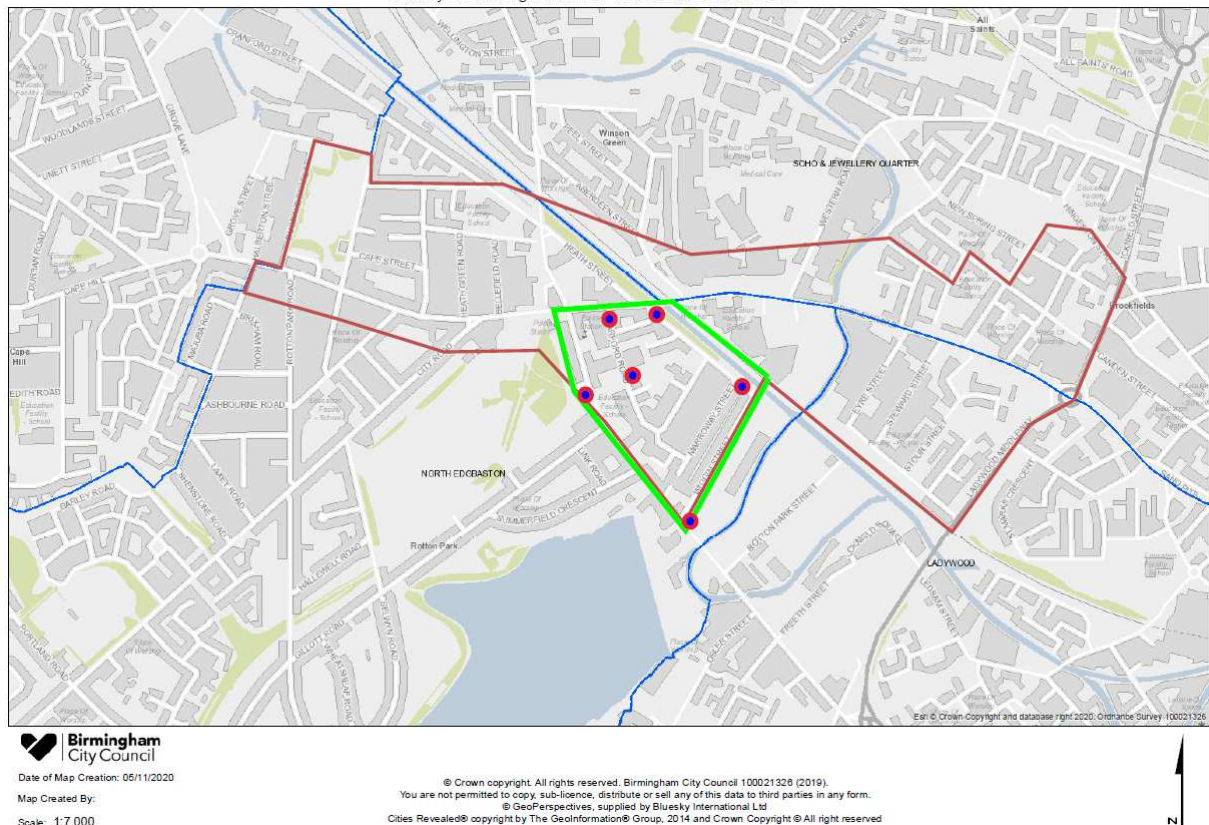


Figure 2: Consultation area (bordered green)

1.2 Response channels

Where contact was made through a channel other than Be Heard, we encouraged people to also complete the questionnaire online.

1.2.1 Online – Be Heard

All publicity directed citizens to Be Heard at

<https://www.birminghambeheard.org.uk/economy/barfordestate/>

The following documents were available to view or download on the Be Heard site:

- CGI images – before and after; and
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Respondents were asked to submit their feedback about the proposals through the online questionnaire, including closed and open questions and providing the opportunity for respondents to give additional comments.

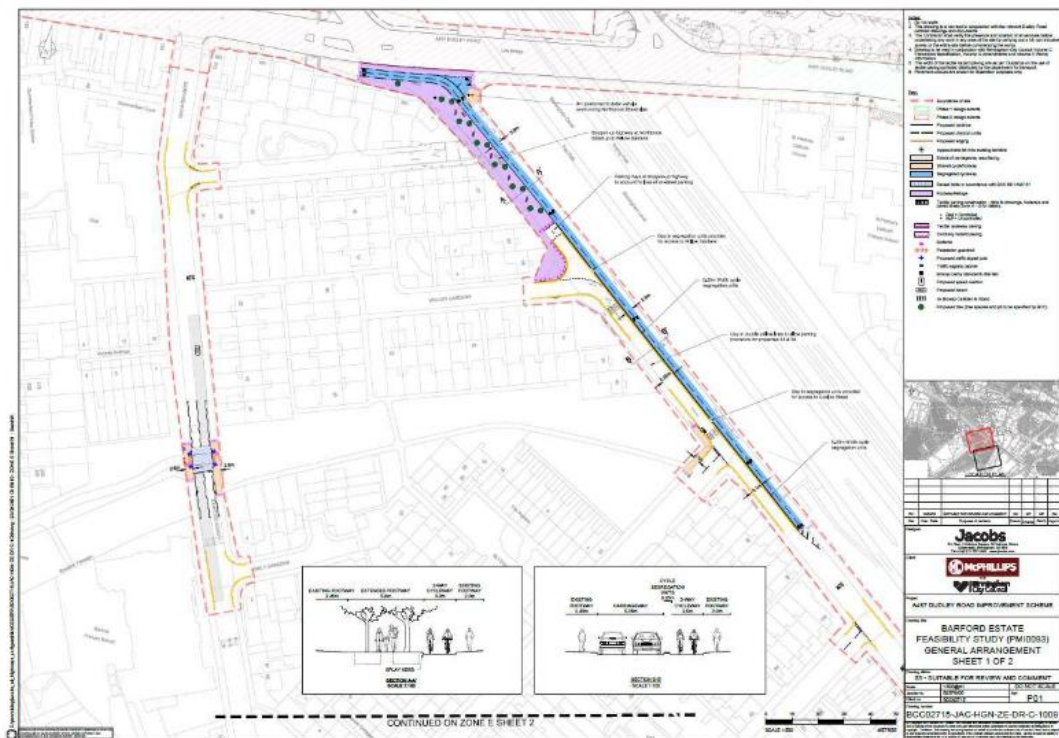
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1.2.3 Stakeholder Communication

Emails were sent to key stakeholders inviting them to give their views on the proposals via BeHeard. Attached to the email was:

- Scheme summary
- Website link to proposed scheme plans (see below for reference).



2 Methodology

2.1 Confidentiality

All responses to the survey were made anonymously and confidentially, with no personal details being requested that could identify the respondent, however postcodes were collected in order to ascertain how people living in different locations responded to the survey. The respondent's personal data was held by Birmingham City Council as the data controller. The survey was conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

2.2 Consultation Survey

The survey was a mixture of qualitative and quantitative questions, with the qualitative questions requesting people's comments in order to explain their views and give suggestions.

2.3 Analysis of Consultation Responses

2.3.1 Quantitative Analysis

Analysis was conducted on all responses to the quantitative questions. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all responses totals may equal 100%.

2.3.2 Qualitative Analysis

Each of the qualitative responses was analysed and assigned to a theme or themes relevant to the question asked.

3 Findings

3.1 About you

3.1.1 How often do you travel to and from this area (North Summerfield/Barford Road/Northbrook Street)?

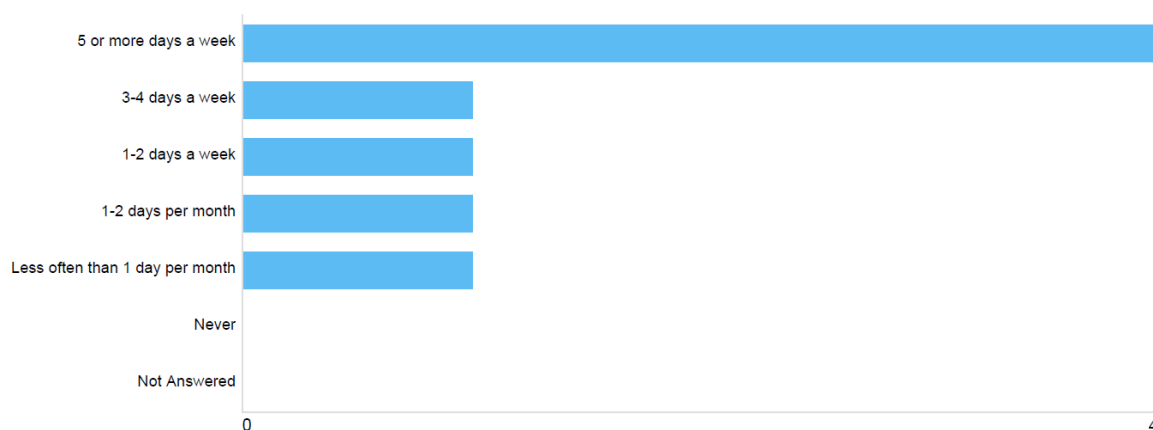


Figure 3: Frequency of visits to and from area

Over half of respondents revealed they travelled to and from the study area five or more days a week. Question 2 revealed that of these journeys, 62.5% were made by foot or cycleing and 25% of journeys were made by car.

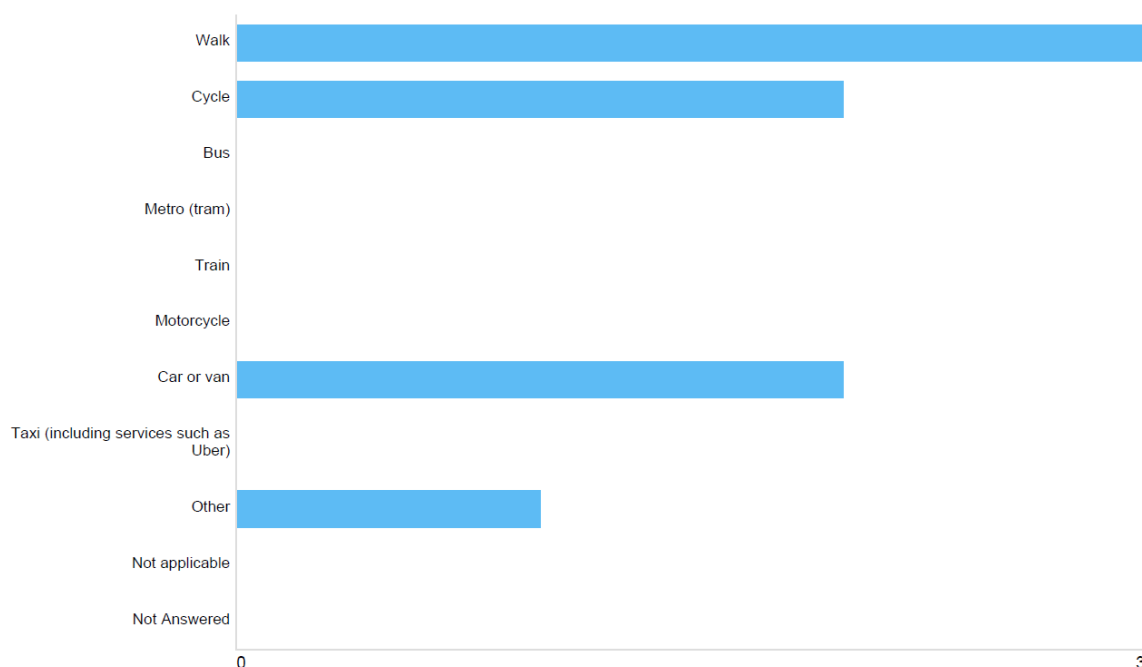


Figure 4: When travelling to and from this area (North Summerfield/Barford Road/Northbrook Street), what mode(s) of transport do you most often use?

The 62.5% of responses revealed the predominant purposes of travel were work, education and residency in the locality.

Which of these would you say best describes your journey around North Summerfield/Barford Road/Northbrook Street?

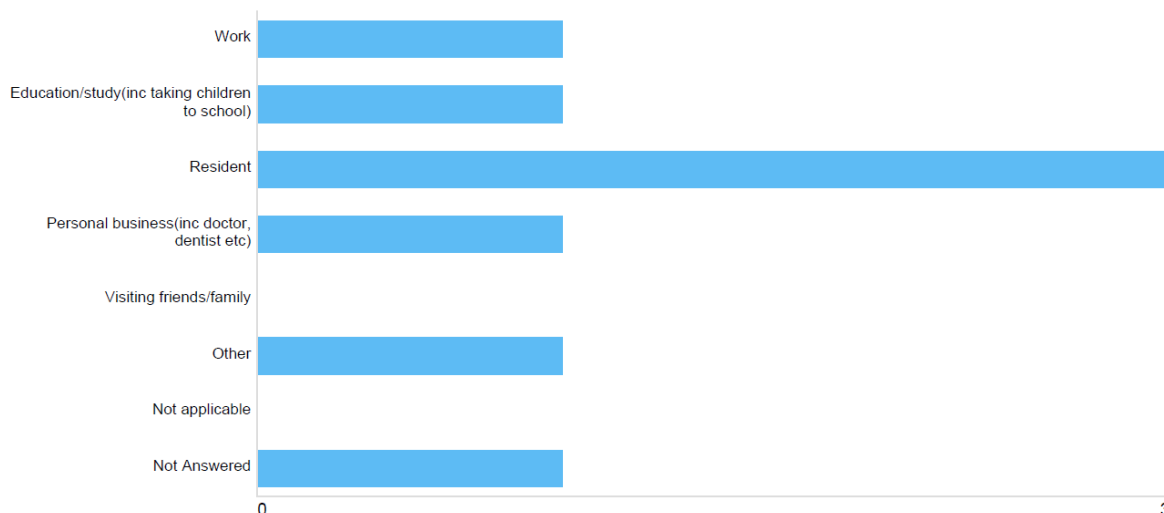


Figure 5: When travelling in this area (North Summerfield/Barford Road/Northbrook Street), typically what is the purpose of your trip?

3.2 About the Scheme

3.2.1 What do you think of the revised proposals for Barford Estate?

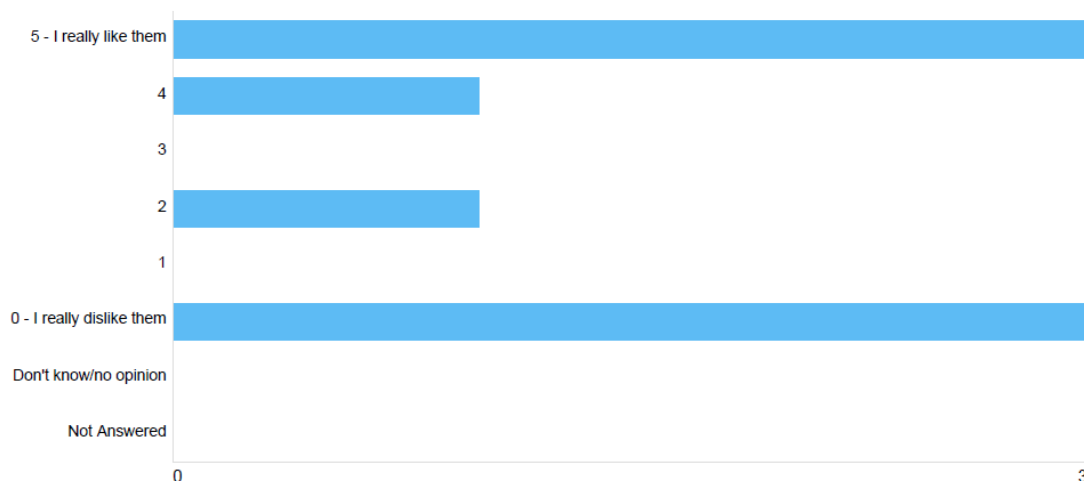


Figure 6: What do you think of the proposals for Barford Estate?

A range of responses were received with regard to the revised proposals for Barford Estate. The respondents were asked to rate the options on a scale of 0 (really dislike them) to 5 (really like them).

Of the responses, 37.5% rated the proposals “5 – I really like them”. Whereas 37.5% also rated the proposals “0 – I really dislike them”. Other responses rated the designs as 2 and 4 respectively.

Within the detailed responses to the scheme proposals, a number of themes were apparent:

Position	Theme
Positive	Speeding cars and aggressive driving are a problem on Northbrook Street The need to encourage parents to walk children to Barford School Creation of a new public space and reduce rat-running through the area onto the Dudley Road Improvements to cycling provisions are most welcome in particular the new crossing at Barford Road Primary School Reducing parking on footpaths
Suggestions/ Improvements	Lengthen cycle lane down whole of Northbrook Street to tie into Port Loop development Additional parking restrictions on Wiggin Street
Negative	Increased traffic at the junction of Barford Road and Dudley Road Removal of parking on Northbrook Street Potential for anti-social behaviour in new public realm area Wheelchair access to pavements

Examples of participant responses fully supporting the scheme

- *"Better improvements in the area"*
- *"Good proposal. Speeding cars and aggressive drivers a problem on Northbrook Street. Parents should be encouraged not to drive their children to Barfield Primary School. Walk or cycle there instead."*
- *"I really like the scheme, particularly the carriageway closure to facilitate the creation of a new public space and reduce rat-running through the area onto the Dudley Road."*
- *"Closing Northbrook street would make the area safer - there is too much speeding going on and always a bit tricky to cross both on bike and on foot - it's a very popular shortcut to Icknield Port Rd."*
- *"The improvements to cycling provisions are most welcome in particular the new crossing at Barford Road Primary School - this area is usually blocked by residents and parents parking on the pavement especially during the school run."*

Examples of participant responses reacting negatively to the proposals

- *"As a wheelchair user that can't drive I rely on taxis to get around and these changes are going to make simply leaving my house far more expensive given the huge detour through the massively congested dudley road junction that is suddenly required. Congestion that is just going to get far worse as the hundreds of extra homes being built get added. This will make my life harder & reduce my freedom further. The wheelchair access to pavements around here is already atrocious with people parking over lowered kerbs because the ridiculous cycle path no one ever uses took it away and made the road far less safe."*
- *"The junction of Barford Road and Dudley Road is an extremely difficult and dangerous one to get in and out of by car. This is because a) the bus stop on the corner means busses are constantly making the turning more difficult and b) cars park and stop on the corner of Barford Road/Dudley Road all the time in order to access the shops and takeaways in the area. There is an even higher level of parking when the Masjid on Barford Road is open for prayer on a Friday."*

The congestion Barford Road is heightened by parents taking children to and from the local school, especially at the beginning and end of the day, and by school staff parking there.

Finally the blocking of the Dudley Road Northbrook Street Junction cuts off an important access route for emergency vehicles, with the A & E just opposite on Dudley Road, and the Fire Station only a short way down Icknield Port Road."

- *"My family lives in this area and we have a very big problem with this scheme. We have a car on our property that we need to park and we won't be able to park our car if the road at Northbrook Street at the junction with Dudley Road is closed. We also require the cul-de-sac between Barford Road and Northbrook Street to be open to traffic so that we can enter. Also, we are unhappy about additional spaces being opened on the road parallel to the canal, since we don't feel safe having people there, especially since it can attract unsafe behaviour from people in the middle of the night if there are extra spaces for people to stay there. Road closures will also cause more traffic in this area which already has a lot of traffic due to the schools nearby. So during school hours, the traffic is tremendous in this area and having an extra road to drive through to get out of the traffic and have a different route to go is essential in order to avoid bottlenecks which these road closures will inevitably create."*

Additional Suggestions

- *"why does the bi-directional cycle highway stop halfway down Northbrook Street? Are there plans to extend it further down the street and into the future phases of Port Loop?"*
- *"It is assumed that a certain amount of traffic will divert down Icknield Port Road and up Wiggin Street. Wiggin Street also has very restricted access, due to excessive parking whenever there is an event at the H Suite opposite. In addition it will itself soon become more congested due to being a major access route to the new Icknield Port Loop Development - which will reach that road in the near future."*

3.3 Key Stakeholder Response

Further to the original scheme consultation, no additional comments have been received from key stakeholders. Ward Councillors have been consulted and no adverse comments have been received.

West Midlands Ambulance Service and West Midlands Fire Service had no comments at this moment in time.

West Midlands Police have provided the following feedback: *"I am from the local neighbourhood team that cover the Barford estate. We have reviewed the plans on the website and have a few concerns that we would like to bring to your attention. While we support the closure of Northbrook Street with Dudley Road, we are concerned that this may push traffic down Barford Road. We find that a lot of traffic uses the Barford Estate as a cut through to avoid the lights further up on Dudley Road, through the closure of Northbrook Street it may mean these drivers choose to use Barford Road instead to cut out the lights. We already have a number of issues with parking and traffic around Barford Primary school at school drop off and pick up time, we are concerned that by more traffic using this road it will exacerbate these issues."*

4. Key Themes Discussion

4.1 Traffic

Responses highlighted the potential problem of increased through traffic being redirected to Dudley Road via Barford Road following the closure of Northbrook Street. However, there is already a noticeable perceived problem of “rat running” and speeding vehicles throughout the estate as exemplified by responses to this consultation. One respondent noted *“Closing Northbrook street would make the area safer - there is too much speeding going on and always a bit tricky to cross both on bike and on foot - it’s a very popular shortcut to Icknield Port Rd.”*

If the scheme is implemented, the distance for traffic travelling through Barford Estate increases by approx. 66% which in theory should help to reduce the problem of “rat running” as identified by many resident responses. However, the issue of “rat running” is also related to time (avoiding traffic signals at Icknield Port Rd / Winson Green junction). Therefore, providing the additional justification for the traffic calming measures to reduce speed in the estate which should help to assist in reducing traffic further.

A planned road closure of the junction of Northbrook Street and Dudley Road in December 2021 to facilitate utility works will provide an opportunity to assess any changes in traffic flow through the estate with feedback incorporated into scheme proposals.

4.2 Street parking

The proposals aim to rationalise on street parking on Northbrook Street and prohibit parking on existing crossings and dropped kerbs at junctions throughout the estate. The proposals allow for resident parking bays north of the junction with Willow Gardens. Existing on street parking to the south of Willow Gardens will be retained.

One respondent noted the problem of excess street parking blocking Wiggin Street in relation to the parking for the conference facility on Icknield Port Road. Revised proposals for rationalising on street parking in the southern section of the study area will be incorporated into scheme delivery.

4.3 Access for all

One respondent noted that the *“...wheelchair access to pavements around here is already atrocious with people parking over lowered kerbs because the ridiculous cycle path no one ever uses took it away and made the road far less safe.”*

The proposals aim to rationalise on street parking on Northbrook Street and prohibit parking on existing crossings and dropped kerbs at junctions throughout the estate. Furthermore, the scheme will introduce a new signalised crossing point on Barford Road to provide improved east / west connectivity and enhanced access from the formalised segregated cycle link on Northbrook Street to Summerfield Green.

The existing Emergency Travel Plan “pop up” cycle lane is to be formalised in advance of the proposed works to provide a permanent link from the Dudley Road corridor to the Birmingham Mainline Canal and Summerfield Park.

The pedestrianisation of the northern section of Northbrook Street will help to improve pedestrian and cycle connectivity to the wider estate and encourage a reduction in “rat running” between Icknield Port Road and Dudley Road.

4.4 Recommendations

- Southern section of Wiggin Street to be included in TRO/parking restrictions to help alleviate parking issues
- Ensure proposals prohibit parking on existing crossings and dropped kerbs at junctions throughout the estate.

5. Conclusion:

A consultation took place between 18th October 2021 to 8th November 2021 with stakeholders and the general public, where consultees were asked to complete a questionnaire seeking their views as to whether the proposal would meet the scheme objectives and whether they would support such a scheme. Eight consultees and one stakeholder responded to the consultation exercise.

Analysis of the responses provided indicates both strong support and disapproval of the revised proposals. Key themes of improving access, rationalising on street parking, reducing traffic speed and “rat running” have been identified which will be fed back into scheme designs.

Some valuable comments have been received by the local businesses and residents, which have assisted in revising the scheme to make further minor improvements, which as a result will help to assist in alleviating the problems raised.

Spring Hill Landscape Proposal Consultation Analysis Report

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1 Consultation Process

1.1 Background

The scheme aims to improve the A457 Dudley Road by 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.

The Revised Main Scheme develops 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 valuable road space for potential walking and cycling provisions alongside public transport travel as Birmingham builds on the recovery.

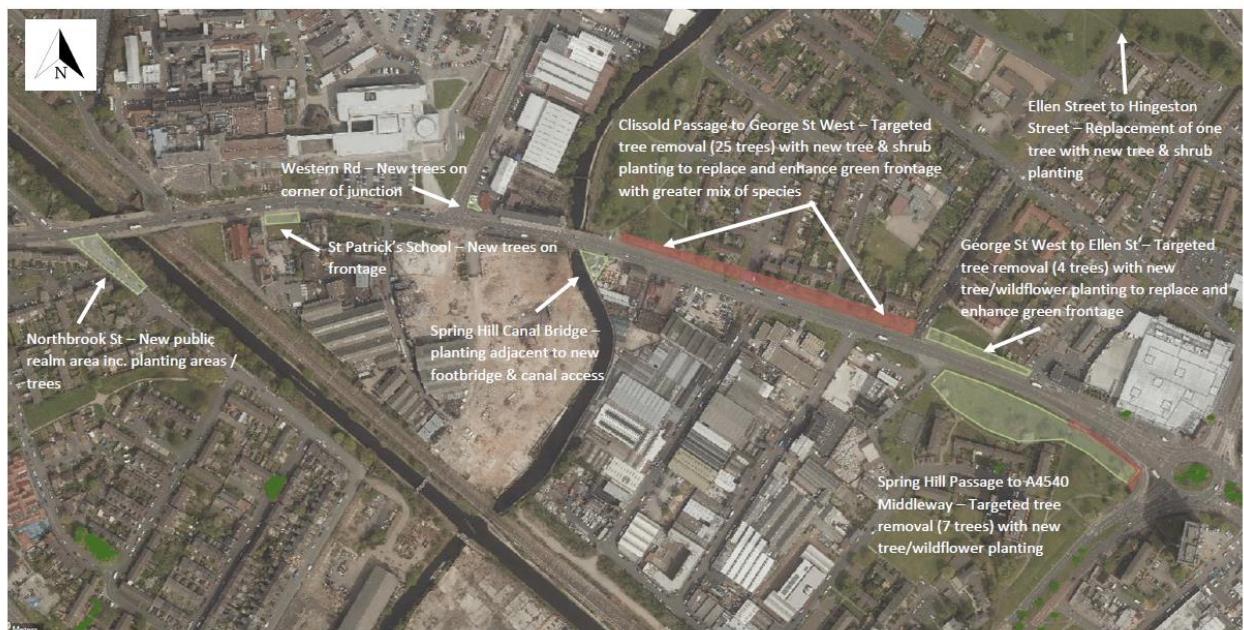
- **Providing increased capacity** - The scheme will include upgraded sections of carriageway incorporating new bus lanes, a new footbridge over the Soho Loop Canal, widened footways and improved pedestrian and cycle links to Dudley Road Local Centre, the new Midland Metropolitan Hospital and Summerfield Park to accommodate additional capacity for multi-modal users along the route.
- **Improving accessibility to Birmingham City Centre** - Highway improvements along the route will help to decrease congestion, improve journey times and provide a corridor to directly access Birmingham City Centre from the northwest of the city. Furthermore, accessibility will be improved to major developments and businesses along the route; including the Soho Loop Development, Icknield Port Loop Development and the new Midland Metropolitan Hospital.
- **Improving journey time reliability (including for public transport)** - Journey time will be improved through improvements to the existing road layout and ensuring the corridor can provide increased traffic capacity. Key pedestrian crossings will be upgraded, alongside upgrades to junctions along the route.
- **Providing safer infrastructure for all road users** - As part of the Dudley Road Highway Improvement scheme, the design proposes major upgrades to several junctions along the route. Changes include improvements to the signalised junction at Icknield Port Road / Dudley Road, a new signalised junction at Heath St and the closure of Northbrook Street. The changes to the junctions at (Winson Green Road/ Dudley Road and Icknield Port Road/ Dudley Road) will provide safer and efficient infrastructure for all road users.
- **Providing upgraded facilities for cyclists** - The highway improvements at Dudley Road will provide upgraded cycling and pedestrian facilities throughout the entire corridor. This will primarily be in the form of a segregated cycling route on the North side of Dudley Road and shared space facilities where highway space is prohibitive.
- **Northbrook Street closure** - To facilitate the improvements to Dudley Road, it is necessary for the access to Northbrook Street to be closed. Previous scheme consultations detailed the left turn only proposal, however, the new road alignment will dictate the need for the closure in order to minimise structural enhancements to Lee Canal Bridge and to provide the necessary widening to the junction with Heath Street.

Following the November 2020 public consultation for the wider Dudley Road Scheme, Birmingham City Council have taken on board comments from members of the public and tried to include these with the revised design.

To facilitate the improvements to Spring Hill, Western Road and Barford Estate it is necessary to implement a comprehensive landscaping proposal through the corridor.

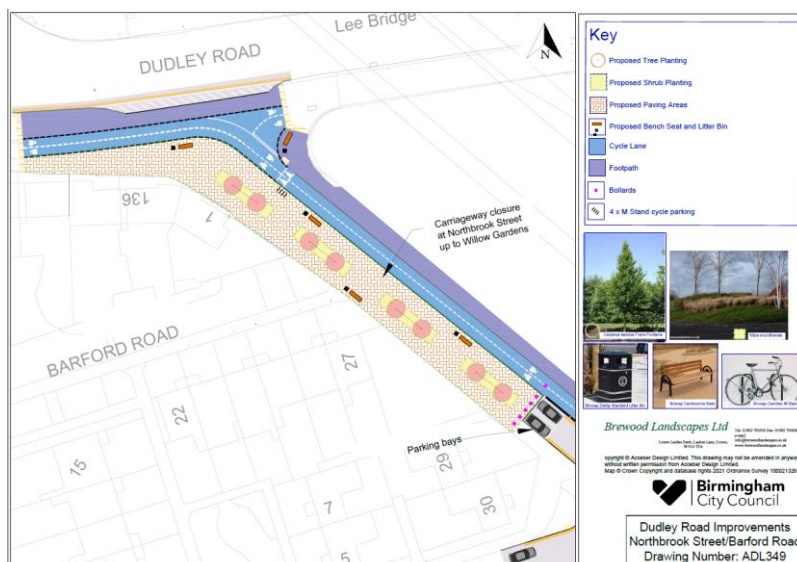
The landscape proposal ties together the early phases of the Dudley Road Revised Main Scheme delivery and provide continuity and a sense of place through the corridor. The original Revised Main Scheme public consultation did not detail these plans therefore additional public engagement was required.

The latest scheme design requires the targeted removal of existing trees & vegetation on the northern boundary of Spring Hill between Spring Hill Canal Bridge/Clissold Passage and Ellen Street to facilitate the construction of the segregated cycle link. Landscape proposals will look to enhance the green frontage screen to properties between College Street and George Street West in lieu of the vegetation removal.

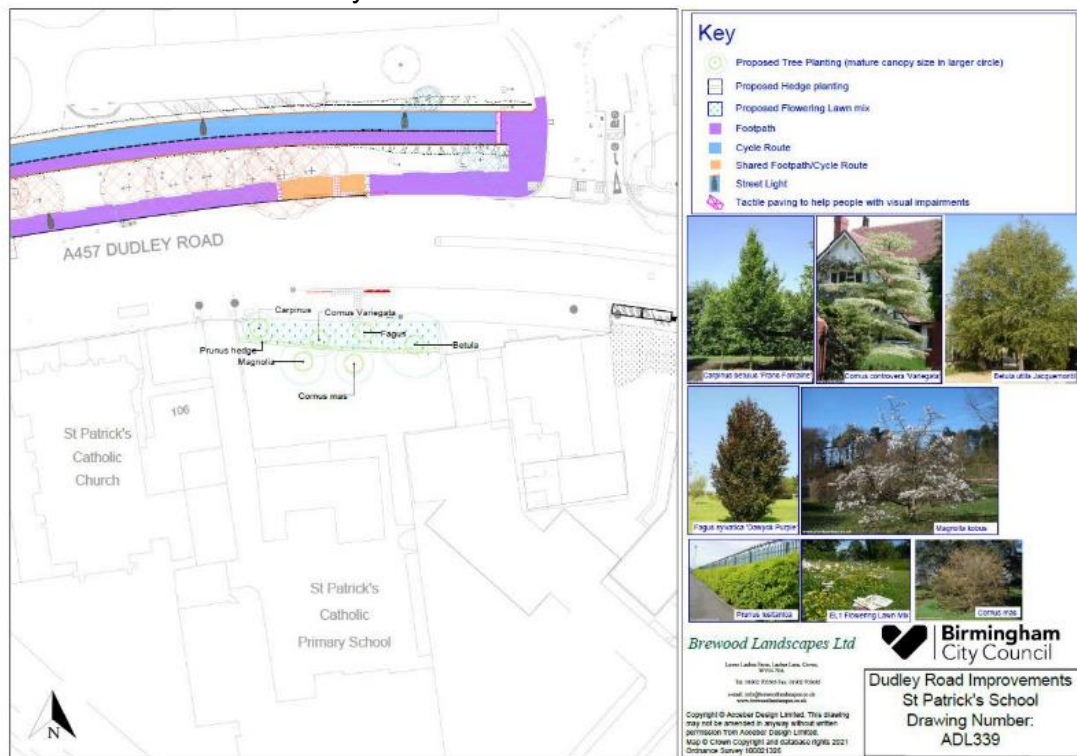


Details of the landscaping proposal are outlined below:

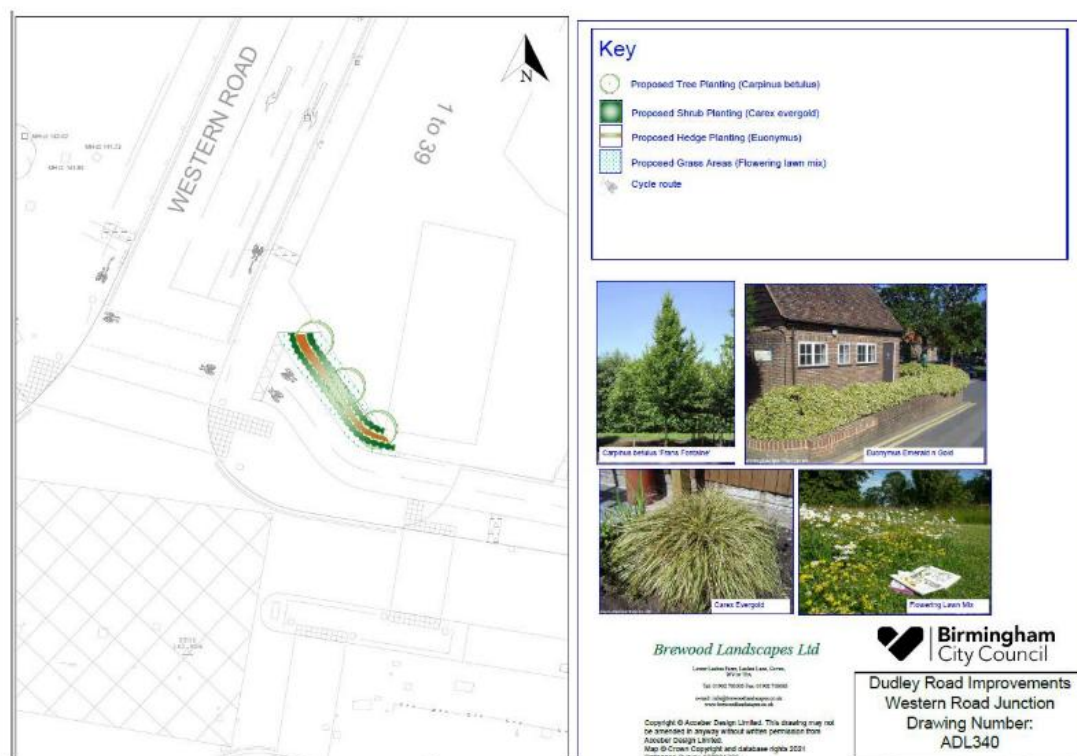
1. Creation of a new pedestrian space, including proposed shrub & tree beds, as well as cycle stands, seating benches, and litter bins on the section of Northbrook Street between Dudley Road and Willow Gardens



- Hedging, flowering lawn and a variety of trees is proposed at the boundary with St. Patrick's Catholic Primary School



- A section of hedging, shrubs, grass and trees is proposed at the back of the footway on the north east corner of the junction of Western Road with Dudley Road.



The consultation was launched on Monday 17th January 2022 and ran until Monday 7th February 2022. A total of 15 consultee and one stakeholder responses were received.

Publicising the consultation

Birmingham City Council, along with its delivery partners, utilised a number of different channels of communication to spread the word about the A457 Dudley Road Improvement Scheme consultation. This included:

- Existing stakeholder and community networks;
- Existing email and other electronic communications (corporate BCC, Birmingham Connected);
- Roadside signage; See Figure 1
- Letters delivered to all residents and commercial properties within the proximity of the scheme. See Figure 2 for location plan;
- Traditional media;
- Social media activity including Facebook and Twitter



Figure 1: Consultation Signage on Dudley Road and Northbrook Street

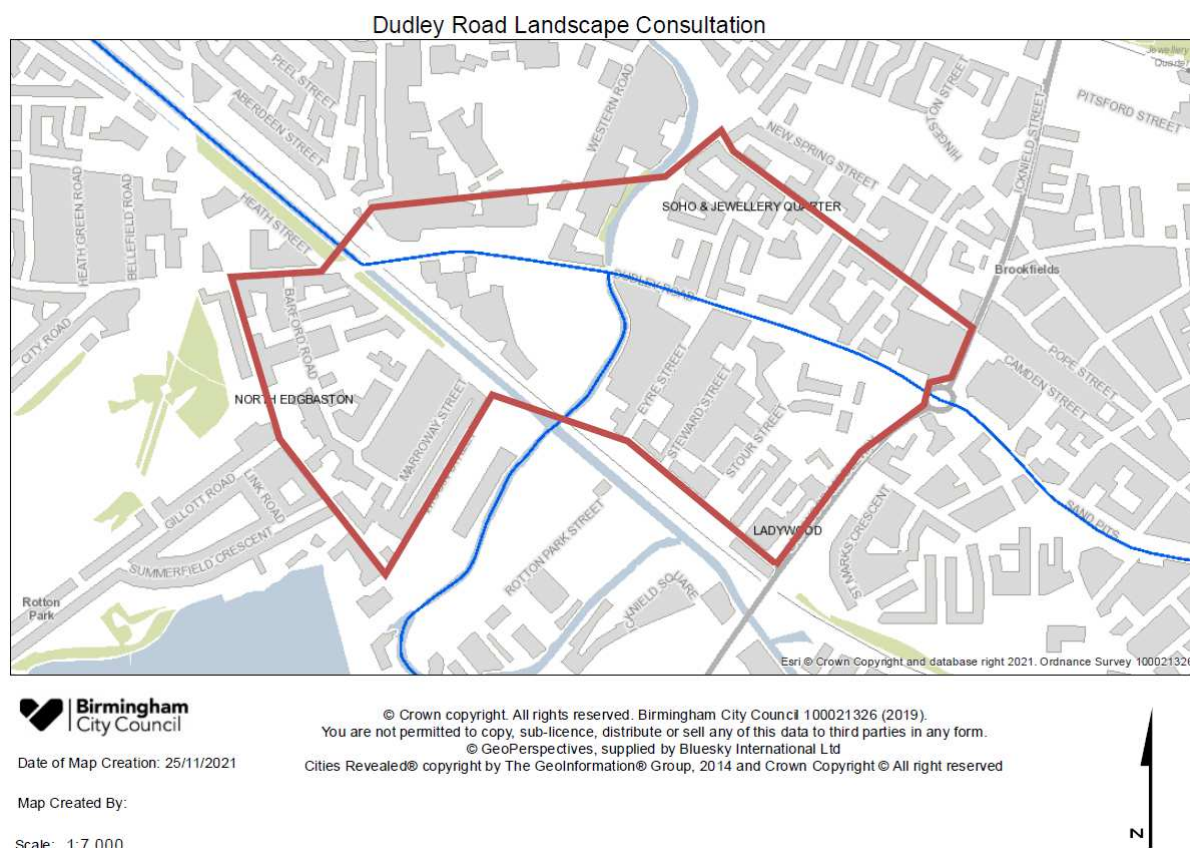


Figure 2: Consultation area (bordered red)

1.2 Response channels

Where contact was made through a channel other than Be Heard, we encouraged people to also complete the questionnaire online.

1.2.1 Online – Be Heard

All publicity directed citizens to Be Heard at

<https://www.birminghambeheard.org.uk/economy/springhill/>

The following documents were available to view or download on the Be Heard site:

- CAD images – illustrating the proposals
- Proposed technical plan of the scheme area.

Respondents were asked to submit their feedback about the proposals through the online questionnaire, including closed and open questions and providing the opportunity for respondents to give additional comments.

1.2.2 Email correspondence

All email correspondence sent to transport.projects@birmingham.gov.uk was logged, acknowledged and responded to where relevant and appropriate.

1.2.3 Stakeholder Communication

Emails were sent to key stakeholders inviting them to give their views on the proposals via BeHeard. Attached to the email was:

- Scheme summary
- Website link to proposed scheme plans
<https://www.birminghambeheard.org.uk/economy/springhill/>

2 Methodology

2.1 Confidentiality

All responses to the survey were made anonymously and confidentially, with no personal details being requested that could identify the respondent, however postcodes were collected in order to ascertain how people living in different locations responded to the survey. The respondent's personal data was held by Birmingham City Council as the data controller. The survey was conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

2.2 Consultation Survey

The survey was a mixture of qualitative and quantitative questions, with the qualitative questions requesting people's comments in order to explain their views and give suggestions.

2.3 Analysis of Consultation Responses

2.3.1 Quantitative Analysis

Analysis was conducted on all responses to the quantitative questions. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all responses totals may equal 100%.

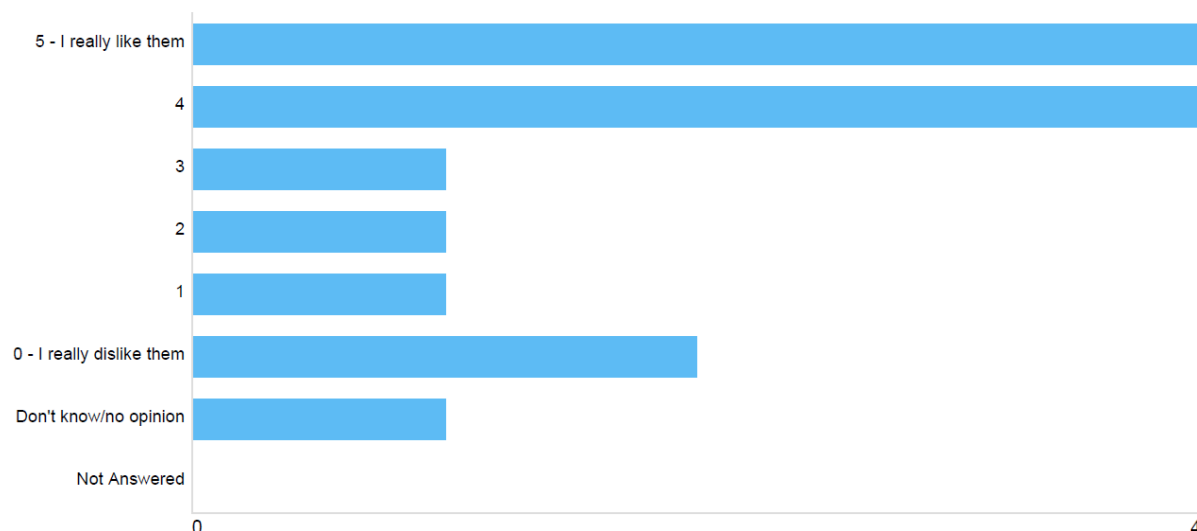
2.3.2 Qualitative Analysis

Each of the qualitative responses was analysed and assigned to a theme or themes relevant to the question asked.

3 Findings

3.1 About the Scheme

3.1.1 What do you think of the landscape proposals for Spring Hill?



Option	Total	Percent
5 - I really like them	4	28.57%
4	4	28.57%
3	1	7.14%
2	1	7.14%
1	1	7.14%
0 - I really dislike them	2	14.29%
Don't know/no opinion	1	7.14%
Not Answered	0	0.00%

Figure 3: What do you think of the landscape proposals for Spring Hill?

A range of responses were received with regard to the landscaping proposals for Spring Hill. The respondents were asked to rate the options on a scale of 0 (really dislike them) to 5 (really like them).

Of the responses, 57.14% rated the proposals “5 – I really like them” and “4” . Whereas 21.43% rated the proposals “0 – I really dislike them” and “1”. Other responses rated the designs as 2 and 3 respectively.

Do you feel that the information provided has enabled you to make an informed comment on the proposals?

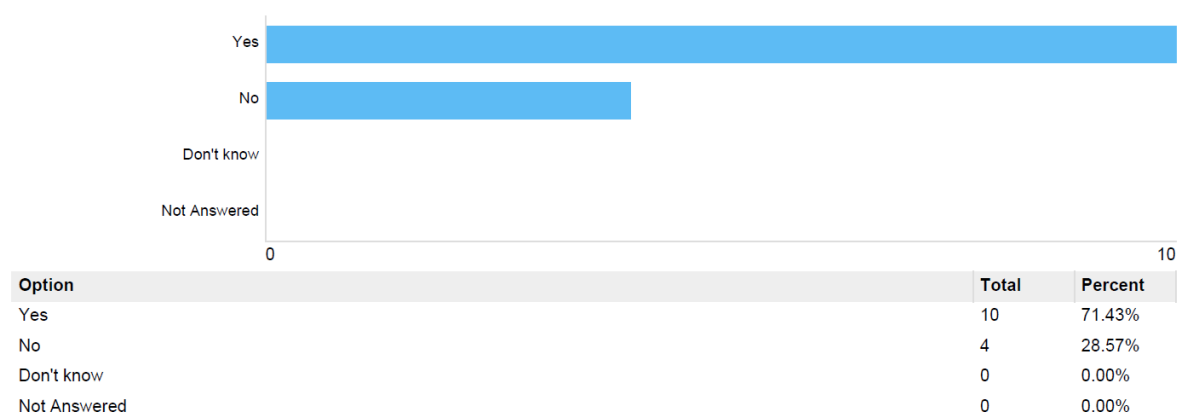


Figure 4 Do you feel that the information provided has enabled you to make an informed comment on the proposals?

The majority of feedback received suggests that the quality of the consultation information provided enabled the consultee to make an informed comment on the proposals.

Within the detailed responses to the scheme proposals, a number of themes were apparent:

Position	Theme
Positive	Improved green space, opportunity for native wildflowers, potential to reduce fly tipping
Suggestions/Improvements	Inclusion of native/local wildflowers/trees & shrubs in planting proposals, ongoing maintenance, retention of existing trees
Negative	Removal of existing trees, access to properties

Examples of participant responses fully supporting the scheme

- *“Please put as MUCH green space as possible along with more bike paths. This area is so deprived, grey and with lots of traffic. We value and need green spaces with more air filtration and less traffic pollution as possible!”*
- *“The only thing I would add is that it would be nice to see the 'Foxglove' flower being used on many stretches of the proposed areas. It has been named the county flower of the West Midlands, and it's distinct bright colour would make it a lovely addition to the public realm rather than the usual green shrubs.”*
- *“Honestly, really liking the idea that more green spaces will become part of Dudley Road. It is heavy road into and from the city as well as Sandwell, Cape Hill, Winson Green and Edgbaston. More focus on inviting people to the canal via bike and walking is important and while it is not directly in these plans connecting these to the Edgbaston Reservoir would also be something that could bare some fruit. Make sure there is a distinction between the cycle paths and pedestrian ways and that near schools and other publicly used buildings bins are provided, there is a lot of rubbish accumulating across the city. Also the pedestrain bridge should be able to manage both pedestrian and cycles.”*
- *“Generally looks good. Want to reinforce the desire to maintain as many mature trees as possible”*

Examples of participant responses reacting negatively to the proposals

- *"To take fully grown trees out of deprived areas is a crime, with the levels of pollution in these areas. It always is the easiest and quickest option especially in communities that are deprived. Replacing with grass flower beds and a few young samplings will not provide same benefit. When in the wealthy parts of Birmingham you retain as many mature trees as possible and your development plans supports that. Mature trees need to be retained at all costs."*

Additional Suggestions

- *"The section from Spring Hill bridge down to the Middleway is constantly full of rubbish and fly tipped materials - how do you intend to prevent this carrying on happening whilst maintaining all the work and effort that has gone into making the area so attractive?"*
- *"Can the existing trees be kept and those scheme still implemented alongside them"*
- *"...If mature trees are removed they should be replaced at a ratio of 2 to 1. New trees should be a broad range of native tree species rather than a narrow range of mainly non-native trees, as proposed here. Trees which provide berries, nuts, seeds should be planted to provide food for wildlife. Native scrub and hedges should be planted instead of the proposed non-native ornamentals shrubs.."*
- *"Never mind planting trees you need to stop messing around and get the roads open up again then decide about trees"*
- *"My concern is section at the end of George St West & Springhillwill there still be access to drive car onto our driveways. Also by removing all the trees will this not propose pollution problems to our houses as well as more noise from the traffic....I am concerned about noise pollution (and fume pollution) as a result of almost all of the large established trees in the section in front of the houses on the northern side of Spring Hill between Clissold Passage and George Street West being removed, in particular the northern side section of Spring Hill between Herne close pedestrian passageway and George Street West. The houses are set back from the main road and there is currently a row of large trees which block a lot of the noise and fumes from the main road which can be very busy. The planned changes will remove the large trees and also move the road nearer to the houses as it becomes widened. The section of the landscape design plan that I believe refers to this section is 'Tree and wildflower planting on the northern side of Spring Hill between Spring Hill Canal Bridge/Clissold Passage and Ellen Street, in front of houses. My two main concerns/feedback are:*
 - 1. What are you doing to reduce noise pollution for these houses? I see there is some planting planned but from what I can see this in no way replaces the row of large trees that currently screens the houses from the noise and fumes of the traffic. The proposed planting is more decorative and quite spread out, which will likely look nice, which is great but doesn't solve the problem of increased noise pollution and fumes from the road.*
 - 2. While you are planning works to this stretch of road that will cause significant disruption to those living in the area, can you also consider creating a slip road so that the houses in this stretch on the northern side of Spring Hill between Herne Close pedestrian passage and George Street West have road access to the frontages for their cars? There is plenty of space to do so and will make a big difference to tidying up the area in front of the houses which has been a mess for a long time now with the large bank, mud, rubbish and leaves everywhere. This is likely because there is currently no access so this footpath area never gets cleared or cleaned. It will also help avoid congestion and difficulty parking as George Street West is already difficult to park on and also services the church in terms of parking. With the new congestion zone in Birmingham, more people are parking on George Street West and there simply isn't enough parking space for all of the Springhill houses also. This will at least offer some improvement to the Springhill houses and not just disruption and increased fume and noise pollution."*

3.3 Key Stakeholder Response

Further to the original scheme consultation, no additional comments have been received from key stakeholders. Ward Councillors have been consulted and no adverse comments have been received.

West Midlands Ambulance Service and West Midlands Fire Service had no comments at this moment in time.

National Express WM have provided the following feedback: *“Before I would make any comments I would like to see any design CAD's and also the type of tree that will be planted. and how close to kerb side. I am concerned regarding height of new saplings (and as they grow) versus height of our buses and other large vehicles...So many planners and designers have a mindset stuck on small vehicles like cars and vans and forget there are larger vehicles on the highway.”*

The Spring Hill Landscape team replied: *“The landscape proposals have been designed to be set back from the new road layout to accommodate the new segregated cycle path (this is the problem we're addressing with the existing vegetation on Spring Hill).*

For example, the main areas of planting on Spring Hill are offset from the road circa 5.0m to accommodate a 2.0m footpath and 3.0m cycleway.

Hope this clarifies and please do not hesitate to forward any additional queries regarding the proposals to us.”

4. Key Themes Discussion

4.1 Removal of Trees

As expected with a clearly emotive subject, two responses cited the perceived negative impact of removing existing vegetation. An extensive review of existing trees has been undertaken with the intention that as many of the existing trees will be retained as possible. However, following detailed site investigations, the tree root structures and soil depth mean that it is not possible to keep them all or to move and replant existing trees.

During the design stage, the possibility of minimising the impact of the proposed works on the trees identified for removal was investigated and a number of options were evaluated:

a) Realignment of carriageway

In order to realign the proposed carriageway whilst retaining the requirements in terms of carriageway and footway/cycleway widths, it would be necessary to shift the entire design to the south, such that the back of proposed footway/cycleway on the northern side of Spring Hill aligns to its current location.

From Clissold Passage to College Street this would not be possible due to the presence of the commercial properties to the southern side which present a fixed boundary.

From College Street to Ellen Street this would be partly possible, however there are still constraints related to adjacent commercial properties and there would be a need for additional land acquisition over and above that already budgeted for as part of the scheme. Additional technical issues would increase costs excessively.

This option was considered to not be feasible due to the following;

- Adjacent fixed land boundary constraints
- Additional land acquisition requirements
- Excessive construction costs associated with moving the entire carriageway
- Excessive Statutory Undertakers/Utility diversion costs
- Only likely to be adequately realigned over a short section of Spring Hill

b) Reduction of provision

Consideration was given to reducing the requirements in terms of carriageway and footway/cycleway widths. Options included reducing carriageway widths, reducing footway/cycleway widths, provision of a narrower shared space.

To reduce the carriageway width it would be necessary to reduce the running lane dimensions through this section to below the preferred minimum width considered to operate safely. This would result in the scheme not meeting a number of its objectives related to increasing capacity, reducing congestion and providing safer infrastructure.

To reduce the footway/cycleway width it would be necessary to reduce the allocated space below the desirable minimums of 3.0m and 2.0m respectively and provide non-compliance with the guiding principles of LTN 1/20 (DfT design standards for cycle infrastructure). This would result in the scheme not meeting a number of its objectives related to providing facilities for cyclists including segregated tracks, providing improved access, providing high quality and continuous facilities for cyclists and providing safer infrastructure.

A shared use provision was considered through this section however this would result in the scheme not meeting a number of its objectives related to providing facilities for cyclists including

segregated tracks, providing high quality and continuous facilities for cyclists and providing safer infrastructure.

This option was considered to not be feasible due to the following;

- Failure to meet the schemes primary objectives
- Non-compliance with local and national standards
- Reduced safety for all motorised and non-motorised users
- Retention of a network pinch point

c) Retain design as proposed and use retaining feature to minimise the requirement to remove trees

Throughout Spring Hill the widening and realignment of the highway results in the need to construct new infrastructure within the root protection area of the majority of the existing trees. Additionally, the fact that the trees are located on embankments above the existing footways increases the extent of excavation works required within the root protection area due to the need to regrade the earthworks slopes beyond the back of the proposed.

Consideration was given to retaining the design as proposed and providing a retaining structure at the back of the new footway/cycleway to minimise the need to regrade the earthworks, therefore minimising the excavations around the trees. To ascertain if this was a feasible solution a trial hole investigation was carried along the line of the proposed retaining feature. The results of this survey are presented below.

Trial holes were carried out by McPhillips at back of the excavation required for the footway on the northern side along a section of Spring Hill to identify which excavations would result in the need for the removal of trees. A joint site visit was carried out with Birmingham City Council's Arboricultural officer to review the excavations and after discussions it was agreed that in the majority of instances the roots of the trees would be impacted to such an extent that retaining the trees in conjunction with the currently proposed layout was not viable.

Images from excavated trial holes are shown in the site photos below.





This exercise resulted in the identification of several trees which could be retained with the addition of a local retaining feature, however the majority of the excavations confirmed that even with a retaining feature the roots of the trees would be compromised to such an extent that removal would be necessary.

d) Provision of compensatory landscape planting

Following extensive investigations into the possibility of retaining trees along Spring Hill and discounting the possibility of making amendments to the proposed design whilst still meeting the project objectives, the use of compensatory landscaping across the scheme is proposed as a means to mitigate the impact of the loss of existing trees.

It is proposed that in advance of the highway works being commenced along Spring Hill, planting of any additional trees shall be carried out to allow them to become established such that when the existing trees are removed this does not result in a full loss of the current screening afforded to adjacent properties, in particular the section between College Street to George Street West.

Birmingham City Council's Tree Policy (February 2018) recommends, that for any highway or improvement design development where trees are likely to be affected the following should be carried out;

- A tree survey compliant with BS 5837 2012 (to identify tree constraints).
- A valuation of affected trees.
- Appropriate consideration of retention, mitigation, replacement and compensation for trees.
- Engagement with the Council's Arboricultural officer to obtain their recommendations.

During the design development process, assessments and investigations have been carried in line with the above recommendations to identify the trees located within the scheme, the extent of the impacts of the works on those trees, their value, and engagement with the Arboricultural officer to obtain his recommendations.

Extensive reviews of the proposed design have been carried out aiming to retain the existing trees, however due to a number of constraints imposed by the scheme objectives, the local environment, the design standards, the safety of alternative design and the location of the existing trees in relation to the existing highway corridor it has not been possible to retain the majority of the trees.

It is therefore recommended that in line with the above Birmingham City Council's Tree Policy (February 2018) that replacement planting and compensation for trees is provided in all available green spaces throughout the extent of Spring Hill.

4.2 Illegal vehicular access to properties on Spring Hill

Three responses raised the issue of illegal vehicular access to properties on Spring Hill. The purpose of the Spring Hill Landscape public engagement was to provide feedback on the specific landscape proposals – not the wider scheme. It is important to note that the scheme proposals detailing the new cycle path/footway/George Street West crossing layout were consulted on in November 2020 and received no comments. The safety hazard of vehicles driving on a public footpath via the footpath crossing on the corner George Street West has been identified and logged with BCC Highways. BCC Highways have confirmed that there are no approvals in place for a vehicular access to these properties via HMPE (Highway Maintainable at Public Expense). The illegal vehicular movements also cross an existing service chamber which is not designed for vehicle loading.

4.3 Opportunity to improve existing open spaces

Responses highlighted the opportunity to improve existing open spaces in a deprived area of inner city Birmingham: *"...Please put as MUCH green space as possible along with more bike paths. This area is so deprived, grey and with lots of traffic. We value and need green spaces with more air filtration and less traffic pollution as possible!"*

To facilitate the improvements to Spring Hill, Western Road and Barford Estate it is necessary to implement a comprehensive landscaping proposal through the corridor. Extensive consultation with BCC Landscape Architect and Principal Arboriculturist/Principal Ecologist was undertaken to develop landscape proposals.

The landscape proposal ties together the early phases of the Dudley Road Revised Main Scheme delivery and provide continuity and a sense of place through the corridor. The original Revised Main Scheme public consultation did not detail these plans therefore additional public engagement was required.

The latest scheme design requires the targeted removal of existing trees & vegetation on the northern boundary of Spring Hill between Spring Hill Canal Bridge/Clissold Passage and Ellen Street to facilitate the construction of the segregated cycle link. Landscape proposals will look to enhance the green frontage screen to properties between College Street and George Street West in lieu of the vegetation removal.

Landscape proposals will look to enhance the green frontage screen to properties between College Street and George Street West in lieu of the vegetation removal with a mixed level planting proposal – increasing the number of trees, filling existing gaps in vegetation, diversifying the number of species and enhancing biodiversity.

The responses also offer opportunities to enhance the proposals. Inclusion of additional native tree, shrub and wildflower planting in the proposed planting areas will be evaluated.

The improvements offer an opportunity to address existing issues of fly-tipping faced by residents on Spring Hill with improved infrastructure, site deterrents and improved maintenance & reporting mechanisms.

4.4 Recommendations

It is therefore recommended that in line with the Birmingham City Council's Tree Policy (February 2018) that replacement planting and compensation for trees is provided in all available green spaces throughout the extent of Spring Hill.

5. Conclusion:

A consultation took place between 17th January 2022 to 7th February 2022 with stakeholders and the general public, where consultees were asked to complete a questionnaire seeking their views as to whether the proposal would meet the scheme objectives and whether they would support such a scheme. A total of 15 consultees and one stakeholder responded to the public engagement exercise.

Analysis of the responses provided indicates both strong support and disapproval of the revised proposals. The key themes of providing enhanced compensatory planting has been identified and retention of trees where reasonably practicable have been fed back into scheme designs.

Some valuable comments have been received by the local stakeholders and residents. These comments have been incorporated in revisions to the scheme; making further minor improvements to help to alleviate the problems raised.