

TRANSFORMING VAUXHALL (HS2 Road Safety Fund)

Consultation Report

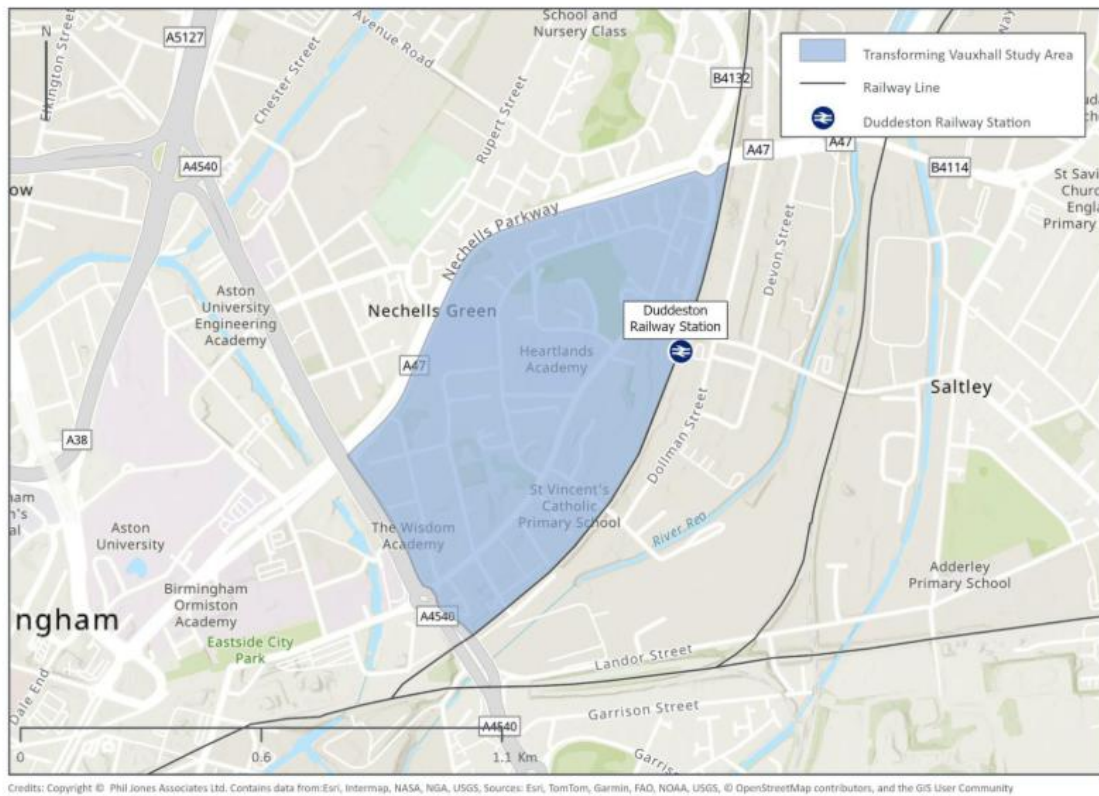
1. Introduction

- 1.1 Consultation for the Vauxhall and Duddeston Road Safety and Accessibility Improvements scheme proposals were undertaken between Monday 10th November and Monday 1st December 2025. An online questionnaire was made available via the BeHeard consultation portal, as well as two in-person drop-in consultation events and two engagement drop-in events with key stakeholders. This report analyses the outputs from the scheme consultation.

Background

- 1.2 In November 2017, the UK Government, following a recommendation from the Commons High Speed 2 (HS2) Select Committee, committed up to £30 million to fund road safety initiatives in Local Authority areas along the HS2 Phase One route through the HS2 Road Safety Fund. The Birmingham City Council (BCC) allocation of £2.66 million is expected to be used to fund the Vauxhall and Duddeston Road Safety and Accessibility Improvements project, with funds released following an application to HS2 Ltd, which manages the fund on behalf of the Department for Transport (DfT). It has been agreed via BCC's internal HS2 Board, the project will progress straight from Option Assessment Report (OAR) to Full Business Case (FBC), given the scope and scale of the project, and the timelines that we need to work within. Project delivery funding must be committed by December 31, 2026, in line with the conditions of the funding.
- 1.3 The aim of this project is to reduce local road safety risks within the vicinity of the HS2 Phase One corridor and Figure 1 illustrates the study area. The project boundary is defined within the border of the Cross-City railway line, A4540 Lawley Middleway, and A47 Nechells Parkway. It focuses on the Vauxhall Estate within the Nechells Ward, one of Birmingham's most deprived areas, where 76.3% of households are deprived in one or more dimensions (i.e. Education, Housing, Health, Employment) and where 8.8% of economically active residents are unemployed.
- 1.4 Using the HS2 Road Safety Fund, the project seeks to not only address road safety risks but also tackle social inequity by improving access to services, education, and employment opportunities for residents. The wider aim is to enhance the overall quality of life in these communities by creating safer, more accessible public spaces. The project objectives are detailed below:
- To improve road safety within the Vauxhall and Duddeston Road Safety and Accessibility Improvements study area;
 - To encourage more people to walk, wheel and cycle across the Transforming Vauxhall study area;
 - To reduce the volume of non-residential visitor motor traffic in the neighbourhood; and
 - To manage parking demand across the Vauxhall and Duddeston Road Safety and Accessibility Improvements study area.

Figure 1 - Vauxhall and Duddeston Road Safety and Accessibility Improvements Study Area



Next Steps

- 1.5 Following the consultation, feedback has been analysed (as detailed in this report) and will inform future design proposals and development activities for the Vauxhall and Duddeston Road Safety and Accessibility Improvements project. Further engagement may be required with key stakeholders to explore issues and potential options.
- 1.6 Early engagement activities were carried out in May 2025, including project officers attending a public Ward Forum meeting at Heartlands Academy on 15th May 2025 and another session at St Vincent's' Primary school parents' coffee morning on 14th May 2025. These sessions were to understand residents' concerns regarding road safety to support and inform proposals that have been subsequently developed and consulted on.
- 1.7 Following the conclusion of the consultation, Birmingham City Council will review all consultation responses and stakeholder feedback. The proposals will be assessed considering the comments received, and amendments may be made where considered appropriate.
- 1.8 Should a decision be taken to proceed with the scheme, any finalised measures will be subject to the relevant statutory consultation process and necessitating Traffic Regulation Orders (TROs) process. This will provide residents, businesses and other stakeholders with a further opportunity to review the proposals and submit representation. All representations received during the statutory consultation will be carefully considered before a final decision is made on whether to implement the final scheme.

2. Consultation Process

Consultation Strategy

- 2.1 The aim of the consultation was to engage with both individuals and businesses/ organisations to understand their views on the proposed scheme.
- 2.2 Figure 2 presents an overview of the proposed scheme, illustrating the full extent of the scheme area and the range of proposed interventions included within it. Figure 3 provides further detail on the proposed parking measures, while Figures 4 and 5 set out the proposed walking, cycling, public transport, and traffic management interventions. These figures formed part of the consultation materials to help respondents understand the proposals and provide informed feedback.

Figure 2 - Vauxhall Accessibility Improvements Scheme Proposals

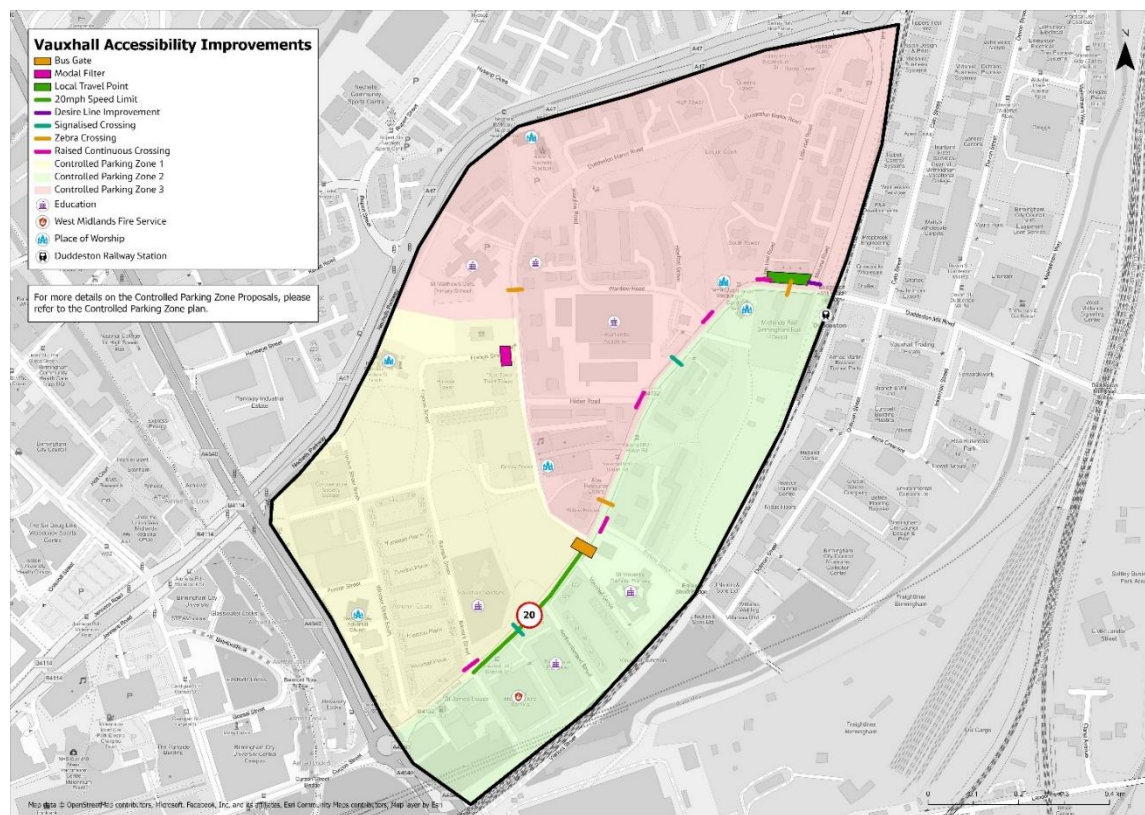


Figure 3 - Controlled Parking Zone Proposals

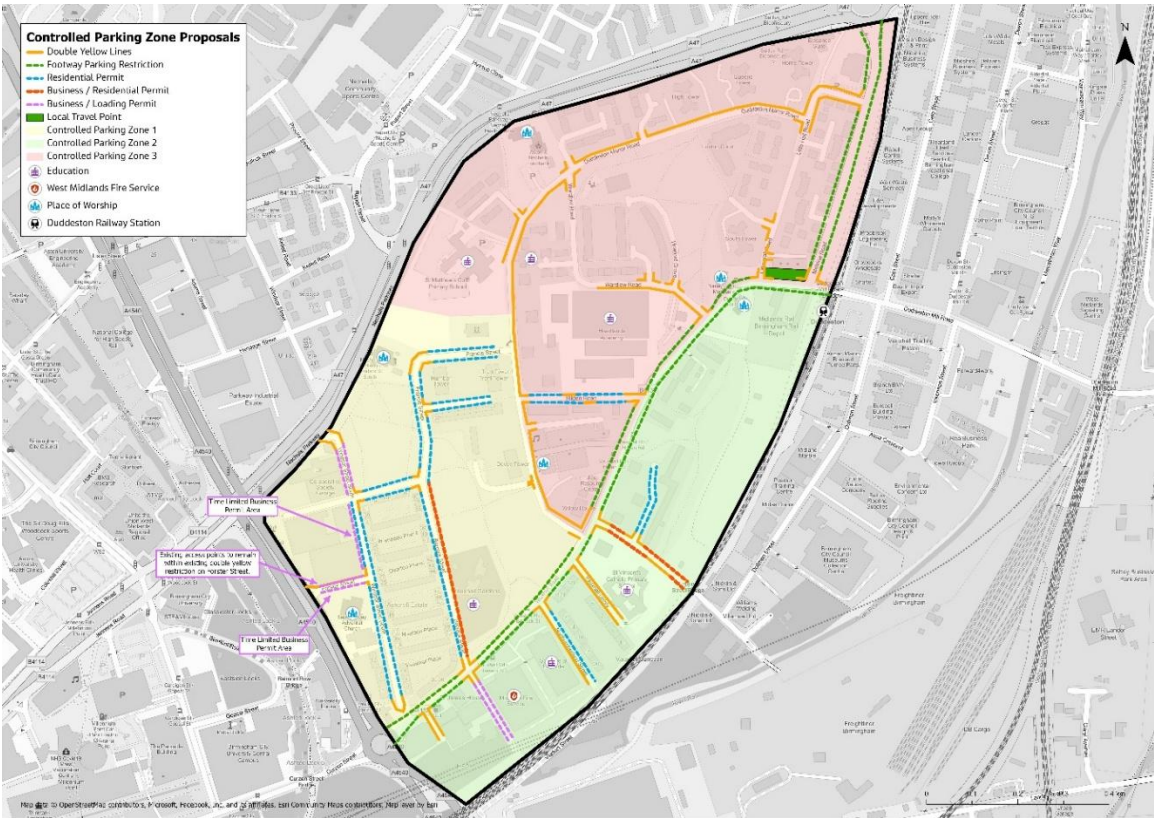
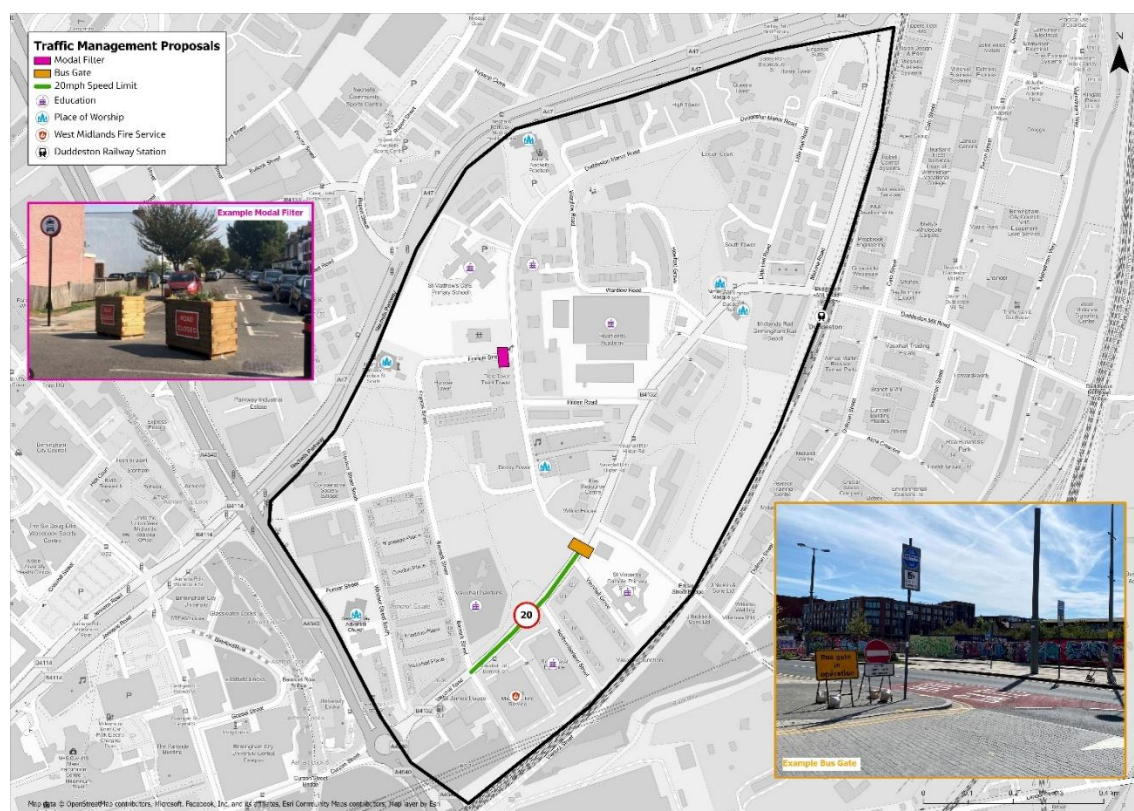


Figure 4 - Walking, Cycling and Public Transport Proposals



Figure 5 - Traffic Management Proposals



Consultation Methodology

- 2.3 Consultation for the Vauxhall and Duddleston Road Safety and Accessibility Improvements scheme proposals took place between Monday 10th November and Monday 1st December 2025.
- 2.4 The full consultation information was made available online at:
<https://www.birminghambeheard.org.uk/bcc/vauxhall-improvements/>
- 2.5 The webpage included an overview of the key aims of the scheme, descriptions of interventions that were included as part of the proposals as well as accompanying maps (see Figure 2 1 to Figure 2 4). Proposals were grouped into three main types of measures:
- Walking, cycling and public transport – including a Local Travel Point¹ on B4132 Great Francis Street and multiple improved pedestrian crossing points.
 - Traffic management – including implementation of a bus gate and 20mph speed limit on Vauxhall Road and modal filter at Francis Street/Duddleston Manor Road.
 - Controlled parking zones – Three zones within the study area including residential, business and loading permits, pavement parking restrictions and no waiting at any time areas.
- 2.6 In addition, key documents and links were also made available, including:
- Birmingham Transport Plan²

¹ A Local Travel Point offers a range of transport options and community services in one place, such as cycle/e-scooter hire and storage: <https://www.tfwm.org.uk/who-we-are/our-strategy/innovation-and-future-transport/mobility-hubs/>

² [Birmingham transport plan | Birmingham transport plan | Birmingham City Council](#)

- Road Harm Reduction Strategy³
- Scheme letter, with translations available in Urdu, Romanian, Arabic and Polish (Appendix A).

2.7 Further information was circulated informing users of the area and businesses and organisations about the consultation, including:

- Printed scheme information letters were delivered during the early stages of the consultation to properties within the Nechells Ward that fell within the project area boundary. The extent of the distribution area is shown in Appendix B.
- Social media,
- Outreach activities undertaken by the former Nechells Ward Councillor, Councillor Lee Marsham; and
- Existing stakeholder/community contacts and networks.

2.8 Two publicly accessible drop-in events were held to present information on the proposed scheme and provide opportunities for residents, businesses and other stakeholders to discuss the proposals directly with members of the project team and Councillor Lee Marsham, who was the Nechells Ward Councillor at the time of the consultation. Residents, businesses and organisations attending the events were encouraged to complete the consultation questionnaire to ensure their views were formally captured and included in the analysis of consultation responses presented in this report. A summary of the events held is provided in Section 2.3.

2.9 The online questionnaire included a series of open and closed questions designed to understand respondents' views on the proposed measures. Open questions asked for respondents to elaborate on their answers in more detail, whilst closed questions asked respondents to select specific answers, often through multiple choice, to indicate their level of support for the proposals.

2.10 The primary method for submitting consultation responses was via the BeHeard online platform. To support wider accessibility, paper copies of the consultation questionnaire and scheme information were made available throughout the consultation period at West Midlands Fire Service (WMFS) Headquarters during weekday office hours. A copy of the questionnaire is provided in Appendix C.

2.11 A formal email address was made available for any queries about the proposed scheme or the consultation. Comments that were received from key stakeholders via email have been included in this report, as detailed in Section 5. Where contact was made via a channel other than BeHeard, respondents were strongly encouraged to also complete the questionnaire online or on paper, if they were able to do so.

Programme and Schedule of Events

2.12 The consultation ran between Monday 10th November and Monday 1st December 2025. All response channels were open during this period for respondents to share their views on the scheme.

2.13 Two public consultation events were held to present information and enable conversations with the project team. The events were organised by BCC and attended by over 40 people. Table 1 summarises the schedule of events.

³ [Road Harm Reduction Strategy | Road Harm Reduction Strategy and Action Plan | Birmingham City Council](#)

Table 1 – Public Consultation Events

Event	Audience	Date/Time
Drop in session – Heartlands Academy, 10 Great Francis Street.	Primarily members of the public, but anyone was able to attend.	24 November 2025 between 17:00 and 19:00
Drop in session – BOA Digital Academy, 47 Barrack Street.	Primarily members of the public, but anyone could register to attend.	25 November 2025 between 17:00 and 19:00

- 2.14 During the consultation period, two additional stakeholder engagement events were held on 28 November 2025, at West Midlands Fire Service Headquarters and St Vincent’s Primary School, for staff and parents respectively.
- 2.15 Available to read at all the in-person events were:
- Large-scale printed plans and artists’ impression images;
 - A frequently asked questions (FAQ) document;
 - The Scheme information letter; and
 - Paper copies of the questionnaire.
- 2.16 The project team at the events compiled the main themes of feedback they received. Whilst it was not possible to record everything that was said, the main topics and issues were identified and shared with the project team.
- 2.17 Most of the public consultation event attendees expressed support for the plans. Regarding the controlled parking zones, there was widespread support with requests for additional streets to be added to the permit scheme. However, the bus gate proposals received more mixed views. While most residents welcomed the idea, citing the potential beneficial impact to road safety and noise pollution, some suggested introducing time restrictions rather than 24/7 operation. Two attendees felt it should only be implemented as a last resort.
- 2.18 Attendees of the West Midlands Fire Service Headquarters (WMFS HQ) stakeholder engagement event expressed support for the proposed crossing facilities and 20mph speed limit. Attendees were generally neutral towards the proposed Controlled Parking Zones, as these were not expected to directly affect staff who use the WMFS HQ multi-storey car park located at St James Place. However, attendees highlighted existing parking issues in the area, noting that obstructive parking can restrict access for emergency vehicles. Questions were also raised regarding the future enforcement of the CPZs, with attendees observing that existing double yellow line restrictions on St James Place are frequently disregarded.
- 2.19 Concerns were also expressed explicitly about the proposed bus gate, particularly in relation to potential increases in journey times and inconvenience for office-based staff.
- 2.20 Attendees of the St Vincent’s stakeholder engagement supported the proposed measures, particularly to address road safety issues and improved crossing points. They highlighted the challenges faced by students travelling from St Vincent’s School to the Church of St Vincent de Paul on Francis Street during school trips, referencing high volumes of traffic on Vauxhall Road and persistent pavement parking along the walking route.

- 2.21 During the events, attendees were encouraged to complete the online questionnaire. Paper copies of the questionnaire were also made available to ensure that feedback could be captured from those who preferred not to respond online. Completed paper questionnaires were subsequently entered into the Be Heard platform to ensure all responses were recorded and analysed consistently.

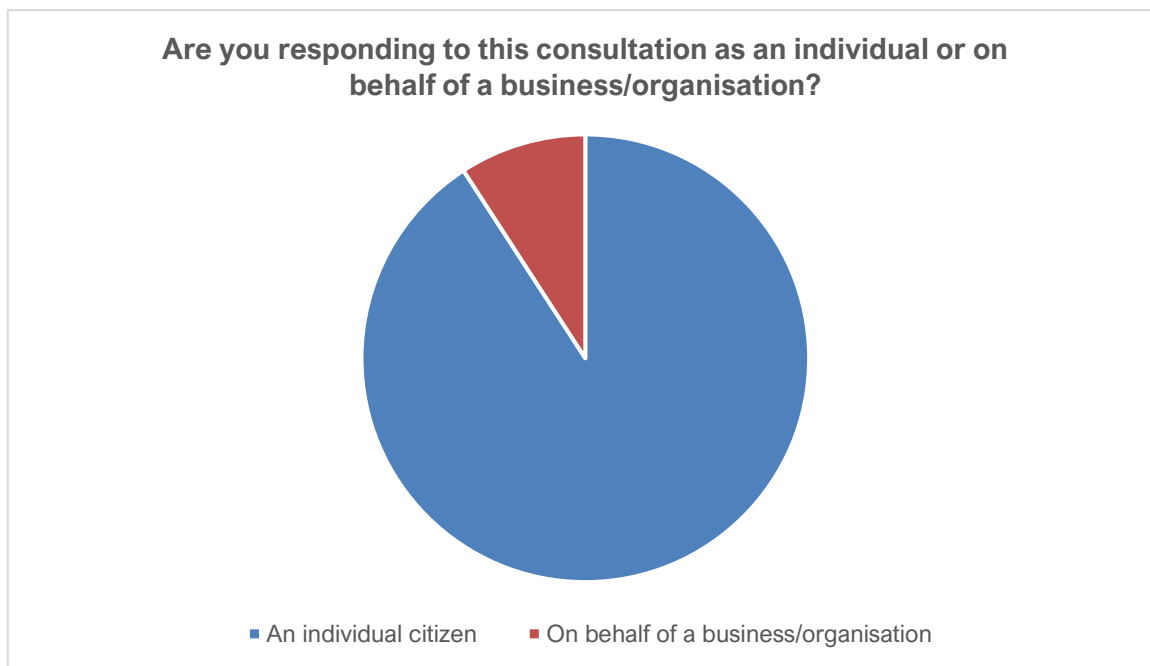
3. Overview of Responses

3.1 This section summarises responses to the consultation via the questionnaire, detailed in Appendix C.

Businesses and Organisations

3.2 The first question asked respondents whether they were undertaking the questionnaire as an individual, or as a representative of a business/organisation. All 120 participants provided an answer to this question, with responses demonstrated in Figure 6.

Figure 6- Are you responding to this consultation as an individual or on behalf of a business/organisation?



3.3 In the responses, 91% of participants (109 respondents) indicated that they were responding as an individual, whereas the remaining 9% (11 respondents) indicated that they were responding on behalf of a business/organisation.

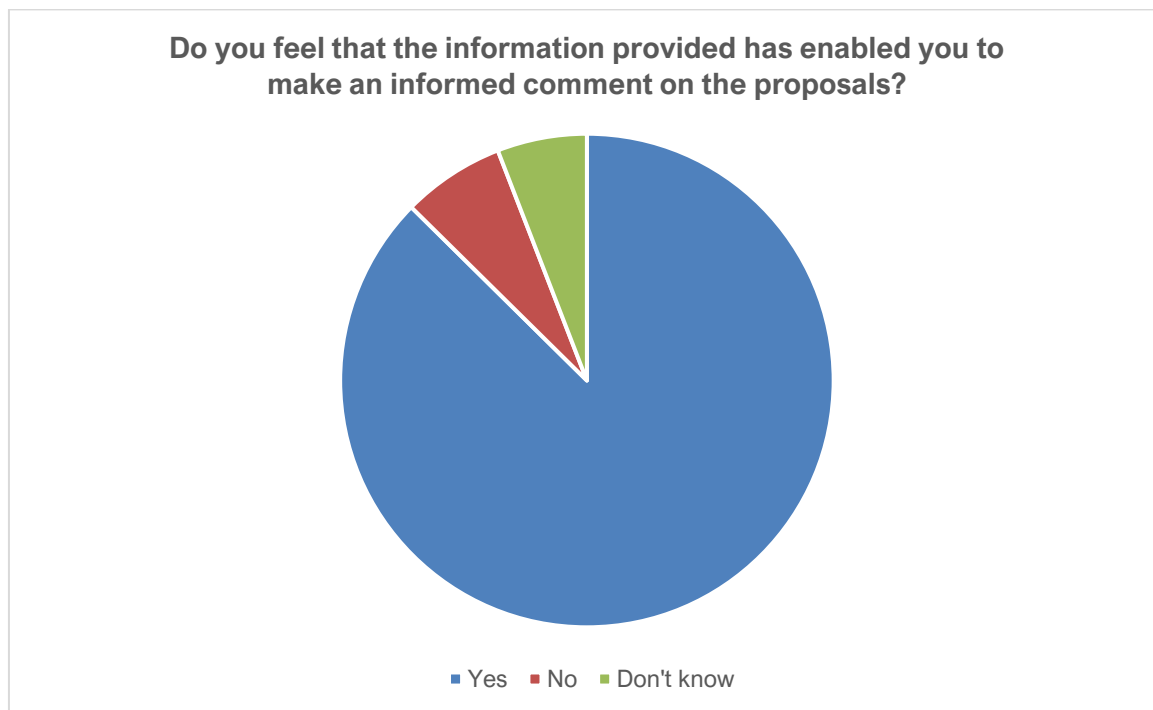
3.4 All of those who indicated that they were responding on behalf of a business/organisation confirmed that they were authorised to do so in subsequent questions. This includes five separate responses on behalf of BOA Digital Academy. The businesses/organisations are listed below;

- Kowneyn Community Interest Company;
- St Vincent's Catholic Primary School;
- West Midlands Fire Service;
- BOA Digital Academy;
- Dixy Chicken;
- Vauxhall Road Residents Association; and
- Transport for West Midlands.

Information Sufficiency

- 3.5 Respondents were asked the following question relating to information sufficiency: Do you feel that the information provided has enabled you to make an informed comment on the proposals? This question received 119 responses, with the majority stating they felt sufficient information had been provided. The responses are displayed in Figure 7.

Figure 7 - Do you feel that the information provided has enabled you to make an informed comment on the proposals?



- 3.6 Out of the 119 respondents who answered this question, 87% (104 respondents) indicated that they felt sufficient information had been provided through the consultation process to enable them to provide an informed response. In contrast, 7% (8 respondents) reported that they did not feel sufficient information had been provided, while 6% (7 respondents) selected “Don’t know”.
- 3.7 Respondents were asked to provide details of any additional information that would have helped them to comment on the proposals. There was a total of 35 responses to this open-ended question, these have been reviewed and categorised into the relevant themes as shown in Table 3 1. As responses could relate to one or topics, some responses have been counted under multiple themes.

Table 2 - Summary of additional information requested

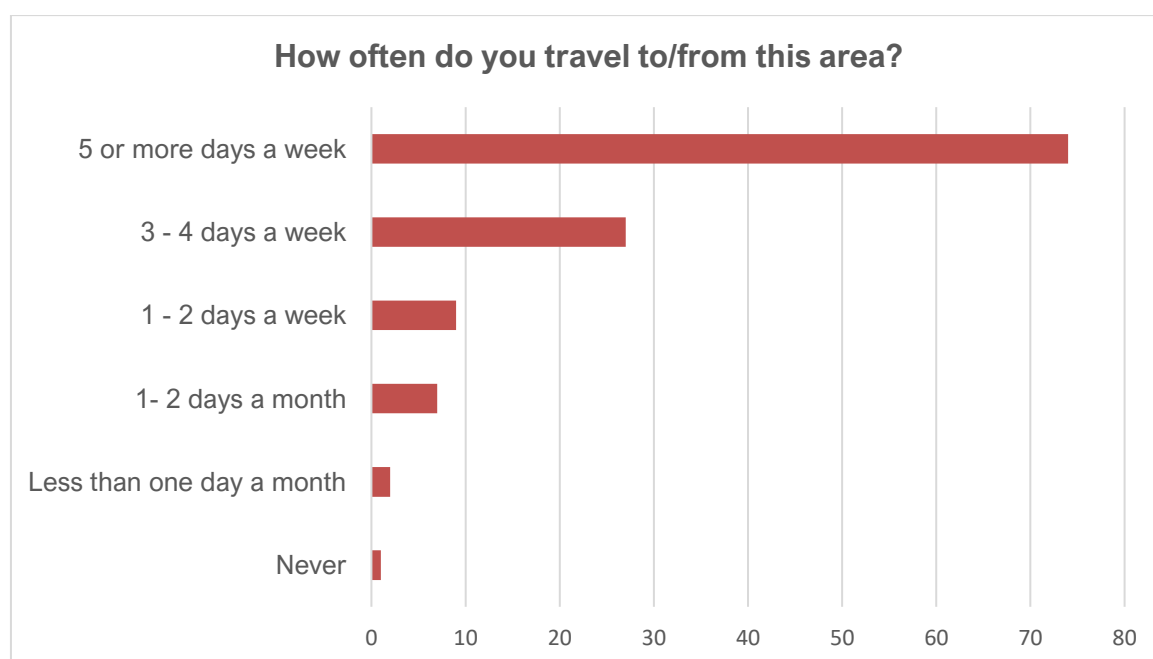
Themes	Total
Visualisation/ Imagery	4
Further Information or Detail	7
Clarity of Information/ Terminology	7
Not applicable	17
More outreach	2

- 3.8 The most frequently identified theme was no additional/ relevant information provided, with 12 responses specifically stating that the information provided was sufficient. Further information or detail received 7 mentions, with most requesting specific definitions (i.e. what a bus gate is), the rationale for the proposals and how it may impact car users. Of the 6 responses relating to clarity, comments were primarily concerned with the map size and that the map and wording were too difficult to understand. A further 4 responses suggested that additional visuals, such as images or videos of the proposal, would have helped with their understanding. A further 2 responses suggested that greater community outreach and engagement would have helped.

Travel Patterns and Journey Purposes

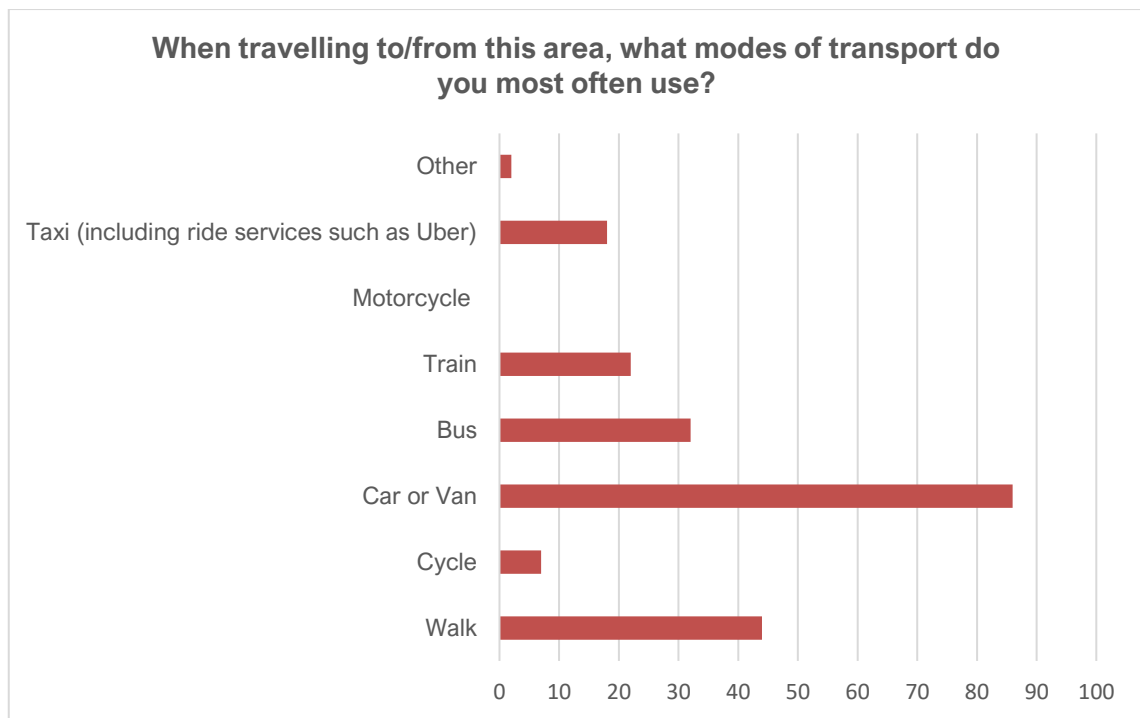
- 3.9 The respondents were asked three questions regarding their travel habits and journey purposes to and within the scheme area.
- 3.10 The first question related to the frequency of their travel to the area. There were 120 responses to this question, which are shown in Figure 8.

Figure 8 - How often do you travel to/from this area?



- 3.11 The majority of respondents indicated that they travel to/from the area 5 or more days a week, with 62% (74 respondents) choosing this option. The next most frequently selected option was 3-4 days a week, with 23% (27 respondents). A smaller number of respondents indicated that they travelled less frequently, with 8% (9 respondents) stating 1-2 days a week, 6% (7 respondents) stating 1-2 days a month, 2% (2 respondents) less than once per month, and 1% (1 respondent) indicating that they never travel to the scheme area.
- 3.12 Respondents were asked to select their most frequently used modes of transport to travel to/from the area. Respondents were able to select multiple options, and all 120 participants selected at least one response. Therefore, the percentages displayed below do not total 100%. The responses are summarised in Figure 9.

Figure 9 - When travelling to/from this area, what modes of transport do you most often use?



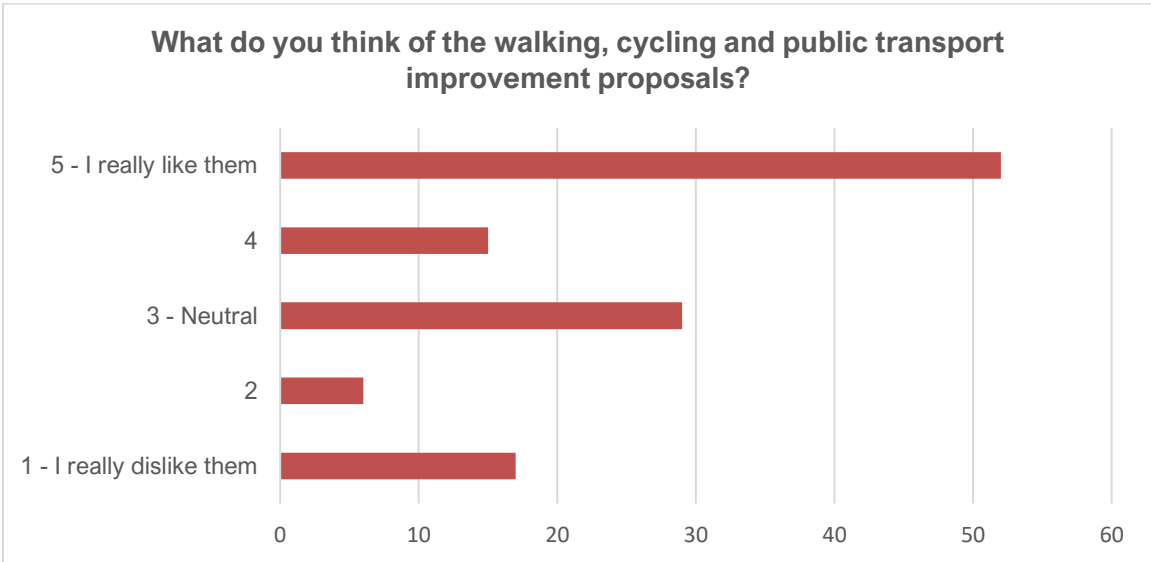
- 3.13 The most utilised method of transport was by car or van, with 72% (86 respondents) choosing this option.
- 3.14 Walking is the next most common mode of travel amongst respondents at 37% (44 respondents), with bus at 27% (32 respondents) and train at 18% (22 respondents), indicating a modest but present role for public transport. Taxi use was selected by 15% of respondents (18); cycling was selected by 6% (7 respondents), and other modes selected by 2% (2 respondents), with no respondents reported using a motorcycle.
- 3.15 Overall, the results demonstrate that respondents rely on a variety of transport modes, with car or van travel, walking and public transport all forming part of local travel patterns.
- 3.16 Respondents were asked to indicate their connection to the area. Of the 120 participants who took part in the consultation, 113 provided a response to this question.
- 3.17 The most common connections were living in the area (50 respondents) and working in the area (47 respondents). Other frequently reported connections included having family or friends in the area (25 respondents), undertaking the school run (13 respondents), commuting through the area (12 respondents), and shopping in the area (10 respondents). A smaller number of respondents identified leisure activities in the area (5 respondents).
- 3.18 Four respondents selected the “Other” category. These respondents identified a range of additional connections, including driving through the area, caring for a relative, visiting a religious centre, and representing Transport for West Midlands (TfWM).

Walking, Cycling and Public Transport improvement proposals

- 3.19 This section outlines responses to the walking, cycling and public transport proposals. The first subsection presents overall sentiment towards the proposals, while the second summarises the views, comments and suggestions provided in response to the open-ended question. The qualitative feedback has been analysed and grouped into a series of key themes.

3.20 Respondents were asked to indicate their level of support for the walking, cycling and public transport improvement proposals on a five-point scale, ranging from 1 ("I really dislike them") to 5 ("I really like them"), with 3 representing a neutral opinion. A total of 119 responses were received to this question, with the results presented in Figure 10.

Figure 10 - What do you think of the walking, cycling and public transport improvement proposals?



- 3.21 Of the 119 respondents who answered this question, 44% (52 respondents) selected “I really like them”, making it the most frequently selected response. Neutral views accounted for 24% (29 respondents), while 14% (17 respondents) selected “I really dislike them”. The remaining respondents selected “I like them” (13%, 15 respondents) or “I dislike them” (5%, 6 respondents).
- 3.22 These responses indicate overall support for the walking, cycling and public transport proposals, with 56% of respondents to this question (96 respondents) selecting a 4 or above.
- 3.23 Respondents were given the opportunity to provide additional comments on the walking, cycling and public transport proposals. Of the 119 respondents who provided a rating of the proposals, 56 also submitted comments in response to the open-ended question. While many comments related directly to the proposals, some respondents raised wider issues relating to the proposals and the local area.
- 3.24 To support analysis comments were reviewed and coded thematically based on the issues raised. This enabled recurring themes to be identified across responses. As individual comments often referred to multiple issues, a single response could be assigned to more than one theme and may therefore be represented across multiple categories.
- 3.25 Table 3 presents the frequency with which each theme was identified within the responses. The following sections provide a summary of the key themes raised, supported by representative comments from respondents where appropriate.

Table 3 - Summary of comments on the walking, cycling and public transport proposals

Theme	Number of Mentions
General Support/ Positive	22
No Comment/ Not Applicable	5
General Opposition/ Negative	10
Crossings	15
School/ Child Safety	8
Cycling	8
Traffic, Commuting and Journey Time	15
Parking	9
Suggestions/ Improvements	16
Speeding / Speed Limits	8

- 3.26 The thematic analysis indicates that respondents most frequently commented on general support for the proposals, traffic impacts, crossing provision, and suggested improvements, alongside a number of other recurring topics. The following sections summarise the feedback received under each theme, drawing out the principal issues, observations and suggestions raised by respondents.
- 3.27 **General Support** - Respondents expressed support for the proposals, citing anticipated benefits for road safety, walking and cycling, and the overall local environment. Several respondents considered the measures to be overdue and felt they would create safer conditions for residents, children and other vulnerable road users. One respondent commented that the proposals were “exactly what this area needs”, while another described them as “long overdue”. Several respondents also expressed a desire for the measures to be implemented as soon as possible.
- 3.28 **General Opposition** - Respondents who opposed the proposals generally questioned their necessity and expressed concerns about the potential impact on motorists. Common concerns included increased journey times, reduced vehicle access, and the displacement of traffic onto other parts of the network. Some respondents specifically objected to the proposed bus gate and traffic restrictions, with one describing the measures as an “utterly ridiculous proposal” and a “war on the motorist”, while another considered the proposals unnecessary as they did not perceive traffic to be a significant issue in the area.
- 3.29 **Crossings** - Respondents identified a number of locations where existing crossing provision was considered inadequate and supported the introduction of new or upgraded crossings. Comments highlighted difficulties crossing busy roads and concerns that pedestrian routes were not always aligned with where people wished to cross. One respondent stated that it was “nearly impossible to cross over that road safely” outside Duddleston Station, while another suggested relocating the proposed signal-controlled crossing closer to a nearby bus stop to better reflect pedestrian movements. Several respondents also supported signal-controlled or raised crossings to improve pedestrian safety.
- 3.30 **Schools/ Child Safety** - Respondents highlighted the potential benefits of the proposals for children travelling to and from school, particularly through improved crossing opportunities and lower vehicle speeds. Several comments referred to existing difficulties for pupils crossing roads and supported measures aimed at creating a safer environment around schools. One respondent noted that “most of our children walk to school” and welcomed the proposed 20mph speed limit, while another raised concerns that students often cross near a bus stop rather than using the existing crossing facility.

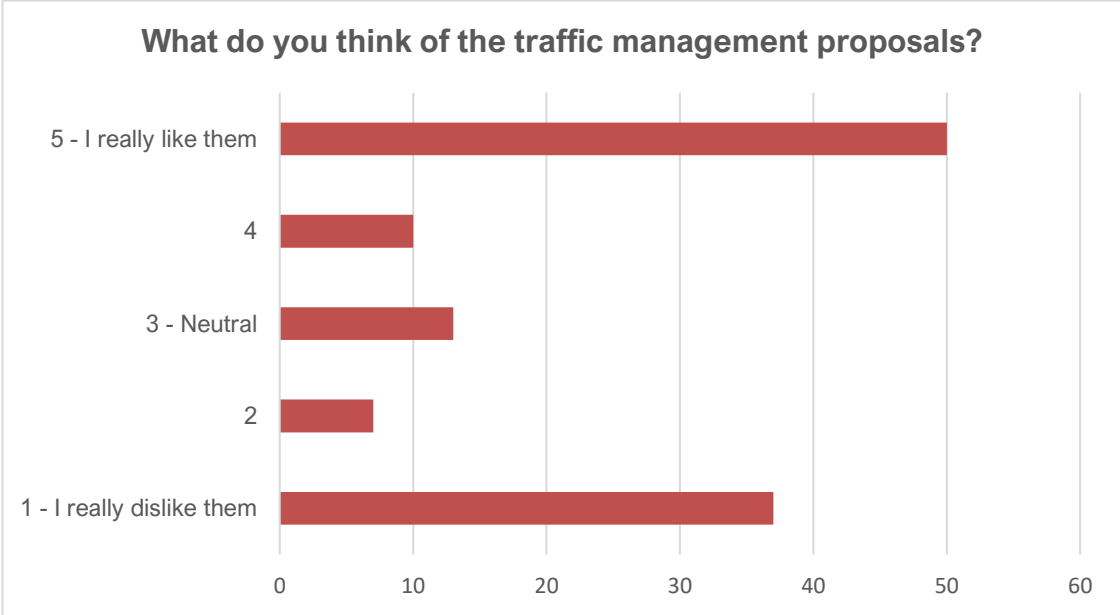
- 3.31 **Cycling** - Several respondents supported measures that they felt would make cycling safer and more accessible. One respondent commented that the proposals would make "walking and cycling far safer", while another stated that "anything to improve safety for pedestrians/cyclists is a good thing". Some respondents also suggested further improvements for cyclists. For example, one respondent highlighted a need for safer infrastructure, stating that "there's no route for cyclists". Another described existing conditions at Curzon Street/A4540 as "so dangerous" for cyclists and welcomed measures that could improve safety.
- 3.32 **Traffic, Commuting and Journey Times** - Some respondents raised concerns that the measures could increase congestion, lengthen journey times and divert traffic onto other parts of the highway network, with one stating that "these plans will cause further congestion on the ring road". Concerns were also raised regarding access for residents, commuters and organisations within the area.
- 3.33 Conversely, some respondents felt the proposals would reduce traffic volumes, speeding and pollution, creating a safer and more pleasant environment. One respondent commented that through traffic "should instead use Nechells Parkway, which is what it is designed for".
- 3.34 **Parking** - Respondents commented on existing parking issues, including pavement parking, limited parking availability and the use of residential streets by non-residents. Some supported measures such as resident permit parking schemes, viewing them as a way to prioritise parking for local residents. One respondent stated that a permit scheme would "return Nechells to that of a resident community and stop it being used as the 'Free' carpark for the City Centre and surrounding universities".
- 3.35 Conversely, other respondents opposed the introduction of parking permits and expressed concerns about parking restrictions. One respondent commented that "THERE SHOULD BE NO PARKING PERMITS INTRODUCED AND PARKING OUTSIDE THE PARADE OF SHOPS SHOULD BE ALLOWED".
- 3.36 **Suggestions for Improvements** - Suggestions included further crossings, enhanced cycling provision, CCTV, improved accessibility, traffic management measures and wider improvements beyond the immediate scheme area.
- 3.37 Several respondents highlighted specific locations where further intervention was considered beneficial. For example, one respondent stated that improvements to the "Curzon Street/A4540 island would be very welcome" due to existing safety concerns, while others suggested additional crossings, traffic calming measures and improvements around Duddeston Station.
- 3.38 **Speeding / Speed Limits** - Respondents highlighted concerns about speeding traffic and expressed support for measures aimed at reducing vehicle speeds. Comments referenced interventions such as lower speed limits, raised crossings, traffic calming measures and speed enforcement, with several respondents welcoming the proposed 20mph speed limit. One respondent commented that "we are pleased to see the 20 MPH speed limit", while another stated that a "20mph zone... will make it safer for pedestrians". Some respondents also suggested additional measures, including speed cameras and road humps.

Traffic Management Proposals

- 3.39 This section outlines responses to the traffic management proposals. The first subsection presents overall sentiment towards the proposals, while the second summarises the views, comments and suggestions provided in response to the open-ended question. The qualitative feedback has been analysed and grouped into a series of key themes.
- 3.40 What do you think of the traffic management proposals?

3.41 Respondents were asked to indicate their level of support for the package of traffic management proposals on a five-point scale, ranging from 1 (“I really dislike them”) to 5 (“I really like them”), with 3 representing a neutral opinion. A total of 117 responses were recorded to this question with the results presented in Figure 11.

Figure 11 - What do you think of the traffic management proposals?



3.42 Of the 117 respondents who answered this question, 43% (50 respondents) selected “I really like them”, while 32% (37 respondents) selected “I really dislike them”. A further 11% (13 respondents) expressed a neutral opinion, while 9% (10 respondents) and 6% (7 respondents) selected ratings of 4 and 2 respectively.

3.43 A total of 51% of respondents selected a positive rating (4 or 5), compared with 38% who selected a negative rating (1 or 2), while 11% selected the neutral midpoint rating (3).

3.44 Respondents were given the opportunity to provide additional comments on the traffic management proposals. Of the 117 respondents who provided a rating of the proposals, 70 also submitted comments in response to the open-ended question. While many comments related directly to the proposed measures, some respondents raised broader issues concerning the wider scheme proposals and local area.

3.45 To support analysis, comments were reviewed and coded thematically based on the issues raised. This enabled recurring themes to be identified across responses. As individual comments often referred to multiple issues, a single response could be assigned to more than one theme and may therefore be represented across multiple categories.

3.46 Table 4 presents the frequency with which each theme was identified within the responses. The following sections provide a summary of the key themes raised, supported by representative comments from respondents where appropriate.

Table 4 - Summary of comments on Traffic Management proposals

Themes	Number of Mentions
Support for proposal	26
Bus gate, modal filter, access, and traffic	33
Impact on commuting	13
Pedestrian Safety and crossings	10
Speeding and Traffic Calming measures	13
Parking concerns	12
Alternative/ Additional measures	9
Enforcement and Implementation concerns	8
Not Applicable	7

- 3.47 The themes identified reflect a range of views on the traffic management proposals. The most frequently raised issues related to the proposed bus gate, modal filter arrangements, access, and traffic impacts, while many respondents also expressed support for the proposals.
- 3.48 Other recurring topics included speeding and traffic calming measures, commuting impacts, parking, and pedestrian safety. The following sections summarise the key points raised under each theme and illustrate the range of views expressed by respondents.
- 3.49 **Support for the proposals** - Respondents expressed support for the proposals, citing anticipated benefits for road safety, accessibility and the overall quality of the local environment. Several comments indicated that measures of this nature had been sought for some time, with one respondent describing the proposals as “great work but very delayed” and noting that “it is never too late for safety however, this has been an ongoing request for such a long time now”.
- 3.50 Respondents welcomed measures such as the modal filters and proposed 20mph speed limit, particularly for their potential to reduce through traffic and create a safer environment for residents, pedestrians and school children. One respondent commented that it “can only be good for the local community”. Some respondents also highlighted wider benefits, including the creation of “safe, healthy residential areas” and encouraging greater use of outdoor spaces.
- 3.51 **Bus gate, modal filter, access and traffic** - Respondents expressed concerns that the bus gate could restrict access for residents, commuters and employees who regularly travel through the area. One respondent stated that “adding a bus gate is only going to restrict residents that live here”, while another described it as “a terrible idea”. Concerns were also raised about the potential for traffic to be diverted onto surrounding roads and increase congestion on routes such as Lawley Middleway and the A4540 Ring Road. For example, one respondent commented that the proposals would “cause further congestion on the ring road”, while another felt the bus gate would “redirect the traffic issue to surrounding roads”.
- 3.52 Conversely, some respondents supported the measures where they were seen as helping to reduce through traffic and improve conditions for local residents. One respondent commented that it was “brilliant to see modal filters introduced to reduce through traffic” in the area.
- 3.53 **Impact on Commuting** - Respondents raised concerns about the potential impact of the proposals on staff working at West Midlands Fire Service Headquarters and other employees who regularly travel through the area. Comments focused on the potential for changes to access arrangements to increase journey times and affect commuting routes. One respondent stated that the proposals would “seriously impede travel to and from work”, while another commented that “it would cause extreme traffic problems around West Midlands Fire Service HQ”.

- 3.54 Concerns were also raised about the use of alternative routes, with one respondent noting that “hundreds will have to access via the ring road which is already heavily congested”, and another stating that the proposals would have “a major impact on my commute to work”.
- 3.55 **Pedestrian Safety and Crossings** - Comments relating to pedestrian safety focused on requests for additional crossing facilities, particularly near schools and along routes used by children. Respondents highlighted concerns about crossing busy roads and felt that further measures were needed to improve safety.
- 3.56 Several respondents called for new zebra crossings, traffic lights or signal-controlled crossings. One respondent noted that there was “still no dedicated crossing outside my primary school” in reference to St Vincent’s, while another stated that “we need zebra crossing” when discussing Duddeston Manor Road.
- 3.57 **Speeding and Traffic Calming Measures** - Comments relating to speeding and traffic calming focused on concerns about vehicle speeds and road safety. Respondents generally supported measures to slow traffic, with several calling for additional interventions such as speed humps, traffic lights and crossing facilities. One respondent stated that “speeds humps are needed”, while another highlighted concerns about “speed and dangerous driving” on Duddeston Manor Road.
- 3.58 **Parking Concerns** - Comments relating to parking focused on existing pressures within the area and the availability of parking for residents, workers and visitors. Respondents frequently referred to non-residents parking on local streets, including city centre workers, students and HS2 workers, which was perceived to reduce parking availability for local people.
- 3.59 Several respondents highlighted difficulties finding parking near their homes or workplaces. One respondent commented that “I have problems parking in my neighbourhood”, while another noted that “the parking and car traffic is horrendous and dangerous” in relation to BOA Digital Academy. Concerns were also raised regarding parking provision for local employees, with one respondent stating that their school “only have spaces for approx 15 staff” and that staff were already “struggling with parking on Barracks Road and surrounding roads already”.
- 3.60 **Alternative/ Additional Measures** - Comments within this theme suggested alternative approaches or additional measures that respondents felt could complement the proposals. Suggestions included park and ride facilities, one-way streets, extended traffic calming measures, junction improvements, and further pedestrianisation or low traffic neighbourhood measures. Several respondents proposed specific local interventions, including a “Large P+R at Duddeston” station to reduce commuter parking pressures and “partially pedestrianising or creating a LTN on Melvina Road”. Other suggestions included resident access exemptions, additional crossing facilities and changes to road layouts to address local concerns.
- 3.61 **Enforcement and Implementation Concerns** - Comments within this theme focused on how the proposals would be enforced and implemented in practice. Respondents questioned whether sufficient measures would be in place to ensure compliance with the proposed restrictions, speed limits and parking controls. One respondent queried the effectiveness of a “20mph speed limit without enforcement”, while others sought clarification on whether there would be “extra provision put in place to enforce the proposals” and how issues such as illegal parking would be managed.

Controlled Parking Zone Proposals

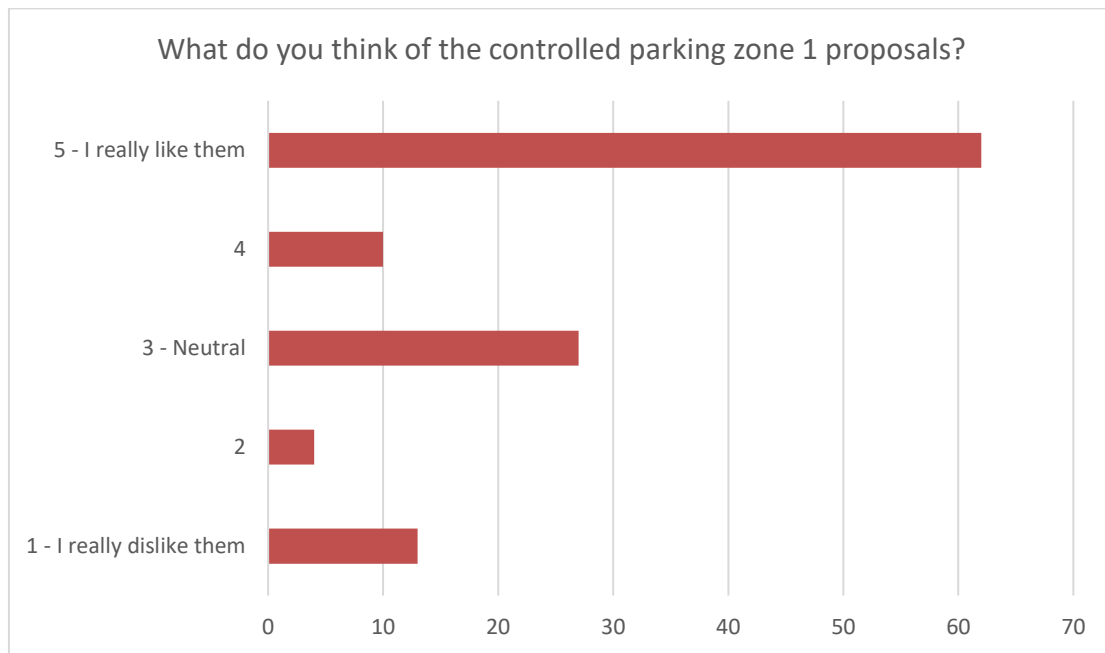
- 3.62 This section outlines responses to the Controlled Parking Zone (CPZ) proposals. The first subsection for each of the three CPZ’s presents overall sentiment towards the proposals, while the second summarises the views, comments and suggestions provided in response to the open-

ended question. Qualitative responses have been analysed and grouped into a number of key themes, which are presented in the following sections.

Controlled Parking Zone 1

- 3.63 Respondents were asked to rate the Controlled Parking Zone (CPZ) 1 proposals on a five-point scale ranging from 1 (“I really dislike them”) to 5 (“I really like them”), with 3 representing a neutral opinion. This question received 116 responses, the results of which are summarised in Figure 12.

Figure 12 - What do you think of the controlled parking zone 1 proposals?



- 3.64 Of those who responded, the most common choice was 5 – “I really like them”, selected by 62 respondents (53%), followed by 3 – “Neutral” with 27 (23%). At the other end, 1 – “I really dislike them” was chosen by 13 respondents (11%), while 10 (9%) selected 4 and 4 (3%) selected 2.
- 3.65 Overall, responses were generally positive. Nearly two-thirds of respondents (62%, 72 respondents) selected a positive rating of 4 or 5, compared with 15% (17 respondents) who selected a negative rating of 1 or 2. A further 23% (27 respondents) selected the neutral midpoint rating of 3.
- 3.66 Respondents had the opportunity to provide further comments on the Controlled Parking Zone (CPZ) 1 proposals. In total, 32 respondents provided additional feedback, and the key themes identified from these responses are summarised in Table 5.

Table 5 - Summary of responses on the controlled parking zone 1 proposals.

Themes	Number of times mentioned
Support	23
Don't support	7
Concern/ cost of permit	4
Enforcement	11
Services/Emergency/ Deliveries	2
Location specific	8

N/A	13
Time restrictions/ visitors	7
Pavement/ illegal	11

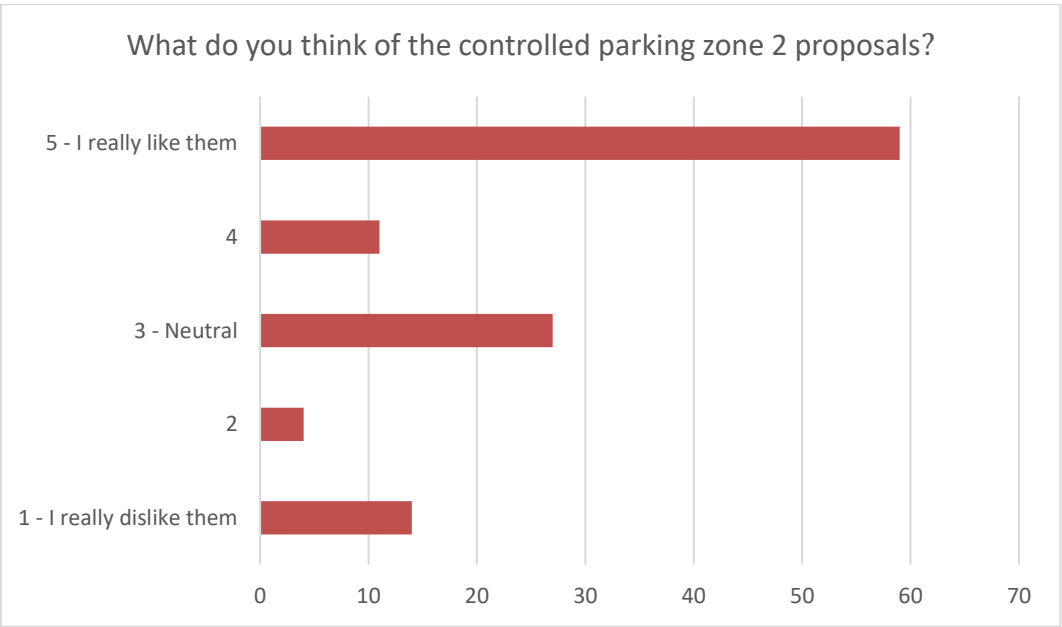
- 3.67 **Support for proposal** - Respondents expressed support for the proposals, citing their potential to address existing parking pressures and improve parking availability for residents. One respondent stated, “Residents permits 100%”, and felt this would “reduce the potential for City workers clogging up the local streets”. Another commented that the proposals would be “very advantageous as we who live here never have anywhere to park”.
- 3.68 Several respondents also felt the measures would improve conditions within the local area, with one stating that the changes would “make the area so much better”, while another welcomed the proposals as a way of addressing long-standing parking issues.
- 3.69 **Do not support** - Respondents expressed reservations about the proposed measures, with some questioning their necessity and effectiveness. One respondent stated that the proposals were “simply not required”, while another felt they would “make the problem worse on Vauxhall Road”. Concerns were also raised that additional restrictions, including parking controls and double yellow lines, could reduce parking availability.
- 3.70 **Concern/ cost of permit** - Respondents sought clarification on permit charges and whether the scheme would remain affordable over time. One respondent expressed support for the proposals “as long as the residents don’t suffer financial or any other costs”, while another requested further information regarding “what charges are applicable for residents”. Some respondents also raised concerns about potential increases in permit prices and the affordability of permits for households with multiple vehicles.
- 3.71 **Enforcement** - One respondent asked, “Will there be extra provision put in place to enforce the proposals”, while another commented that “there is already plenty of double yellow lines in place and they are not patrolled”. Several respondents also highlighted existing issues with vehicles parking on double yellow lines and questioned whether current restrictions were being enforced consistently.
- 3.72 **Services, Emergencies and Deliveries** - Comments within this theme highlighted the impact that existing parking issues can have on access for emergency vehicles and service providers. One respondent noted that “fire trucks... have difficulties getting in” due to parked vehicles, while another felt the proposals could improve access for “ambulances”.
- 3.73 **Location Specific Comments** - Respondents highlighted locations where they considered parking issues to be particularly significant or where additions to the proposals may be required. One respondent stated that “Melvina Road is not included”, while another raised concerns about “parking on the grass outside of our flats”.
- 3.74 **Time Restrictions/ Visitors** - Comments within this theme related to the proposed operating times of the Controlled Parking Zone and the potential impact on visitors, carers, family members and school-related journeys. Some respondents supported the introduction of permits but suggested that restrictions should apply only during peak periods, with one respondent proposing that permits should operate “during the weekdays between 8-5pm” rather than at all times.
- 3.75 Others sought clarification on how the scheme would accommodate visitors and family members. One respondent asked, “how would this work for parents collecting children from school and also any family or friends who help collect children for working parents”, while another requested that permits should be available for “family and friends”.

- 3.76 **Pavement/Illegal Parking** - Comments within this theme highlighted concerns about pavement parking and vehicles parking unlawfully within the area. Respondents frequently referred to parked vehicles obstructing footways, crossing points and pedestrian routes, creating difficulties for people travelling through the area.
- 3.77 Several respondents felt that addressing pavement parking was one of the key benefits of the proposals. One respondent stated that “pavement parking is absolutely awful here”, while another noted that pavement parking makes it “really difficult for anyone to get past, never mind people with pushchairs and wheelchairs”.

Controlled Parking Zone 2

- 3.78 Respondents were asked to rate the Controlled Parking Zone (CPZ) 2 proposals on the same five-point scale ranging from 1 (“I really dislike them”) to 5 (“I really like them”), with 3 representing a neutral opinion. This question received 115 responses, the results of which are summarised in Figure 3 8.

Figure 13 - What do you think of the controlled parking zone 2 proposals?



- 3.79
- 3.80 The largest proportion of respondents, 51% (59 respondents), selected “I really like them”. The neutral rating of 3 was the next most frequently selected response, accounting for 23% (27 respondents). A total of 12% (14 respondents) selected “I really dislike them”. Smaller proportions of respondents selected “I like them” (10%, 11 respondents) and “I dislike them” (3%, 4 respondents).
- 3.81 Respondents were given the opportunity to provide further comments on the Controlled Parking Zone (CPZ) 2 proposals through an open-ended question. A total of 28 respondents provided additional feedback, which was reviewed and grouped into a series of key themes. These themes are summarised in Table 6.

Table 6 - Summary of responses on the controlled parking zone 2 proposals

Themes	Number of times mentioned
Support	14
Don't support	8
Concern/ cost of permit	3
Schools	4
Services/Emergency/ Deliveries	2
Enforcement	5
N/A	11
Pavement/Illegal Parking	12

- 3.82 **Support** - Comments within this theme were generally supportive of the proposed Controlled Parking Zone and the introduction of parking controls. Respondents felt the proposals could help address existing parking pressures and improve parking availability for residents. One respondent stated that "this is a good proposal".
- 3.83 Several respondents highlighted the potential benefits of prioritising parking for local residents and reducing the impact of non-resident parking. For example, one respondent supported "Residents permits 100%", while another felt the proposals would be "great for the residents".
- 3.84 **Don't Support** - Some respondents felt the proposals would not address the underlying issues, with one respondent stating that they were "simply not required". Others felt the proposals should be reassessed, with one commenting that "all this needs to be reconsidered".
- 3.85 Concerns were also raised about the potential impact on certain groups of road users, particularly those travelling to schools or local destinations. Overall, comments within this theme reflected reservations about the need for the proposed parking controls and their potential effects.
- 3.86 **Concern About Costs of Permits** - Comments within this theme focused on the potential cost of permits and the financial impact of the proposed scheme on residents. Respondents sought reassurance that permits would remain affordable and requested clarification regarding permit charges. One respondent supported the proposals but added "as long as the residents don't have to fork up the costs".
- 3.87 **Schools** - Comments within this theme focused on the potential impact of the proposals on school drop-off and pick-up arrangements. Some respondents felt the measures could improve safety around schools, with one stating that the current parking situation "creates significant hazards" for children and that addressing these issues is "essential to ensure a safe environment for all our pupils".
- 3.88 Others raised concerns about how parents would access schools. One respondent commented that the proposals "will adversely affect drivers who are collecting children from school", while another questioned whether the restrictions would "successfully stop people from parking there when waiting to pick up their children from school".
- 3.89 **Services and Deliveries** - Some respondents felt the proposals could help improve access where parked vehicles currently create obstructions. For example, one respondent noted that "ambulances" would find access easier if parking issues were addressed.
- 3.90 **Enforcement** - Respondents questioned whether the restrictions would be monitored and enforced consistently, with one respondent stating that the proposals would "work if it's regularly enforced". Another noted that existing parking restrictions "are not patrolled". Several respondents suggested that issues relating to parking would persist without effective enforcement.

3.91 **Pavement/ Illegal Parking** - Respondents referred to vehicles parking on pavements, blocking pedestrian routes and creating visibility issues. One respondent stated that "cars should not be on pavements full stop", while another referred to "unsafe parking practices" around schools. Several respondents supported the proposals where they were seen as helping to address these issues.

Controlled Parking Zone 3

3.92 Respondents were asked to indicate their level of support for the Controlled Parking Zone (CPZ) 3 proposals using the same five-point scale, where 1 represented "I really dislike them", 3 represented a neutral opinion, and 5 represented "I really like them". A total of 112 responses were received to this question, and the results are presented in Figure 3 9.

Figure 14 - What do you think of the controlled parking zone 3 proposals?



3.93 Of the 112 respondents who answered this question, 48% (54 respondents) selected "I really like them", making it the most frequently selected response. The neutral rating of 3 accounted for 31% of responses (35 respondents). A total of 11% (12 respondents) selected "I really dislike them". Smaller proportions of respondents selected "I like them" (8%, 9 respondents) and "I dislike them" (2%, 2 respondents).

3.94 Respondents were given the opportunity to provide further comments on the Controlled Parking Zone (CPZ) 3 proposals through an open-ended question. A total of 26 respondents provided additional feedback, which was reviewed and grouped into themes. These themes are summarised in Table 7.

Table 7 - Summary of responses on the controlled parking zone 3 proposals

Themes	Number of Mentions
Support	10
Don't support	6
Concern/ cost of permit	3
Schools	4
Services/Emergency/ Deliveries	2
Enforcement	4

N/A	9
Pavement/Illegal Parking	10

- 3.95 **Support** - Respondents felt the proposals could help address existing parking issues and provide greater priority for residents. One respondent stated that they were “over the moon with all the changes”, while another simply commented “It’s good”. Support was often linked to concerns about parking by non-residents, with one respondent suggesting that resident parking controls should be extended because “non-residents park within the cul de sac part of Melvina Road” for long periods, while another felt the proposals would be “great for the residents”.
- 3.96 **Don’t Support** - Respondents expressed opposition to the proposals, with some questioning their value or indicating that they did not support the measures. One respondent described the proposals as a “useless waste of money”, while another commented that they “do not agree with the proposals”. Concerns were also raised about the potential impact on local access and parking arrangements. For example, one respondent felt that “parents collecting children will be adversely affected”, while another stated that parking outside local shops “should be allowed”.
- 3.97 **Concern/ Cost of Permit** - Respondents sought clarification on the costs associated with the scheme and whether it would remain affordable for residents. One respondent expressed support for the proposals provided that residents “don’t have to fork up the costs”, while another sought to understand “what charges are applicable for residents”.
- 3.98 **Schools** - Comments within this theme focused on the potential impact of parking controls on school-related travel and safety. Some respondents felt the proposals could help address existing issues around schools, with one noting that the current situation “creates significant hazards” and that action is “essential to ensure a safe environment for all our pupils”. Others raised concerns about how the proposals may affect parents collecting children from school, with one respondent commenting that “parents collecting children will be adversely affected” and suggesting that arrangements for school pick-up should be accommodated.
- 3.99 **Services/ Emergency/ Deliveries** - Comments within this theme highlighted the impact of parked vehicles on access for emergency services, deliveries and other service providers. One respondent noted that access for “services/deliveries/ambulances” could become easier if parking issues were addressed, while another raised concerns that parked vehicles can obstruct access, particularly where roads become heavily congested.
- 3.100 **Enforcement** - Respondents questioned whether the restrictions would be monitored and enforced consistently, with one respondent stating that issues relating to illegal parking could be reduced “if illegal parking was enforced better”. Another commented that the proposals were a “good idea but they need to be enforced”.
- 3.101 **Pavement/ Illegal Parking** - Respondents frequently referred to non-residents parking within the area, with one respondent stating that “most of the cars parked they not living here” and that they park locally to “avoid paying parking fees”. Several respondents felt the proposals could help address these issues and improve parking availability for residents. One respondent described parking as “very difficult”, while another supported extending resident parking controls due to problems caused by “non-residents” parking for long periods.

4. Demographic Analysis of Responses

- 4.1 This section provides a summary of the demographic profile of respondents. It outlines, age, sex, gender and sexual orientation, ethnicity, and long-term health conditions to assist in indicating how representative the sample may be of the local population.

Age Group

- 4.2 Respondents were asked for their age group and 118 answered. The profile is predominantly grouped around 35 to 50 years old, with 15% of respondents within the 40–44 age group (18 respondents), followed by 14% within the 45–49 age group (17 respondents) and 13% in the 35–39 age group (15 respondents). Those responding within the 50–54 (12%, 14 respondents) and 55–59 (8%, 10 respondents) age groups are also well represented, while very few were under 24 or over 70. The full responses are detailed in Table 8.

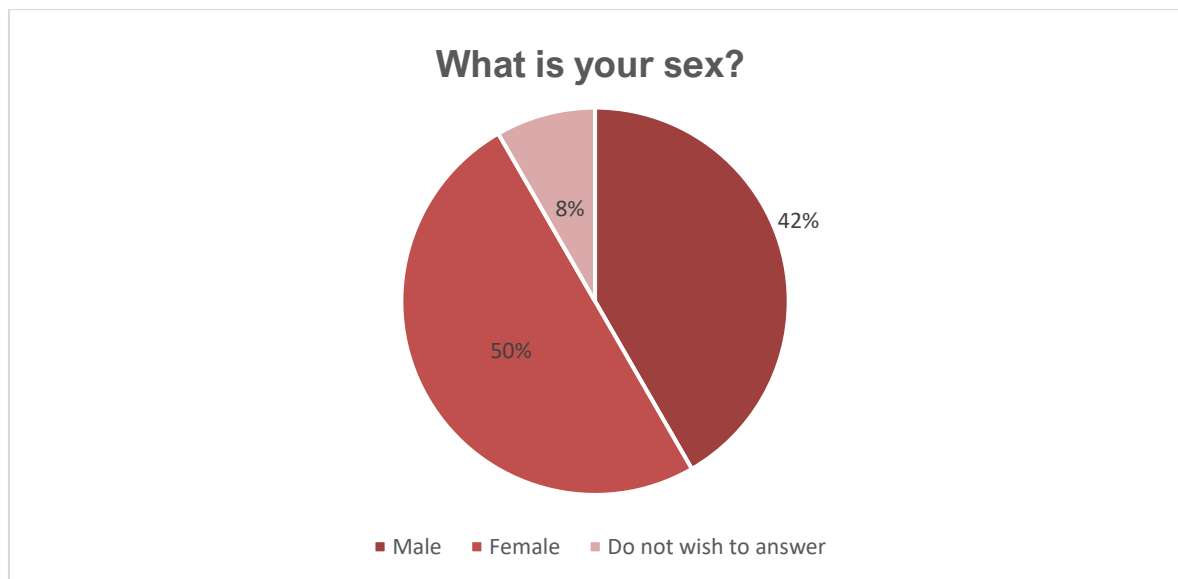
Table 8 - Responses to Age Range Question

Age Range	Responses	Percentage
Under 16 yrs	1	1%
16 to 19 yrs	2	2%
20 to 24 yrs	2	2%
25 to 29 yrs	7	6%
30 to 34 yrs	11	9%
35 to 39 yrs	15	13%
40 to 44 yrs	18	15%
45 to 49 yrs	17	14%
50 to 54 yrs	14	12%
55 to 59 yrs	10	8%
60 to 64 yrs	6	5%
65 to 69 yrs	2	2%
70 to 74 yrs	2	2%
75 to 79 yrs	3	3%
80 to 84 yrs	3	3%
Do not wish to answer	5	4%

Sex, Gender and Sexual Orientation

- 4.3 Regarding sex, 120 people responded. 50% indicated they were female (60 respondents), 42% were male (50 respondents), and 8% (10 respondents) did not wish to disclose their sex, indicating a broadly balanced sample with a slight female majority. This is demonstrated in Figure 15.

Figure 15 - What is your sex?



4.4 When asked whether their gender identity matched the sex they were assigned at birth, 117 respondents answered. 91% of those who responded (107 respondents) said yes, 1% (1 respondent) said no, and 8% (9 respondent) did not wish to answer. Three people did not respond overall. This suggests the vast majority reported alignment between gender identity and sex at birth, with a small non disclosure group.

4.5 Regarding sexual orientation, 100 people responded. 93% of respondents indicated that they were straight/heterosexual, while 3% (3 respondents) chose Other, 2% chose gay or lesbian 2% (2 respondents), and 2% (2 respondents) bisexual. 20 did not respond. Responses were concentrated towards straight and heterosexual individuals, with limited representation across other orientations. These responses are demonstrated in Table 9.

Table 9 - Which of the following best describes your sexual orientation?

Sexual Orientation	Responses	Percentage
Straight or Heterosexual	93	93%
Not Answered	20	20%
Gay or Lesbian	2	2%
Bisexual	2	2%
Other sexual orientation	3	3%

4.6 When asked whether they were pregnant, 115 people answered, with 75% (86 respondents) choosing "no", 16% (18 respondents) choosing "not applicable", 9% (10 respondents) choosing "do not wish to answer", and one respondent answering "yes", with five additional non responses.

Religion and Ethnic Group

4.7 When asked about their religion, 99 people provided an answer. The largest group identified as Christian, making up 37% (37 respondents) of respondents, followed by 31% (31 respondents) reporting no religion and 27% (27 respondents) identifying as Muslim. Smaller proportions included Agnostic, Atheist, and Jewish, each accounting for only 2 or fewer respondents. In addition, 21 people did not provide a response. This indicates plural religious identities with three principal groups. These responses are detailed in Table 10.

Table 10 - What is your religion?

Religion	Responses	Percentage
No religion	31	26%
Muslim	27	23%
Not Answered	21	18%
Christian	37	31%
Atheist	1	1%
Agnostic	2	2%
Jewish	1	1%

- 4.8 Respondents were then asked to specify their ethnicity, through a multiple-choice question. This allowed individuals of mixed ethnicities to select a combination that best represented their ethnic identity. The responses to this question are shown in Table 4 4. Those who selected “any other ethnic group” were then prompted to enter an ethnicity into a text field. 3 respondents entered: “Birmingham”.

Table 11 - Please select your ethnic group.

Ethnicity	Selection	Percentage
White British	54	52%
Other White	5	5%
Bangladeshi	4	4%
Chinese	0	0%
Indian	1	1%
Pakistani	7	7%
Other Asian	1	1%
African	8	8%
Caribbean	3	3%
Black British	12	12%
Other Black	0	0%
Arab	1	1%
Latin American	0	0%
Irish	1	1%
Western and Southern European	1	1%
Any other ethnic group	3	3%

Long-term health conditions

- 4.9 When asked whether they had any long-term health conditions lasting 12 months or more, 116 people responded. Most reported no such condition, accounting for 65% (75 respondents) of respondents, while 24% (28 respondents) indicated they did have a long-term condition. A further 11% (13 respondents) chose not to disclose this information, and four people did not provide a response.

Table 12 - Do you have any long-term health conditions?

Option	Responses	Percentage
Yes	28	23%
Not Answered	4	3%
No (you may not need to answer the next three questions, you can move to the question on ethnic group)	75	63%
Do not wish to answer (you may not need to answer the next three questions, you can move to the question on ethnic group)	13	11%

- 4.10 Further questions regarding any health conditions were asked, with responses summarised in Table 4.6. It should be noted that respondents were advised that they may not need to answer these questions if they had chosen “no” or “do not wish to answer” to the previous question, resulting in a significant proportion of blank entries.

Table 13 - Health Conditions Summaries

Question	A lot of difficulty	No difficulty	Some difficulty	Do not wish to answer	Blank
Do you have difficulty seeing, even if wearing glasses?	4	41	10	4	61
Do you have difficulty hearing, even if using a hearing aid?	1	47	6	5	61
Do you have difficulty walking or climbing steps?	7	37	15	4	57
Do you have difficulty remembering or concentrating?	4	39	12	5	60
Do you have difficulty with self-care such as washing all over or dressing?	5	45	5	5	60
Using your usual (customary) language, do you have difficulty communicating, for example understanding or being understood by others?	1	51	5	3	60

- 4.11 The final health-related question asked respondents to comment on their personal situation. There were 78 responses to this question which are shown in Table 14.

Table 14 - Please can you indicate which of the options below is closest to your personal situation, please tick all that apply

Option	Selections	Percentage
I am autistic	3	4%
I am dyslexic	3	4%
I am neurodivergent	9	12%
Other	2	3%
Does not apply	42	54%
Do not wish to answer	19	24%

5. Key Stakeholder Responses

5.1 Key stakeholders emailed BCC with their feedback on the proposals. Some of these stakeholders also completed the questionnaire, however this section summarises their responses in greater detail. Recommendations for interventions received by these stakeholders have been presented in italics.

West Midlands Combined Authority

5.2 West Midlands Combined Authority (WMCA) strongly supports the proposals as they align with West Midlands Local Transport Plan 5 priorities for road safety, air quality, accessibility and sustainable travel. They view this scheme as important for inclusive growth, decarbonisation and social mobility, and commit to supporting BCC in managing any HS2-related incidents. The scheme is seen as a positive step towards achieving WMCA's goal of making the region the best place to live, work and visit.

5.3 Walking, Cycling and Public Transport

- Supports the walking, cycling and public transport proposals, as they promote a modal shift away from car reliance. A Local Transport Note (LTN) 1/20 review may be necessary on pedestrian crossings.
- Recommendation for wayfinding with improved signage, lighting and CCTV at Duddeston Station. Explore multilingual wayfinding to support residents where English is not their first language.
- Consider safe active travel routes to HS2 and the city centre via Curzon Circus.
- Consider real time information at busier bus stops and at the Local Travel Point.
- Reinforce street furniture and increase vegetation to mitigate wind exposure.
- Existing guard railing on Melvina Road may benefit from removal.

5.4 Traffic Management

- Support for the 20mph speed limit, modal filters and bus gate to improve safety, bus reliability and air quality.
- Consider extending the 20mph zone to the full B4132 to reallocate carriageway space for cycleways and adding pocket parks.
- Adderley Road may benefit from waiting/loading restrictions as traffic may initially increase in this area when the measures are introduced. Junction upgrades at Duddeston Mill Road/Adderley Road and Adderley Road/Landor Street may be explored to improve safety and efficiency. Landor Street may also experience increased traffic so potential impacts should be considered.

- There may be scope to make the bus gate more ambitious to reallocate road space for a cycleway.
- Consider provision for car clubs, other shared mobility services and cycle storage, including West Midlands Cycle Hire, at natural interchanges and key trip attractors near the Local Travel Point.

5.5 Controlled Parking Zone

- In favour of decreasing pavement parking to improve accessibility.
- Strong enforcement is needed to implement the bus gate, speed limits and parking restrictions. Fines and penalties need clarifying.

Transport for West Midlands

5.6 Transport for West Midlands (TfWM) strongly supports the proposals as they align with West Midlands Local Transport Plan 5 priorities for road safety, air quality, accessibility and sustainable travel. They view this scheme as important for inclusive growth, decarbonisation and social mobility, and commit to supporting BCC in managing any HS2-related incidents. TfWM also offer a Behaviour Change Hub for outreach and travel planning to encourage support for the scheme and future usage.

5.7 Walking, Cycling and Public Transport

- Key support for these proposals for inclusive design, improved crossings and modal shift away from private vehicle use. This supports TfWM's ambition to increase sustainable travel from 35% to 50% by 2035.
- Recommendation for wayfinding with improved signage, lighting and CCTV at Duddeston Station. Explore multilingual wayfinding to support residents where English is not their first language.
- Consider safe active travel routes to HS2 and the city centre via Curzon Circus.
- Consider real time information at busier bus stops and at the Local Travel Point.
- Reinforce street furniture and increase vegetation to mitigate wind exposure.
- Existing guard railing on Melvina Road may benefit from removal.

5.8 Traffic Management

- Support for the 20mph speed limit, modal filters and bus gate to improve safety, bus reliability and air quality.
- Consider extending the 20mph zone to the full B4132 to reallocate carriageway space for cycleways and adding pocket parks.
- Adderley Road may benefit from waiting/loading restrictions as traffic may initially increase in this area when the measures are introduced. Junction upgrades at Duddeston Mill Road/Adderley Road and Adderley Road/Landor Street may be explored to improve safety and efficiency.
- There may be scope to make the bus gate more ambitious to reallocate road space for a cycleway.
- Consider provision for car clubs, other shared mobility services and cycle storage, including West Midlands Cycle Hire, at natural interchanges and key trip attractors near the Local Travel Point.

5.9 Controlled Parking Zone

- In favour of decreasing pavement parking to improve safety for vulnerable users.
- Strong enforcement is needed to implement the bus gate, speed limits and parking restrictions to prevent displacing parking issues. Fines and penalties will need clarifying.
- Formalised parking bays in the area and on wider sections of Francis Street, once the modal filter is implemented, could help prevent pavement parking.

West Midlands Fire Service

- 5.10 WMFS supports the proposals that aim to improve pedestrian and cycle safety and mitigate pavement parking, encouraging coordination with HS2 works to avoid disruption. They felt the language used in consultation was “unclear and non-compliant with Gunning Principles”. Their comments and suggestions for specific proposals are detailed below.
- 5.11 Walking, Cycling and Public Transport
- Supports safety proposals particularly close to education facilities and accident locations like Duddeston Station.
- 5.12 Traffic Management
- Supportive of traffic calming measures but concerned that there will be disruption for staff and emergency services.
 - Suggests a phased approach to start with 2 out of 3 planters, 20mph speed limit and speed bumps and to reconsider the bus gate later if required.
 - An alternative proposal could also include Vauxhall Road being red routed with three-way traffic lights installed at the junction of Great Francis Street/Duddeston Mill Road and Melvina Road. These would operate on 30s phases with one pedestrian phase to improve sight and desire lines.
 - Diverting traffic to Lawley Middleway may worsen congestion and concerns were raised about emergency response times. In addition, it is thought that modal filters would remove relief routes and risk further blue-light delays.
 - WMFS requests priority or exemption for WMFS vehicles if a bus gate is installed and suggests adding an extra left-turn capacity on Lawley Middleway to relieve pressure.
- 5.13 Controlled Parking Zone
- Concerns were raised about staff who drive where public transport is not a practical travel choice for them. Concerns about Clean Air Zone charges for staff with diesel cars were also raised.
 - WMFA request clarity on timescales and notice periods for implementation.

Better Streets for Birmingham

- 5.14 Better Streets supports the proposals and the scheme’s Healthy Streets approach. Their comments and suggestions for specific proposals are detailed below.
- 5.15 Walking, Cycling and Public Transport
- Pleased with the five raised continuous crossings. They recommend a sixth at the junction of Duddeston Manor Road and Vauxhall Road.
 - Recommend post-implementation traffic monitoring and bus gate installation on Duddeston Mill Road should traffic levels remain high.
 - Alternatively, it is suggested to re-route bus 14 from Devon Street to Melvina Road and install a modal filter.

5.16 Traffic Management

- Support for the bus gate and modal filter to prevent through-traffic and re-routing.
- Recommend extending the 20mph speed limit to all streets within the scheme boundary for consistency. This may more greatly reflect the land use need of education and community facilities on Great Francis Street. Entrances to a 20mph zone from main road could also be implemented with red tarmac speed gates.

5.17 Controlled Parking Zone

- Support the controlled parking zones and would like to see these replicated across the city to keep footways free for walking and wheeling.

Push Bikes

5.18 Birmingham's cycle campaign strongly supports the proposals. Their comments and suggestions for specific proposals are detailed below.

5.19 Walking, Cycling and Public Transport

- Recommendation to upgrade the raised tables to continuous footways, like Coventry City Council have installed on some side-road junctions with recent cycle tracks. Perhaps there is an opportunity to learn from their experiences.
- Support for the new pedestrian crossings, as these will benefit the local residents.

5.20 Traffic Management

- Support for the bus gate and modal filter to encourage traffic onto the A road network and for the 20mph speed limit.
- Recommendation to extend the 20mph speed limit to the whole scheme boundary for consistency.

5.21 Controlled Parking Zone

- Support the introduction of pavement parking restrictions to increase safety for walking and wheeling movements.

Guide Dogs

5.22 Guide Dogs supported the proposals to improve road safety and accessibility. Their key priority was to ensure these proposals adequately caters to those with reduced vision and felt planners should consider vulnerable users and pedestrians with limited mobility over cyclists and motorists. Their suggestions for specific proposals are detailed below.

5.23 Walking, Cycling and Public Transport

- Signal-controlled crossings should be the priority.
- All crossings should include tactile paving, audible/tactile signals, colour contrasts and straight alignment to avoid confusion for visually impaired users.
- Raised tables should have tactile surfaces of 800mm deep to introduce the crossing point.
- Dockless bikes and e-scooters may present a hazard at the Local Travel Point. Fixed docking stations with detectable kerbs (60mm) are recommended with charging points located away from the pavement.
- Consider assistive technology at crossing points with apps and smart watches.

5.24 Traffic Management

- Bollards and planters for the modal filter should avoid being positioned that create a hazard. Plants should be trimmed and contrast the surroundings so they're clearly identifiable. These should not obstruct the footway.

5.25 Controlled Parking Zone

- Supports the recommendation of TROs to restrict pavement parking, as this poses safety risks for people with sight loss.

BOA Digital Academy

5.26 BOA Digital Academy supported the proposals to improve pedestrian safety, particularly that of students travelling to the academy. Their comments on each proposal are detailed below.

5.27 Walking, Cycling and Public Transport

- The proposal represents a substantial step forward in improving traffic conditions in the area.
- The location of the zebra crossing point on Vauxhall Road should be reconsidered, as presently it is not located near the bus stop, resulting in students choosing to cross directly to the bus stop rather than using the crossing.

5.28 Traffic Management

- BOA Digital Academy is very supportive of the modal feature as it prevents through traffic.
- There is concern that it would result in parents who wish to drop off students on Barrack street would continue to do so and then proceed to turn around in the road, which may pose a safety risk.
- Bollards could instead be used to prevent pavement parking, particularly around the school markings.
- Barrack street could be made one-way in order to manage traffic rather than a modal filter.

5.29 Controlled Parking Zone

- Supports the introduction of parking permit system, as long as clarification is provided on impact of staff at BOA Academy.
- Many of our staff rely on travelling by car to attend work punctually, to carry resources and equipment, and to remain on site for extended periods to support students before and after the formal school day. It is therefore essential that they retain access to adequate parking close to the academy. I would request that any permit scheme ensures staff are eligible for permits and that these are provided at no cost to them personally or to the academy, so that there is no financial barrier to their ability to work on site and support our students effectively.

Additional Comments

5.30 In addition to the categorised responses received above, a range of additional responses were provided on a variety of issues. These included a request for clearer, more accessible information, including larger maps, plain language, images or videos, and explanations of measures such as bus gates and parking permits. Respondents also requested supporting evidence and rationale, including traffic, pollution and road-safety data, together with greater detail on alternative routes and impacts on residents, visitors, businesses and emergency services. Greater community outreach and non-digital consultation options were suggested, although some respondents felt the information provided was sufficient.

6. Summary

- 6.1 Feedback was collected through the online questionnaire, email submissions from key stakeholders and four in-person consultation events. The consultation generated 120 responses from individuals and businesses/organisations.

Summary of Results

- 6.2 Overall, responses indicated a generally positive level of support for the proposals. Among respondents who provided a rating, 56% expressed support for the walking, cycling and public transport proposals. Support for the traffic management proposals was more mixed, with 51% of respondents expressing support, and views on the proposed bus gate being particularly divided.
- 6.3 The Controlled Parking Zone (CPZ) proposals were also generally well supported across all three zones. Among those who provided a rating, 62% supported the CPZ 1 proposals, 61% supported the CPZ 2 proposals, and 56% supported the CPZ 3 proposals. These figures are based on respondents who provided a rating for the relevant proposal.
- 6.4 Positive comments commonly highlighted the potential for the proposals to improve road safety and accessibility, particularly through enhanced crossing facilities, lower vehicle speeds and improved parking availability for residents. Some respondents also felt the measures would improve the overall quality of the local environment, reduce the impact of traffic on residential streets and contribute to a more pleasant neighbourhood.
- 6.5 Respondents also identified a number of considerations for the development and implementation of the proposals, including the enforcement of parking restrictions and resident permit schemes, and the potential impact on commuting patterns and the operations of organisations located within the area.
- 6.6 Key stakeholders and transport organisations were generally supportive of the proposals and their alignment with wider objectives to improve road safety, accessibility, air quality and opportunities for sustainable travel. Stakeholder feedback welcomed measures to improve conditions for walking, wheeling, cycling and public transport, including new crossing facilities, traffic reduction measures, lower speed limits and controls on pavement parking. Stakeholders also highlighted the potential benefits for children and young people, particularly through improving safety on journeys to and from schools and other educational facilities.
- 6.7 While support for the overall objectives of the scheme was strong, stakeholders also identified a number of considerations for further development. These included ensuring accessibility for disabled people and those with visual impairments, accommodating the operational needs of organisations and services within the area, considering the potential impact of traffic management measures on access and journey times, and refining elements of the design to maximise safety and effectiveness. Several stakeholders also suggested enhancements to specific proposals, including additional crossings, wider application of 20mph speed limits, and amendments to traffic management and parking measures.

Next Steps

- 6.8 Following the consultation, feedback has been analysed (as detailed in this report) and is expected to, where practicable and in alignment with the scheme objectives, inform future development of the Vauxhall and Duddleston Road Safety and Accessibility Improvements scheme. This feedback is expected to feed into the full business case for the scheme.
- 6.9 Further engagement is expected to be required with key stakeholders (notably WMFS).



November 2025

Dear Resident/Occupier,

The **Vauxhall and Duddeston road safety and accessibility improvements project** is part of Birmingham's broader Transport Plan and Road Harm Reduction Strategy and is funded by the High Speed 2 (HS2) Road Safety Fund.

Vauxhall and Duddeston have been chosen for safety improvements due to the high volumes of traffic, road traffic collisions (RTCs) and issues with pavement parking in the area. In the past 3 years, 58 RTCs occurred, with 24 of these happening on the B4132 (Vauxhall Road, Melvina Road and Great Francis Street), a route that is used by 18,000 vehicles a day. The high traffic volumes present safety risks for the community, particularly for students attending the three schools located along this route. High parking demand in the area has also led to widespread pavement parking, with up to 41% of all parked vehicles obstructing the pavement for people walking and wheeling.

The project focuses on 3 main types of measures, summarised below:

1. Walking, cycling and public transport proposals:

- The creation of a Local Travel Point (offering a range of transport options and community services in one place, such as cycle/e-scooter hire and storage)
- New and upgraded crossing points

2. Traffic management improvements proposals:

- A 20mph speed limit on Vauxhall Road between Barrack Street and Duddeston Manor Road
- A modal filter (such as a bollard or planter) on Francis Street at the junction with Duddeston Manor Road
- A bus gate on Vauxhall Road between Vauxhall Grove and Duddeston Manor Road, with access for buses, cyclists, taxis and emergency vehicles only

3. Controlled parking zone proposals:

Introducing three controlled parking zones within the scheme area, which could include:

- Residents only and business only permit parking
- Business loading permits
- Double yellow lines
- Pavement parking restrictions

Philip Edwards
Transportation & Connectivity
Council House, Victoria Square, Birmingham, B1 1BB
Transport.projects@birmingham.gov.uk

Have your Say:

You can view the full list proposals, plans, and respond to an online survey at: www.birminghambeheard.org.uk/bcc/vauxhall-improvements or by scanning the QR code.



If you do not have access to the internet, you can view the plans and respond on a paper copy of the survey at West Midlands Fire Service Headquarters, 99 Vauxhall Rd, Birmingham B7 4HW. Opening times are 9am – 5pm.

The closing date for responses is Monday 1 December 2025.

Drop-in sessions:

We will also be holding drop-in sessions where you can find out more about the proposals and speak with the project team. These will take place on:

- Monday 24 November, 5 - 7pm at Heartlands Academy, 10 Great Francis Street, B7 4QR
- Tuesday 25 November, 5 - 7pm at BOA Digital Academy, 47 Barrack Street, B7 4EU

If you have any questions about the proposals or require any assistance with the consultation materials, please email connected@birmingham.gov.uk

Once the consultation period is over, we will review the feedback received and make any necessary changes to the proposals.

Yours faithfully,

Transport & Connectivity Team

Birmingham City Council

APPENDIX B – Delivery Drop Area





Survey questions

1. Are you responding to this consultation as an individual or on behalf of a business/organisation? (required)
 - An individual citizen
 - A representative of a business, group or organisation (including elected members)

About you

2. What is your home postcode?

Please enter in the following format 'B1 1BB'. There needs to be ONE space between the first and second part of your postcode.

NOTE: If your postcode is not accepted, please leave this box blank and continue with the questionnaire.

3. What is your email address?
4. What are your email preferences? (Please select all that apply) (required)
 - I would like to receive further information in relation to this consultation
 - I would like to receive email updates from Birmingham City Council about services, events or opportunities
 - I would not like to receive any emails

Travelling in the area

5. How often do you travel to/from this area?
 - 5 or more days a week.
 - 3-4 days a week.
 - 1-2 days a week.
 - 1-2 days per month.
 - Less than one day per month.
 - Never
6. When travelling to/from this area, what modes of transport do you most often use? (select all that apply)
 - Walk
 - Cycle
 - Bus
 - Train
 - Motorcycle
 - Car or Van

- Taxi (including ride services such as Uber)
- Other

If you selected 'Other' please provide details [open question]

7. What is your connection to the area? (select all that apply)

- I live here
- I work here
- I study here
- I live nearby
- I own a business here
- I do the school run here
- I'm here for leisure
- I commute through here
- I do my shopping here
- I make deliveries here
- I have family and friends here
- Other

If you selected 'Other' please provide details [open question]

8. What is the name of your business/organisation?

9. What is the postcode of your business/organisation?

Please enter in the following format 'B1 1BB'. There needs to be ONE space between the first and second part of your postcode.

NOTE: If your postcode is not accepted please leave this box blank and continue with the questionnaire.

10. Please confirm you are authorised to answer on behalf of your business/organisation.

Vauxhall and Duddeston road safety and Accessibility Improvements

11. What do you think of the walking, cycling and public transport improvement proposals in this consultation?

(Rate it on a scale of 1 -5, with 1 being I really dislike it and 5 being I really like it)

- 0 – I really dislike them.
- 1
- 2
- 3
- 4
- 5 – I really like them.

12. Do you have any further comments about the walking, cycling and public transport improvement proposals in this consultation? [open question]

13. What do you think of the traffic management proposals in this consultation?

(Rate it on a scale of 1 -5, with 1 being I really dislike it and 5 being I really like it)

- 0 – I really dislike them.
- 1
- 2
- 3
- 4
- 5 – I really like them.

14. Do you have any further comments about the traffic management proposals in this consultation? [open question]

15. What do you think of the controlled parking zone 1 proposals in this consultation?

(Rate it on a scale of 1 -5, with 1 being I really dislike it and 5 being I really like it)

- 0 – I really dislike them.
- 1
- 2
- 3
- 4
- 5 – I really like them.

16. What do you think of the controlled parking zone 2 proposals in this consultation?

(Rate it on a scale of 1 -5, with 1 being I really dislike it and 5 being I really like it)

- 0 – I really dislike them.
- 1
- 2
- 3
- 4
- 5 – I really like them.

17. What do you think of the controlled parking zone 3 proposals in this consultation?

(Rate it on a scale of 1 -5, with 1 being I really dislike it and 5 being I really like it)

- 0 – I really dislike them.
- 1
- 2

- 3
- 4
- 5 – I really like them.

18. Do you have any further comments about the any of the controlled parking zone proposals in this consultation? [open question]
19. Do you have any additional comments on the overall proposals? [open question]
20. Do you feel that the information provided has enabled you to make an informed comment on the proposals? [open question]
21. What additional information would have helped you to comment on the proposals? [open question]

About You

22. Firstly, which of the following are you (or the person you are completing this on behalf of)? (select all that apply)

- I am a resident of Birmingham
- I represent/own a local business
- I represent a charity that covers the Birmingham area
- I represent a community group in Birmingham
- I work for Birmingham City Council
- I am a Birmingham Councillor
- I represent a public sector organisation
- Other

If you selected 'Other' please provide details [open question]

23. Which age group are you?

Age is a legally protected characteristic under the [Equality Act 2010](#).

- Under 16 yrs
- 16 to 19 yrs
- 20 to 24 yrs
- 25 to 29 yrs
- 30 to 34 yrs
- 35 to 39 yrs
- 40 to 44 yrs
- 45 to 49 yrs
- 50 to 54 yrs

- 55 to 59 yrs
- 60 to 64 yrs
- 65 to 69 yrs
- 70 to 74 yrs
- 75 to 79 yrs
- 80 to 84 yrs
- 85 to 89 yrs
- 90 yrs or over
- Do not wish to answer

24. What is your sex?

Sex and Gender Reassignment are legally protected characteristics

- Male
- Female
- Do not wish to answer

25. Is the gender you identify with the same as your sex registered at birth?

- Yes
- No
- Do not wish to answer

26. Which of the following best describes your sexual orientation? If you are aged under 16 years old, please ignore this question.

Sexual orientation is a legally protected characteristic

- Straight or Heterosexual
- Gay or Lesbian
- Bisexual
- Other sexual orientation

If you selected 'Other' please provide details [open question]

- Do not wish to answer

27. Are you currently pregnant?

Pregnancy is a legally protected characteristic

- Yes
- No
- Not Applicable
- Do not wish to answer

28. What is your religion?

Religion is a legally protected characteristic

- No religion
- Christian
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- Agnostic
- Atheist
- Other religion

If you selected 'Other' please provide details [open question]

- Do not wish to answer

29. Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

Disability is a legally protected characteristic

- Yes
- No (you may not need to answer the next three questions, you can move to the question on ethnic group)
- Do not wish to answer (you may not need to answer the next three questions, you can move to the question on ethnic group)

30. Now we are going to ask you some questions about your ability to do different activities on a regular basis:

	No difficulty	Some difficulty	A lot of difficulty	Cannot do at all	Don't know	Do not wish to answer
Do you have difficulty seeing, even if wearing glasses?						
Do you have difficulty hearing, even if using a hearing aid?						
Do you have difficulty walking or climbing steps?						
Do you have difficulty remembering or concentrating?						

Do you have difficulty with self-care such as washing all over or dressing?						
Using your usual (customary) language, do you have difficulty communicating, for example understanding or being understood by others?						

31. Do any of your conditions or illnesses reduce your ability to carry out day to day activities?

- Yes, a lot
- Yes, a little
- Not at all
- Do not wish to answer

32. Please can you indicate which of the options below is closest to your personal situation, please tick all that apply:

- I am autistic
- I am dyslexic
- I am neurodivergent
- Other

If you selected 'Other' please provide details [open question]

- Does not apply
- Do not wish to answer

33. What is your ethnic group? If you have mixed ethnicity, please select which combination of ethnicities describes you best.

Race is a legally protected characteristic

- White British
- Other White
- Bangladeshi
- Chinese
- Indian
- Pakistani
- Other Asian
- African Caribbean

- Black British
- Other Black
- Arab
- Latin American
- Irish Gypsy or Irish Traveller Roma
- Central and Eastern European
- Western and Southern European
- Any other ethnic group

If you selected 'Other' please provide details [open question]

- Do not wish to answer

34. In the last seven days were you doing any of the following?

Employment

- Working as an employee
- Self-employed or freelance
- Temporarily away from work ill, on holiday or temporarily laid off
- On parental leave including maternity leave
- Doing any other kind of paid work
- Actively looking for any kind of paid work
- Retired
- Studying
- Unpaid Carer
- Long-term sick or disabled
- Other

If you selected 'Other' please provide details [open question]

- Do not wish to answer

35. What is your legal marital or registered civil partnership status?

- Never married and never registered a civil partnership
- Married In a registered civil partnership
- Separated, but still legally married
- Separated, but still legally in a civil partnership
- Divorced
- Formerly in a civil partnership which is now legally dissolved
- Widowed

- Surviving partner from a registered civil partnership
- Do not wish to answer

36. Who is (was) your legal marriage or registered civil partnership to?

- Someone of the opposite sex
- Someone of the same sex
- Do not wish to answer
- Not applicable
- Never married and never registered a civil partnership

Almost done...

Thank you for your interest and time.

You are about to submit your response.

By clicking 'Submit Response' you give us permission to analyse and include your response in our results.

After you click Submit, you will no longer be able to go back and change any of your answers.

If you provided your email address on a previous page, you will receive a confirmation email. If you haven't provided an email already, you will see a box below that you can use to receive a confirmation email. This will not record your personal details as part of the response.

If you provide an email address, you will be sent a receipt and a link to a PDF copy of your response. [open question]