

Connecting Bordesley Green: Consultation Feedback Report

Birmingham City Council
April 2024

1. Introduction

Connecting Bordesley Green is a proposed package of Active Travel improvements for Bordesley Green and surrounding areas. It aims to make walking and cycling safer and to make it easier to travel by sustainable modes whilst being accessible for all. This will improve physical and mental wellbeing, reduce traffic congestion and air pollution.

Following a review of existing conditions for walking, wheeling and cycling, several issues were identified that need to be addressed in the area. Further detail can be found in the Audit Reports¹ and the issues found are summarised below:

- Road safety
- Extensive footway parking
- Low pedestrian and cycle use
- Absence of cycle parking

This consultation sought feedback on how individuals, businesses and organisations wanted to see routes improved to help increase walking, wheeling and cycling across the area. A range of improvements were identified to address barriers to walking, wheeling and cycling in Bordesley Green. Below is a list of some of the improvements we consulted upon:

- New and improved crossings
- Segregated cycle tracks (physically separated from motor vehicles)
- Raised crossings at side roads
- Reduced footway parking
- Declutter street furniture

The consultation ran from 22nd January 2024 until 1st March 2024. All response channels were open during this period for respondents to share their views on the proposed scheme.

The scheme objectives are therefore to:

- Improve pedestrian and cycle safety
- Improve health and wellbeing
- Reduce barriers to walking, wheeling and cycling

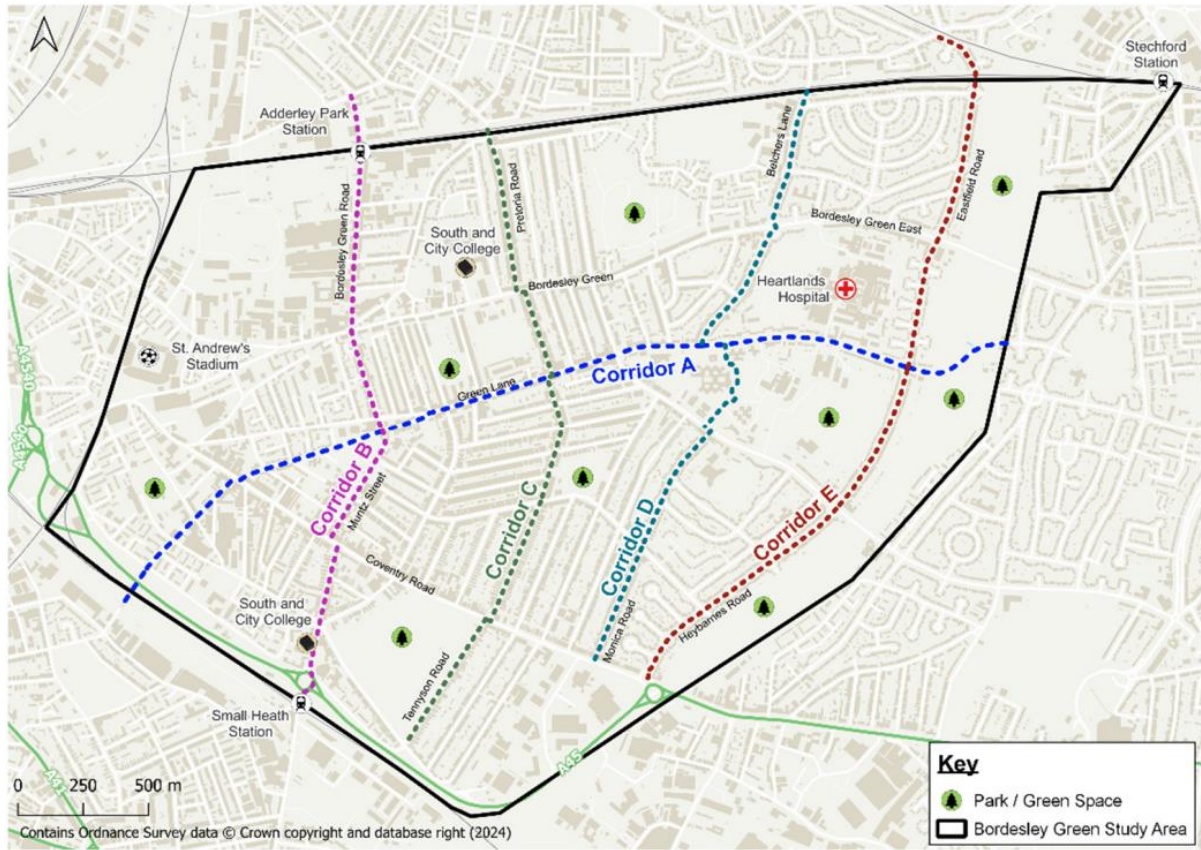
¹ [Bordesley Green Road Community Street Audit report](#) / [St Andrews Road Community Street Audit Report](#)

1.1. Consultation strategy and methodology

The aim of the consultation was to engage with residents and businesses/organisations to understand what they thought about the proposed options.

The figure below shows the five corridors identified for action to address the issues identified in Bordesley Green.

Figure 1: Overview of Corridors



- **Corridor A:** Jenkins Street/ Grange Road/ Green Lane/ Yardley Green Road
- **Corridor B:** Bordesley Green Road/ Victoria Street/ Muntz Street/ Golden Hillock Road
- **Corridor C:** Pretoria Road/ Third Avenue/ Green Lane/ Mansel Road/ Coventry Road/ Tennyson Road
- **Corridor D:** Belchers Lane/ Tamarind Centre footway/ Heather Road/ Monica Road
- **Corridor E:** Eastfield Road/ Little Bromwich Road/ Newbridge Road/ Heybarnes Road

The full consultation information was made available online at:

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

The webpage included an overview of the key aims of the scheme, maps of the interventions that are being considered for the proposed options, and details of the drop-in events open to the public.

Additionally, key documents were made available such as:

- Connecting Bordesley Green Leaflet

- Bordesley Green Overview Map
- Birmingham Transport Plan
- Glossary of Terms
- Frequently asked questions

Further information was circulated informing residents and businesses/organisations about the consultation, such as:

- Printed leaflets
- Paper copies of the questionnaire
- Existing stakeholder/community contacts and networks

A number of in-person events were also held to present consultation information and allow for conversations with the project team. At these events, attendees were encouraged to complete an online or paper questionnaire to ensure that their views were included in the analysis of this report. The questionnaire sets out a series of open and closed questions in order to understand what respondents thought about each proposal.

Venue	Location	Date	Time
Asda	859 Coventry Road, Birmingham, B10 0HH	Wednesday 31 January 2024	4pm-7pm
Morrisons	St Andrew's Shopping Park, 280 Coventry Road, Birmingham, B10 0XA	Friday 2 February 2024	11:30am-2:30pm
Asda	859 Coventry Road, Birmingham, B10 0HH	Thursday 15 February 2024	11am-2pm
Small Heath Library	Muntz Street, Birmingham, B10 9RX	Saturday 24 February 2024	2pm-5pm
Heartlands Hospital	Bordesley Green East, Birmingham B9 5SS	Thursday 29 February 2024	11:30am - 2:30pm

^Public Consultation events

Venue	Location	Date	Time
Wyndcliffe Primary School – Parents Hub	Little Green Lane, Birmingham B9 5BG	Wednesday 24 th January	9am
Regents Park Primary Parent Hub	Arthur St, Birmingham B10 0NJ	Tuesday 30 th January	9am
Alston Primary Parent Hub	Alston Rd, Birmingham B9 5UN	Thursday 1 st February	9am
Khidmet Centre	Heather Road	Wednesday 7 th February	10.30am
Unity Hubb	St Margarets Church	Monday 19 th February	11.30
Open Door Friendship	Green Lane	22 nd February	9.30am
Bordesley Green Primary Parents Hub	Bordesley Green Road	22 nd February	12.30
Saltley Learning Centre	3 classes Anthony Road	Monday 26 th April	9.30am

^Group surveys/discussions

1.2. Response channels

Responses were primarily collected online via 'Be Heard'. Taking into account residents and businesses/organisations who may not have access to the internet, paper copies of the questionnaire were made available in the Small Heath library. Paper questionnaires were also available at each in-person event to ensure all comments were captured.

An email address connected@birmingham.gov.uk was made available for any queries about the proposed scheme or the consultation. Comments that were received via email have been included in this report. Where contact was made via a channel other than Be Heard, respondents were strongly encouraged to also complete the questionnaire online or on paper, if possible.

1.3. Overview of responses

The online questionnaire received 251 responses and this figure has been used to assess the quantitative questions in Section 2 below. An additional response was received by letter which has been analysed as part of the qualitative analysis Section 3 of this report.

Of these responses, seven came from a business/organisation and 237 from individuals. Seven did not answer the question.

The locations of the seven businesses/organisations that responded to the consultation are listed below with the exception of one business/organisation that did not state their name:

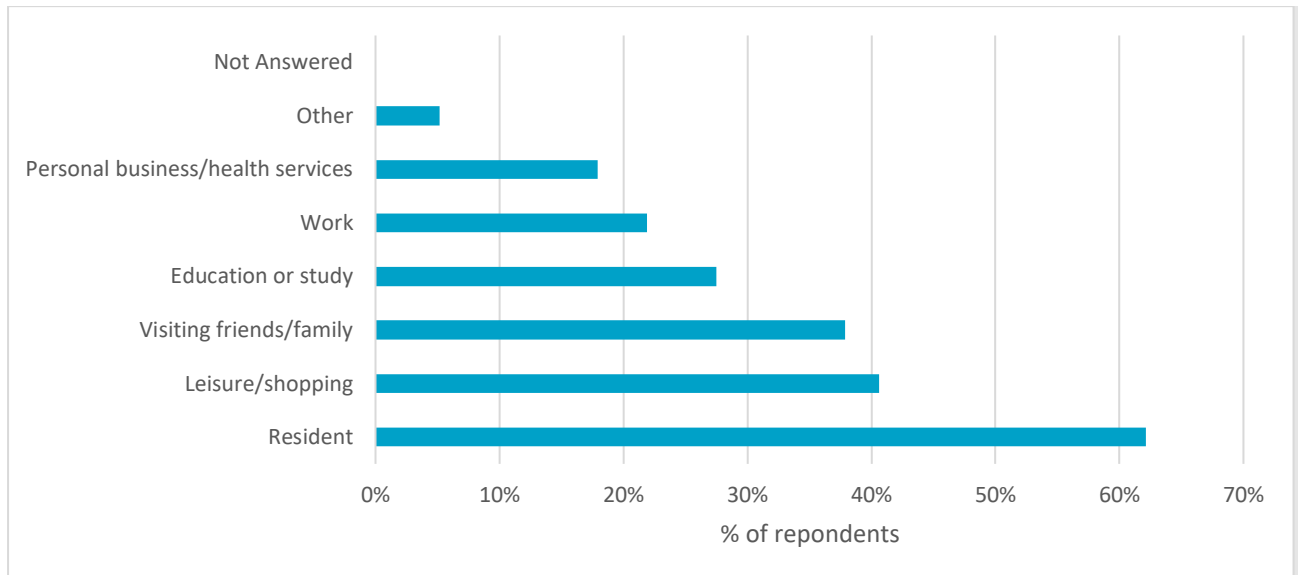
- Bordesley Green Girls' School and Sixth Form
- Community
- Green association
- Housing Landlord Officer
- Sara Park CCC
- Transport for West Midlands (TfWM) / Regional Transport Authority

2. Quantitative responses

2.1. Travel Behaviours Within Bordesley Green

Respondents were asked why they visit and travel around Bordesley Green. Figure 2 presents the percentage of responses for each category. Respondents were able to select multiple answers, therefore the total does not equal 100%.

Figure 2: Why do you visit and travel around Bordesley Green?



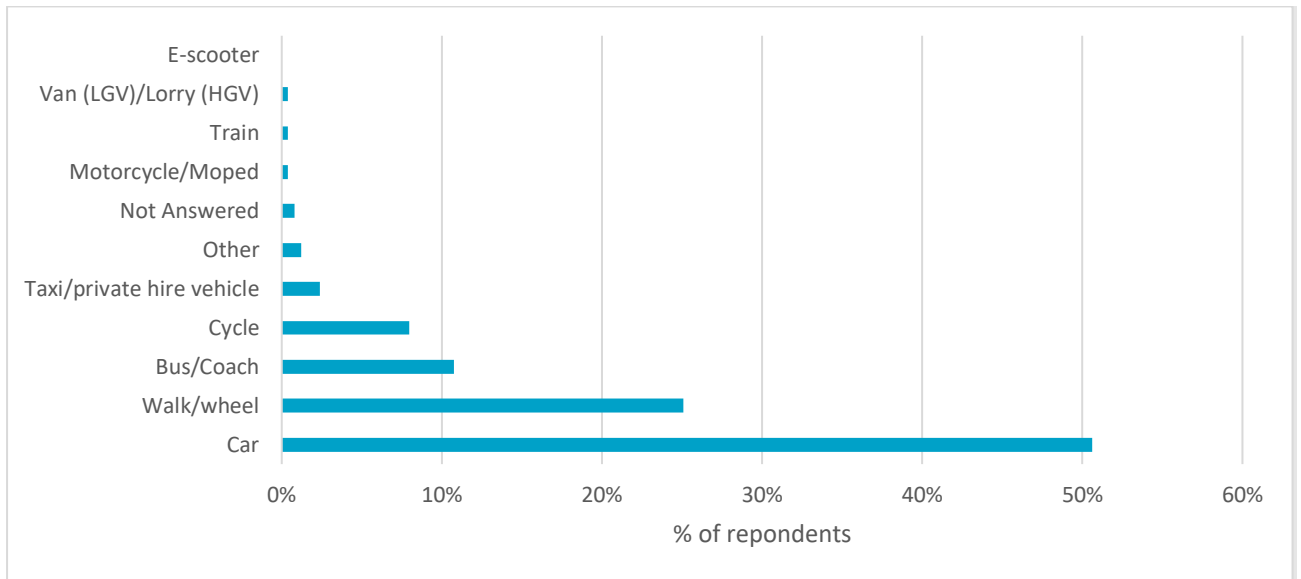
The majority of respondents (62%) are residents of Bordesley Green with 40% visiting for leisure/shopping, 37% for visiting friends, 27% for education/study, 22% for work and 18% for personal business/health services.

Of the 'Other' responses (4%), some repeated the categories in the question. Any relevant additional reasons for travel are identified below:

- Visiting other facilities (medical) – three responses
- Other Work/Volunteering – three responses
- Other exercise/leisure - two responses
- Passing through – two responses

Respondents were asked what method they used when travelling around Bordesley Green. Figure 3 presents the percentage of responses for each category.

Figure 3: What is your typical mode of transport when travelling around Bordesley Green? (please specify one mode of travel)



The majority of respondents (51%) travel by car with 25% walking/wheeling, 11% travelling by bus/coach, 8% cycling and 2% by taxi/private hire vehicle. Two respondents did not answer and three responded 'Other'.

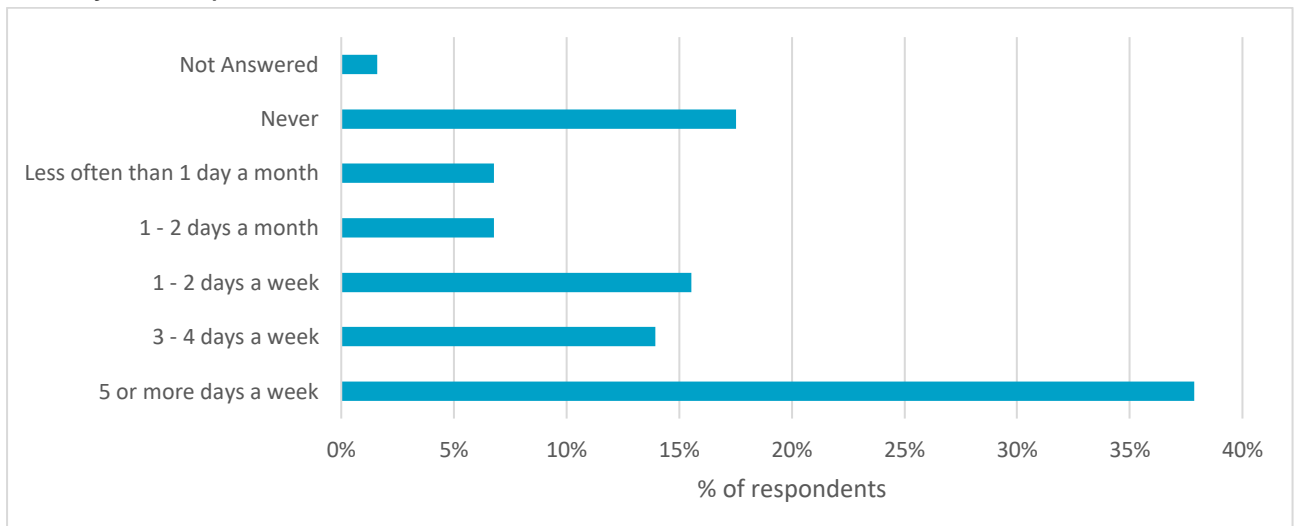
Of the 'Other' responses (4%), the following answers were received:

- Both cycling and car
- They do no travel
- Train, walk and bus
- Van

2.2. Walking/Wheeling/Cycling within Bordesley Green

Respondents were asked how often they walk, wheel or cycle around or through Bordesley Green. Figure 4 presents the percentage of responses for each category.

Figure 4: How often do you walk, wheel or cycle in, around or through Bordesley Green and/or Small Heath? (By 'wheel' we mean using a pushchair or mobility aid such as a wheelchair or mobility scooter)



The majority of respondents (38%) travel by walking, wheeling or cycling for five or more days a week with 14% travelling 3-4 days a week, 16% travelling 1-2 days a week and 7% travelling 1-2 days a month and less than 1 day a month. The second highest majority, however (18%), never travelled by walking, wheeling or cycling.

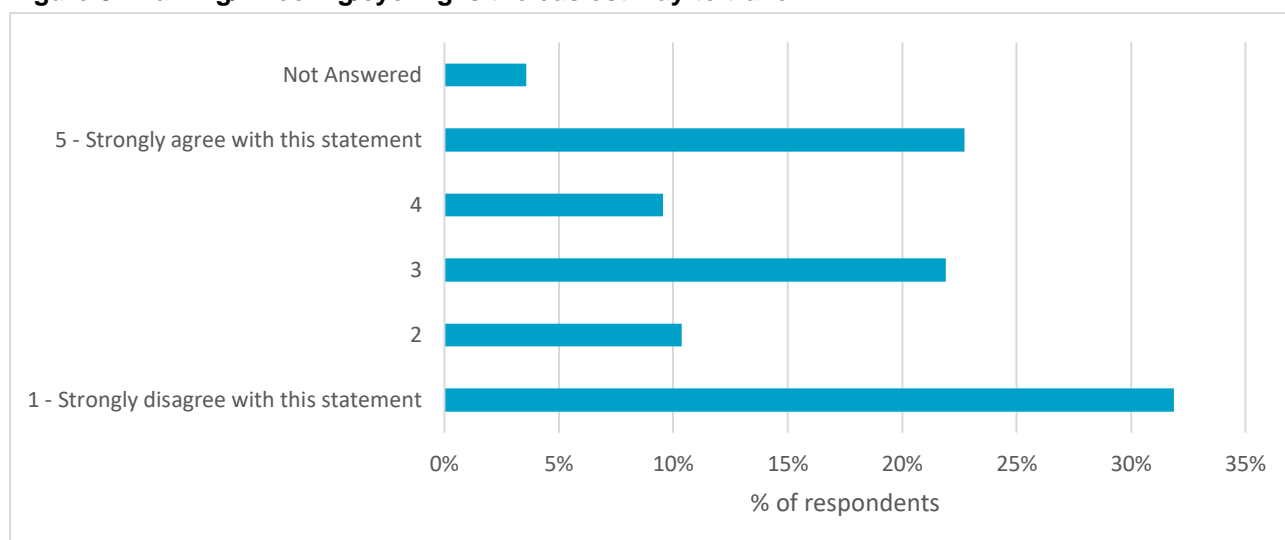
2.3. Attitudes towards walking/wheeling cycling within Bordesley Green

Respondents were given a series of statements regarding their experiences and attitudes to walking, wheeling and cycling within Bordesley Green. Respondents could rate the extent to which they agree with the statement on a scale of 1 (Strongly Disagree) to 5 (Strongly Agree). The responses are outlined below.

Walking/wheeling/cycling is the easiest way to travel

Figure 5 shows the responses to the above statement. The majority of respondents (32%) strongly disagree that walking/wheeling/cycling is the easiest way to travel although 23% strongly agree that it is. The next highest proportion of respondents (22%) rated the statement a neutral 3. The remaining scores (2 and 4) both received 10% of responses. Nine respondents (4%) did not answer.

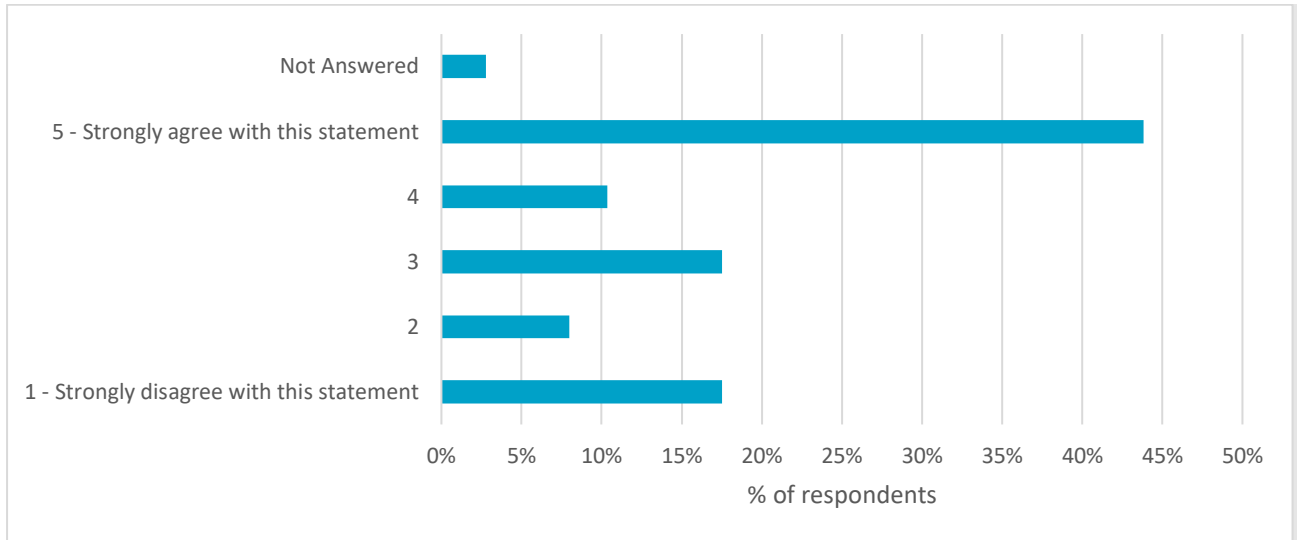
Figure 5: Walking/wheeling/cycling is the easiest way to travel



Walking/wheeling/cycling is the cheapest way to travel

Figure 6 shows the responses to the above statement. The majority of respondents (44%) strongly agree that walking/wheeling/cycling is the cheapest way to travel. Around 18% strongly disagree with 18% also rating their response a neutral 3. Around 10% rated their response a 2 and 7% rated their response a 4. Seven respondents (3%) did not answer.

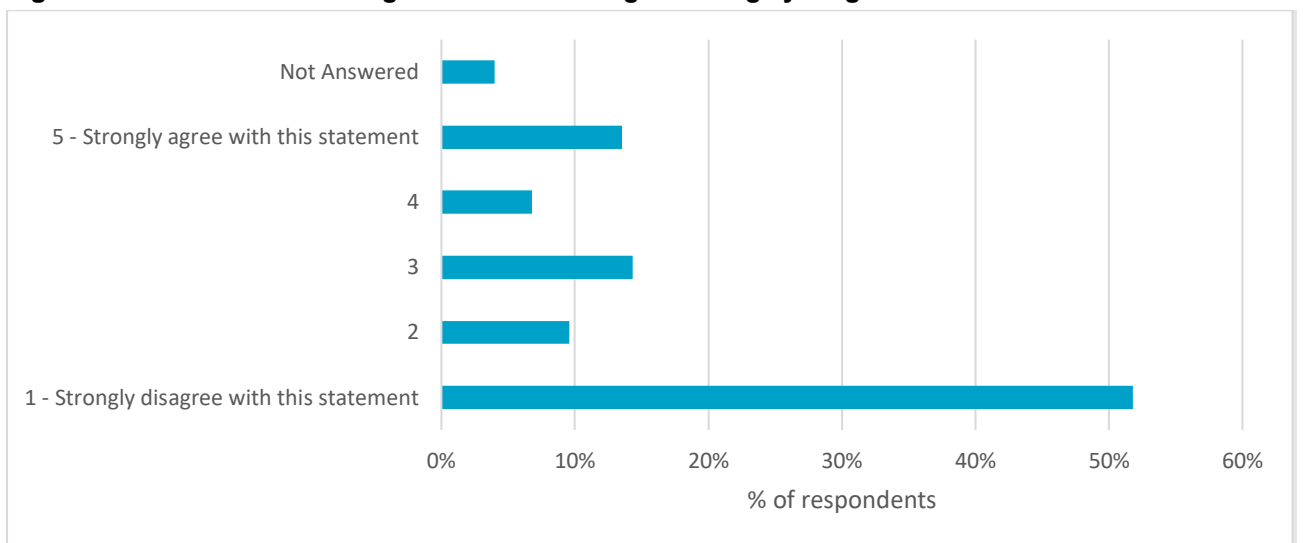
Figure 6: Walking/wheeling/cycling is the cheapest way to travel



I like the surroundings when I'm walking/wheeling/cycling

Figure 7 shows the responses to the above statement. The majority of respondents (52%) strongly disagree that they like the surroundings when walking/wheeling/cycling. Around 14% strongly agree with 14% also rating their response a 3. Around 10% rated their response a 2 and 7% rated their response a 4. Ten respondents (4%) did not answer.

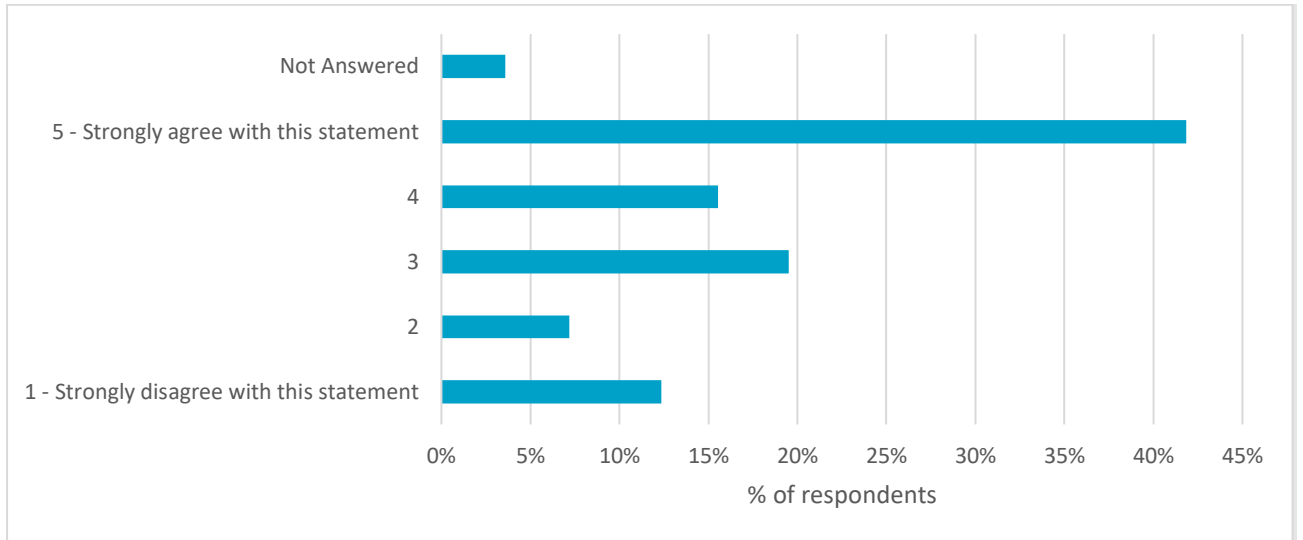
Figure 7: I like the surroundings when I'm walking/wheeling/cycling



I walk/wheel/cycle in order to get exercise

Figure 8 shows the responses to the above statement. The majority of respondents (42%) strongly agree that they walk/wheel/cycle in order to get exercise. Around 16% rated their response a 4, 20% a 3 and 7% a 2. Around 12% of respondents strongly disagreed with the statement. Nine respondents (4%) did not answer.

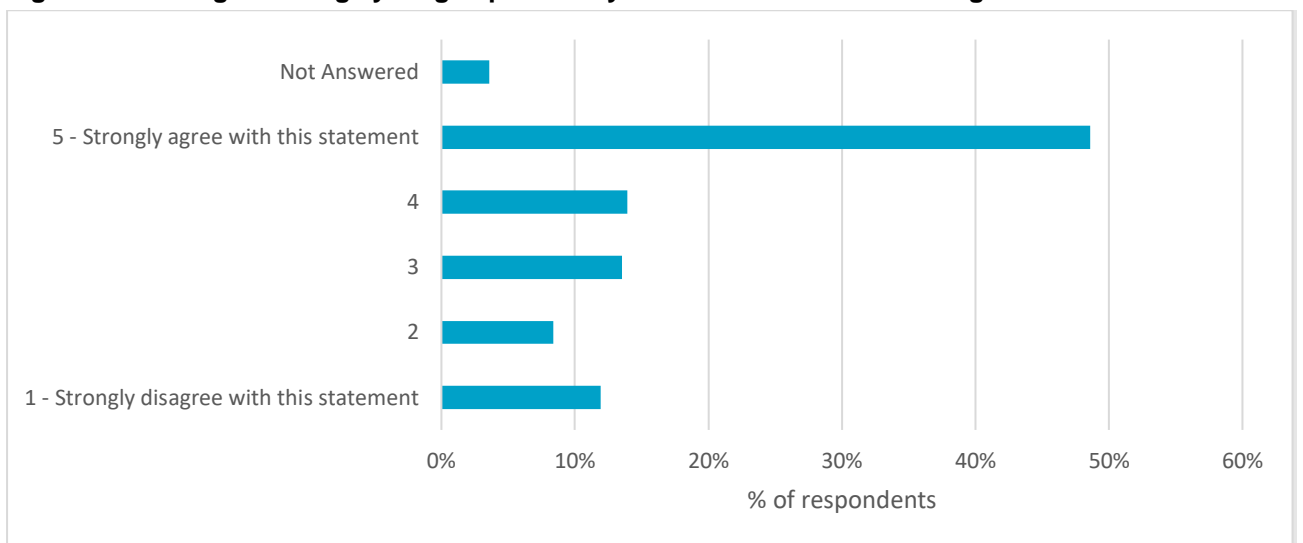
Figure 8: I walk/wheel/cycle in order to get exercise



Walking/wheeling/cycling improves my mental health and wellbeing

Figure 9 shows the responses to the above statement. The majority of respondents (49%) strongly agree that walking/wheeling/cycling improves their mental health and wellbeing. Around 14% rated their response a 4 or a 3 with 8% rating their response a 2. Around 12% of respondents strongly disagreed with the statement. Nine respondents (4%) did not answer.

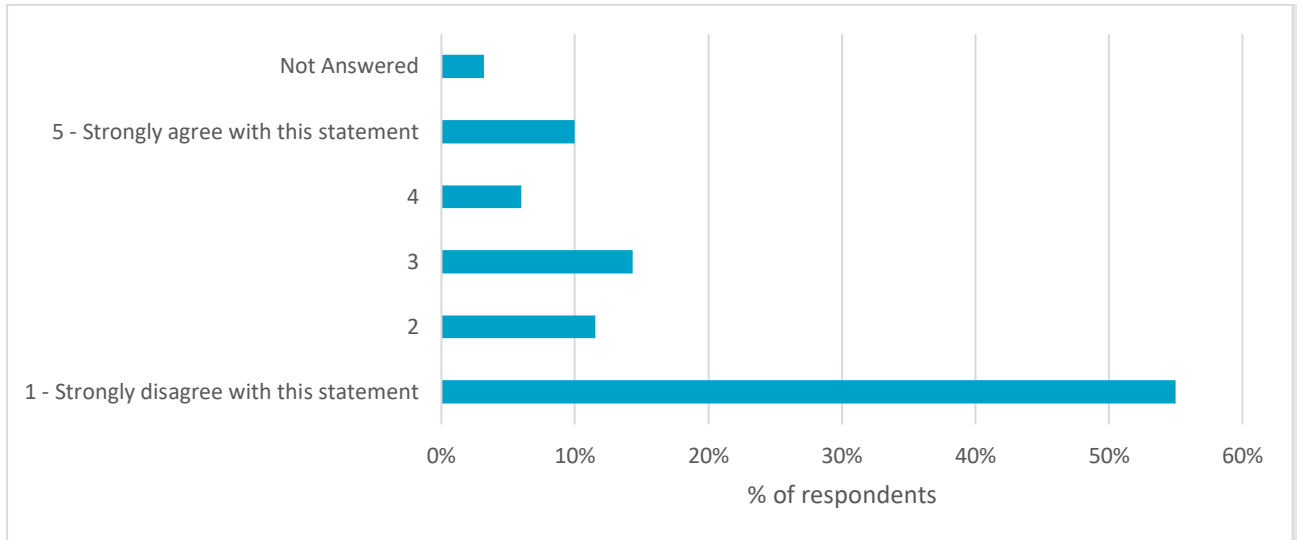
Figure 9: Walking/wheeling/cycling improves my mental health and wellbeing



This area feels safe for me to walk/wheel/cycle

Figure 10 shows the responses to the above statement. The majority of respondents (55%) strongly disagree that the area feels safe for them to walk/wheel/cycle in. Around 6% rated their response a 4, 14% a 3 and 12% a 2. Around 10% of respondents strongly agreed with the statement. Eight respondents (3%) did not answer.

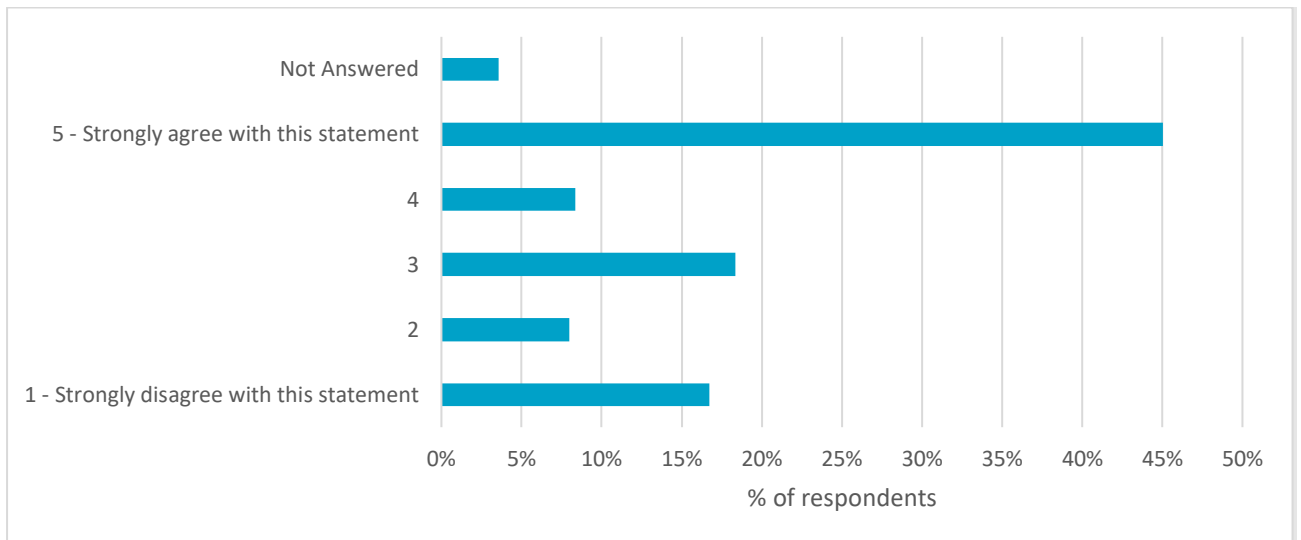
Figure 10: This area feels safe for me to walk/wheel/cycle



I have environmental concerns

Figure 11 shows the responses to the above statement. The majority of respondents (45%) strongly agreed that they had environmental concerns. Around 8% rated their response a 4 or a 2, and 18% a 3. Around 17% of respondents strongly disagree with the statement. Nine respondents (4%) did not answer.

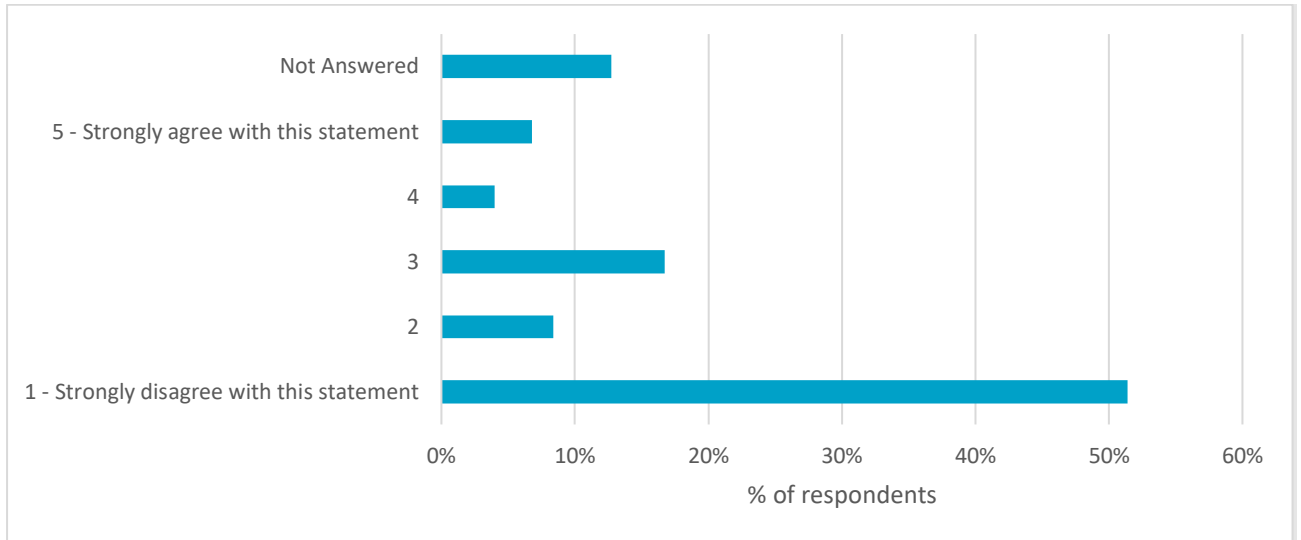
Figure 11: I have environmental concerns



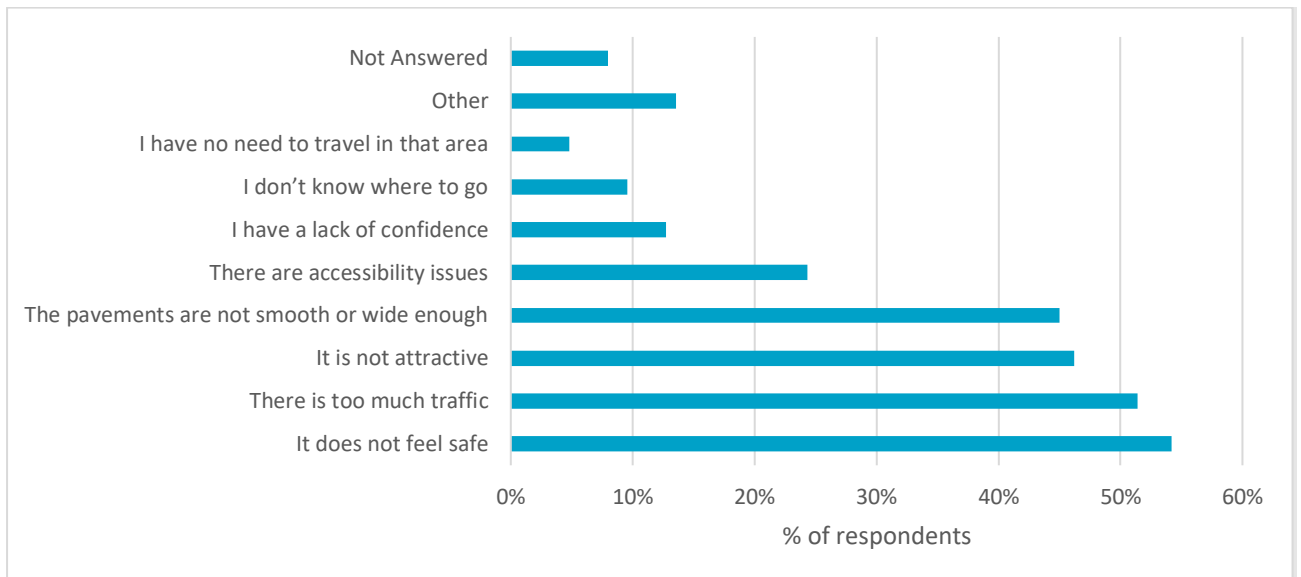
The statements aren't applicable to me as I don't walk/wheel/cycle

Figure 12 shows the responses to the above statement. The majority of respondents (51%) strongly disagreed that the statements weren't applicable to them. Around 4% rated their response a 4, 17% rated their response a 3, and 8% a 3. Around 7% of respondents strongly agree with the statement. Thirty-two respondents (13%) did not answer.

Figure 12: The statements aren't applicable to me as I don't walk/wheel/cycle



Respondents were asked what factors prevent them walking, wheeling and cycling through Bordesley Green. Figure 13 presents the percentage of responses for each category. Respondents were able to select multiple answers, therefore the total does not equal 100%. **Figure 13: What are the things that stop you from walking, wheeling or cycling in or through Bordesley Green more often? (select all that apply)**



The majority of respondents (54%) stated that the area does not feel safe with 51% attributing traffic as a contributing factor. The streetscape was highlighted with 46% stating that the local areas is not attractive and 45% stating that the pavements are not smooth or wide enough. Around 24% stated that there were accessibility issues. Around 13% reported having a lack of confidence, 10% stated that they did not know where to go and 5% had no need to travel within Bordesley Green. Around 8% did not answer the question.

There were 34 responses recorded to the 'Other' (14%) option although 45 people responded in the space provided. Some of these responses were links of repeated statement so the following themes were identified:

- Cars parking on pavements (ten responses)
- Crime (nine responses)

- Issues with traffic/congestion/pollution (six responses)
- Poor urban environment and lack of green space (five responses)
- Inconvenience of using a bike (eight responses)

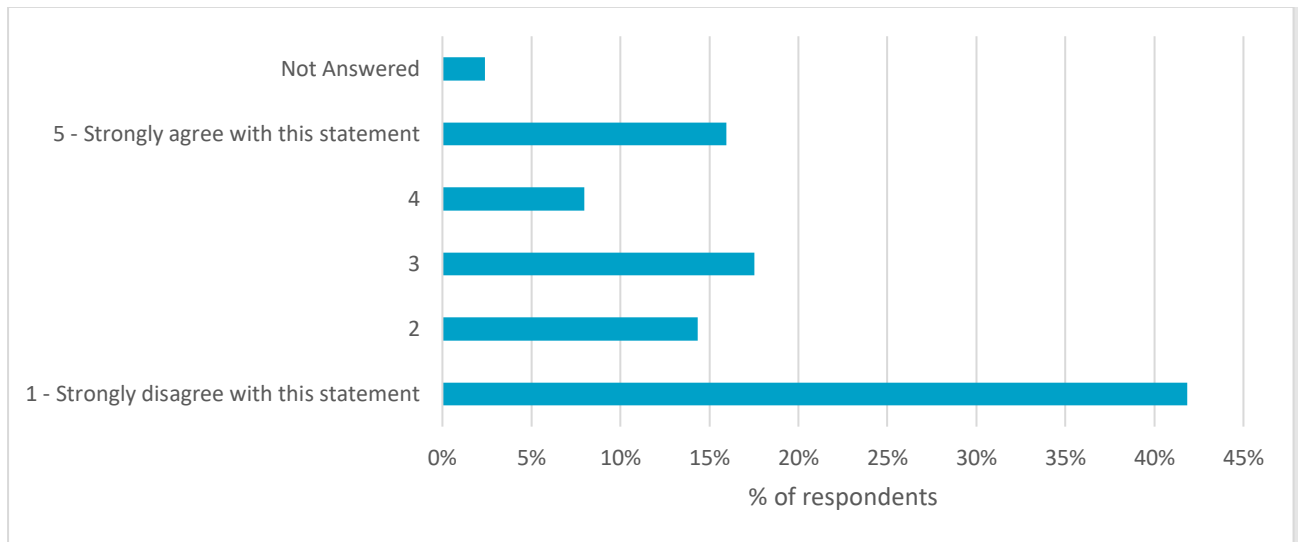
2.4. Quality of walking/wheeling cycling infrastructure within Bordesley Green

Respondents were given a series of statements regarding their opinions on the quality of walking, wheeling and cycling infrastructure within Bordesley Green. Respondents could rate the extent to which they agree with the statement on a scale of 1 (Strongly Disagree) to 5 (Strongly Agree). The responses are outlined below.

The quality of walking/ wheeling provision is high

Figure 14 shows the responses to the above statement. The majority of respondents (42%) strongly disagree that the quality of walking/wheeling provision is high. Around 14% a rated a 2, 18% a 3 and 8% rated a 4. Around 16% strongly agree with the statement. Six respondents (2%) did not answer.

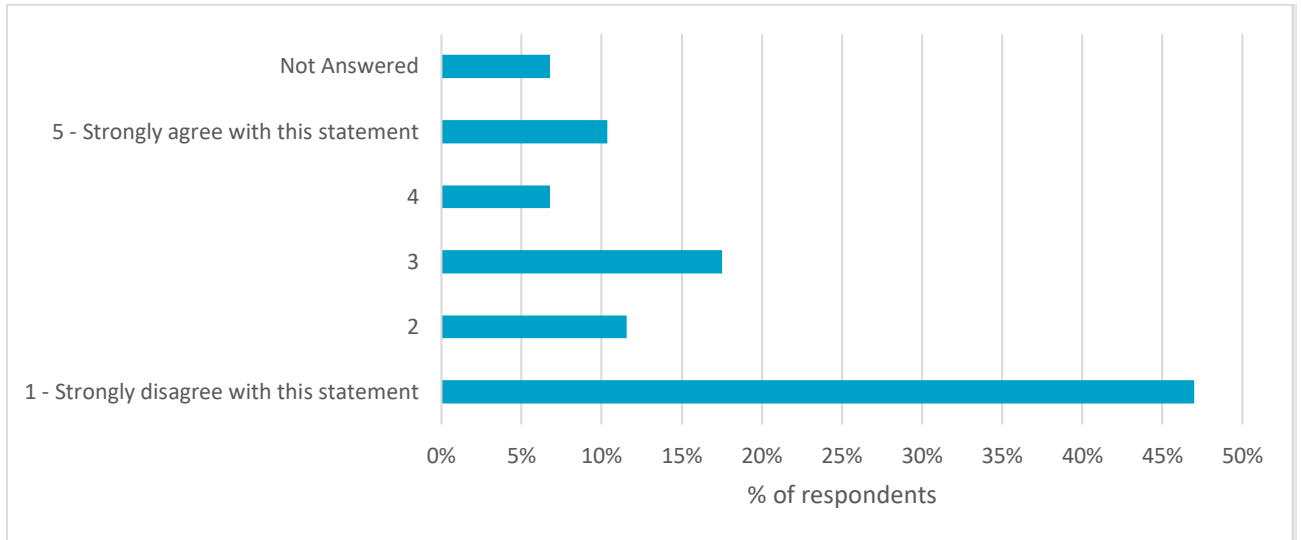
Figure 14: The quality of walking/wheeling provision is high



The quality of cycling provision is high

Figure 15 shows the responses to the above statement. The majority of respondents (47%) strongly disagree that the quality of cycling provision is high. Around 12% a rated a 2, 18% a 3 and 7% rated a 4. Around 10% strongly agree with the statement. Seventeen respondents (7%) did not answer.

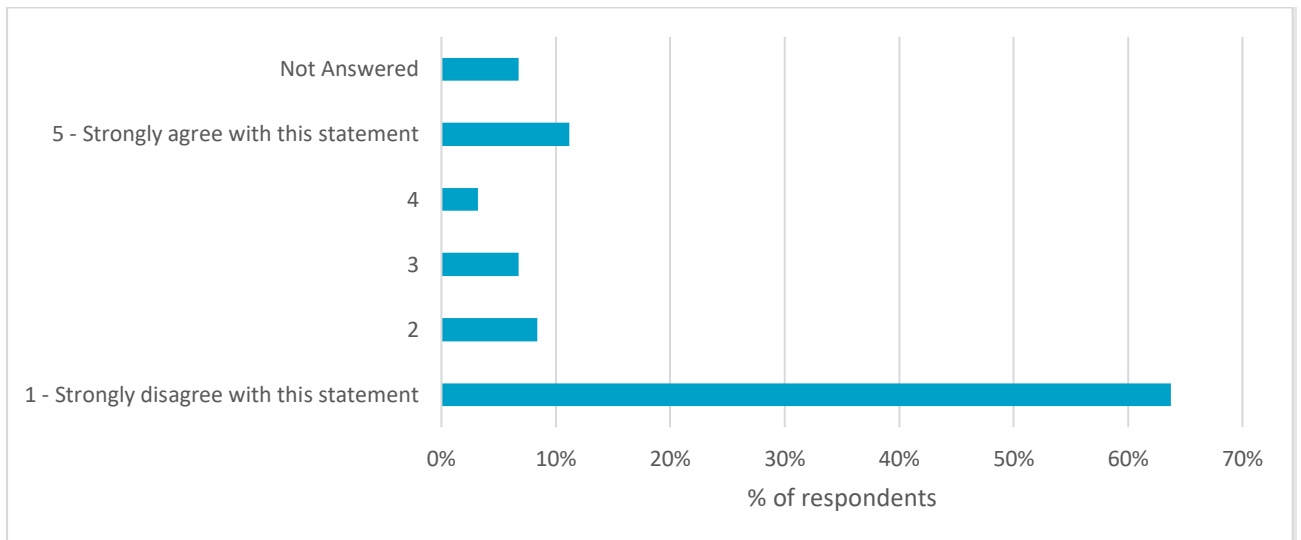
Figure 15: The quality of cycling provision is high



Walking, wheeling and cycle routes are well maintained and free from littering

Figure 16 shows the responses to the above statement. The majority of respondents (64%) strongly disagree that walking, wheeling and cycle routes are well maintained and free from littering. Around 8% a rated a 2, 7% a 3 and 3% rated a 4. Around 11% strongly agree with the statement. Seventeen respondents (7%) did not answer.

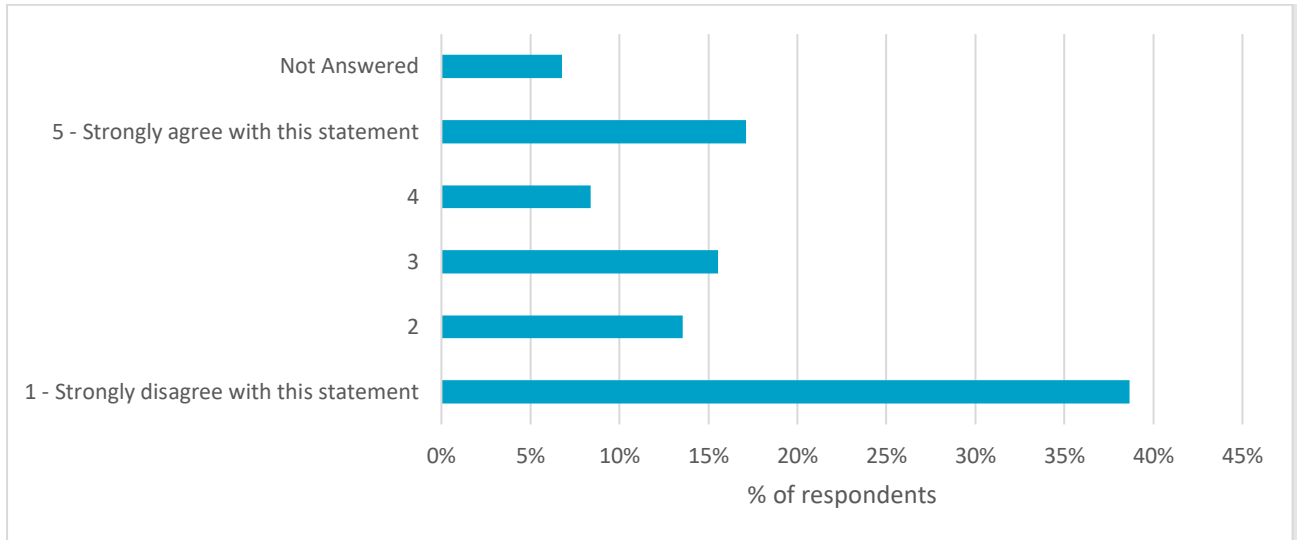
Figure 16: Walking, wheeling and cycle routes are well maintained and free from littering



There are lots of places for me to cross the road safely

Figure 17 shows the responses to the above statement. The majority of respondents (39%) strongly disagree that there are lots of places to cross the road safely. Around 14% a rated a 2, 16% a 3 and 8% rated a 4. Around 17% strongly agree with the statement. Seventeen respondents (7%) did not answer.

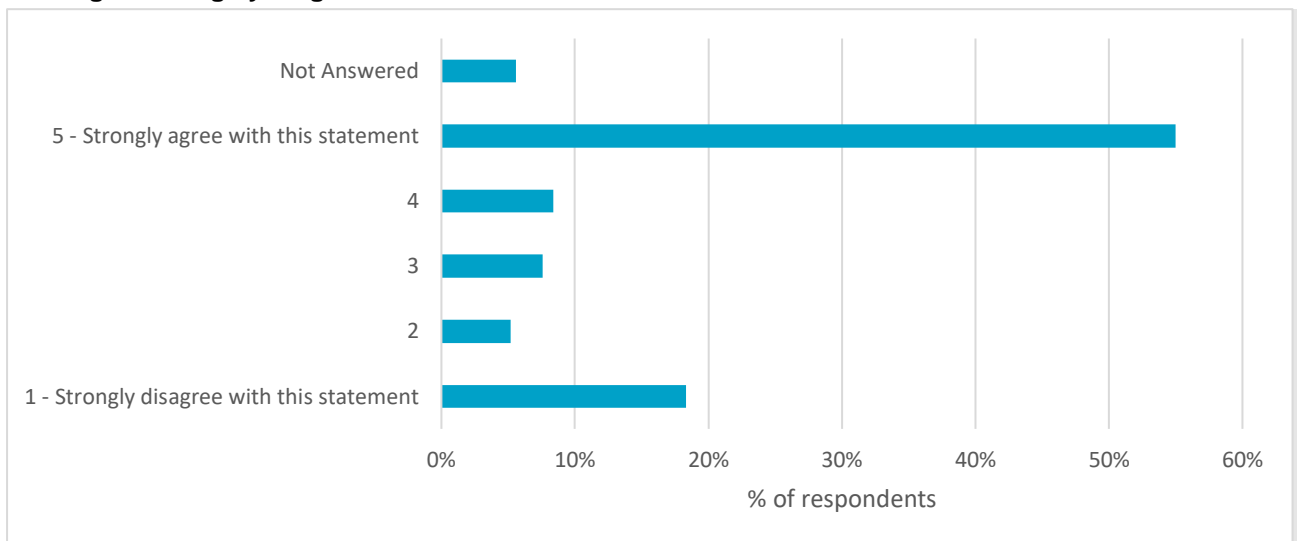
Figure 17: There are lots of places for me to cross the road safely



Vehicles are regularly parked on the footway obstructing my walking/wheeling/cycling route

Figure 18 shows the responses to the above statement. The majority of respondents (55%) strongly agree that vehicles are regularly parked on the footway obstructing walking/wheeling/cycling routes. Around 8% a rated a 4 or a 3, and 5% rated a 2. Around 18% strongly disagree with the statement. Fourteen respondents (6%) did not answer.

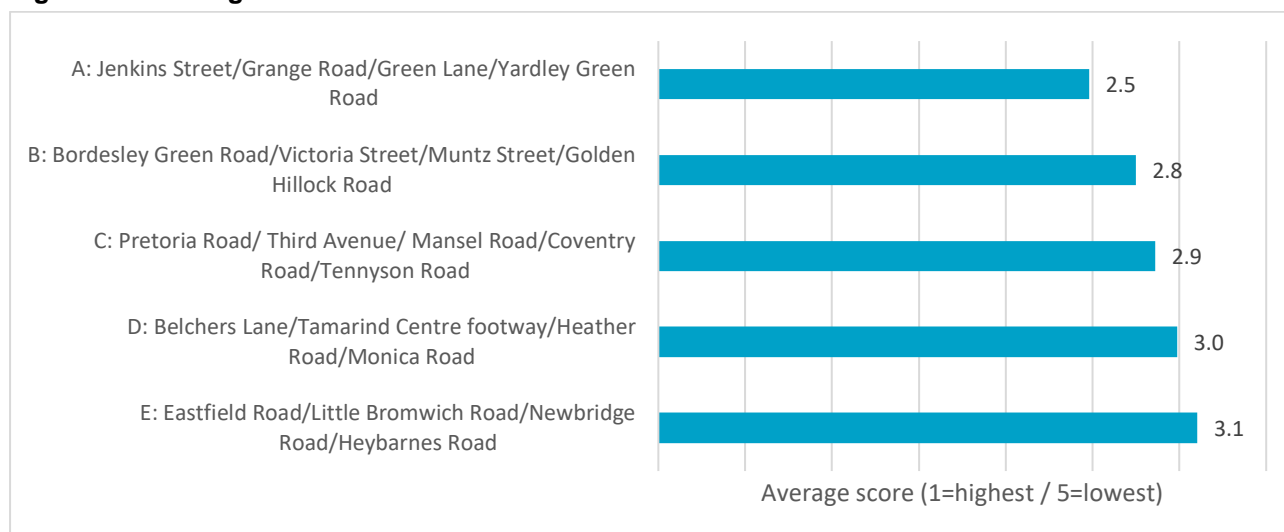
Figure 18: Vehicles are regularly parked on the footway obstructing my walking/wheeling/cycling route



2.5. Route Rankings

Respondents were asked to rank each corridor included in Figure 1 based on which they would like to see prioritised the most with 1 being the highest priority and 5 the lowest. Figure 19 presents the average score for each corridor.

Figure 19: Scoring of Corridors



Corridor A received the highest priority with an average score of 2.5. The lowest ranking priority corridor was Corridor E with an average score of 3.1.

2.6. Summary

In summary, walking/wheeling/cycling has been found to primarily be undertaken by residents of Bordesley Green using services and facilities in the local area. Active travel has a low mode share however, with cars being the preferred method of transport. The existing environment has been found to be lacking with many respondents agreeing that the quality of walking/wheeling provision to be poor with pollution and vehicle obstructions an issue for most respondents. Further specific feedback is explored within qualitative responses in Section 3.

3. Qualitative responses

Open-ended qualitative questions were included towards the end of the survey. These have been coded to account for similar themes within responses and each question has been analysed individually.

Table 1 outlines any themes identified that were not location specific but pertinent to the consultation:

Table 1: Please provide any further comments you may have about the proposals or your experiences of walking, wheeling and cycling in Bordesley Green. If your feedback relates to specific locations or measures, please tell us where you're referring to.

Theme	Percentage or Responses
Pollution/Waste/Litter/Public Realm	16%
Existing Traffic Conditions/Congestion/Parking	13%
Quality/maintenance of walking wheeling/wheeling provision	12%
Usefulness/viability of cycle lanes/walking infrastructure	9%
Existing Road Safety Concerns	8%
Crime/Safety in the local area	7%
Blocked footways/cycleways	7%
Impact of cycling/walking measures on driving/parking/congestion	5%

Theme	Percentage or Responses
Funding/Resourcing/Engagement	5%
Crossing roads/Traffic Signals	4%
Public Transport	3%
Education for cyclists/motorists	3%
Issues with the format of the consultation	2%
Accessibility	2%
Wayfinding, road markings and signage	2%
Preference towards cars	1%
No space for cycling	1%

Around 16% of responses mentioned issues with the local area with regard to pollution, waste and a poor public realm which influenced their ability of willingness to walk, wheel or cycle. Litter was an issue for several respondents which influenced their choice to walk/wheel locally. The issue of crime and safety in the neighbouring ward Balsall Heath was also raised by about 7% of responses which was often a limiting factor in their choice to walk and cycle, especially at night or alone.

Furthermore, around 12% of respondents mentioned issues or suggestions for improving the quality of infrastructure in the neighbouring ward Balsall Heath. Issues were raised around the quality of footways and condition of roads for cycling on with several responses mentioning poor crossing provision. Accessibility was raised by a small number of respondents, particularly around the difficulties faced by the elderly, those with pushchairs and people with reduced mobility in light of ageing or missing infrastructure.

Around 7% of responses mentioned how footways were often blocked by parked cars, delivery vehicles for businesses or abandoned vehicles. The impact of traffic, congestion and parking on the local area was clearly highlighted by around 13% of responses with traffic speeds, driver behaviour and a lack of enforcement of parking rules and restrictions a common concern. Concerns with existing road safety were raised which often influenced respondent's willingness to walk/wheel.

A number of respondents criticised the structure and tone of the survey. Several respondents were in favour of walking improvements but did not support cycling improvements and felt that these should be consulted on separately. Around 9% questioned the usefulness of cycling infrastructure, highlighting how the car is the dominant mode of transport and that changing these behaviours would be a waste of funding and resources. Respondents mentioned a lack of space for driving alongside cycling with the Bolton Road cycle corridor cited by respondents as underutilised and having a detrimental impact on safety and traffic. There were concerns that this could be an impact of a regional cycle network.

Some respondents suggested alternative ways to improve the areas and reduce traffic. Public transport issues were raised with reliability and safety of the bus and rail network a factor in influencing car travel. Improving public transport was seen as an opportunity to reduce cars on the road. Around 3% of respondents suggested increasing education and awareness for cyclists including cycle training.

Further Comments

Respondents were also asked to provide any further comments they had on proposals or their experiences. Some respondents had location-specific comments relating to areas

included within the improvement corridors. These have been collated and analysed as follows:

- **Corridor A** – One respondent opposed cycle lanes on Jenkins Street due to the lack of use on the nearby Bolton Road cycle lane. One respondent suggested additional TROs and parking restrictions as opposed to cycling improvements. Three respondents mentioned Yardley Green Road with concerns over traffic and the quality of existing footways.
- **Corridor B** - Eight respondents raised concerns with cycle lanes on Golden Hillock Road in relation to existing heavy traffic levels. One respondent approved of the plans along this route but had concerns with traffic.
- **Corridor C** – One respondent raised concerns about the impact of shifting car parking from Pretoria Road to surrounding roads.
- **Corridor D** – One respondent opposed a one-way system on Monica Road but supported parking measures and crossing improvements at Coventry Road.
- **Corridor E** - Three respondents mentioned the need for improvements to pedestrian crossing provision at Coventry Road/Heybarnes Road. One respondent mentioned better integration with green infrastructure around the River Cole. One respondent suggested additional TROs and parking restrictions as opposed to cycling improvements.

Additional information

Respondents were asked what additional information would have helped them to comment on the proposals. Some of the responses repeated themes from the previous question or were not pertinent to the question asked. Relevant feedback is summarised below.

Table 2: What additional information would have helped you to comment on the proposals?

Response	Number of Responses	Percentage or Responses
Better/more maps & pictures	8	13%
Engagement with residents and earlier distribution of postal material	7	11%
More detail on what is being considered and where	6	10%
Costings	4	6%
Clearer information	4	6%
Details on how the new facilities would work or be integrated	4	6%
Improved marketing/promotion/ease of accessing information	4	6%
Multi-language option	4	6%
More consultation event locations and times	4	6%
Timescales	3	5%
Help filling out survey	3	5%
Alternatives methods of completing the survey	3	5%
Aims/Objectives	2	3%
Reasoning Behind Proposals	2	3%

Response	Number of Responses	Percentage of Responses
Census Data	1	2%
How each corridor has been chosen	1	2%
Definitions of key terms	1	2%
More open ended questions	1	2%

Around 13% of the responses mentioned wanting better maps, pictures and other media to inform their decisions with some of these requesting generally clearer information. Some respondents required the aims/objectives to be clearer and definitions of terms.

Some respondents requested more engagement with residents with some not receiving material until close to the deadline (11%) or not being able to attend events. There were a number of requests for the form in accessible and multilanguage version or for help in filling out the survey.

Further detail was requested regarding what specific measures would be included and where, and how these would be completed and integrated. Respondents would like more information on costs, timescales and details on how each corridor has been chosen.

Overview of letter correspondence

One letter was received from the West Midlands Combined Authority (WMCA) on 1st March 2024. The letter outlines the general support for the proposals and comments are taken from Transport for West Midlands (TfWM), the public transport arm of the WMCA. Pertinent points raised in the letter include:

- Clarification on how BCC will make walking, wheeling and cycling safer and more comfortable, for example through traffic and parking management.
- Clarification on how the issue of illegal or inconsiderate parking will be dealt with and if measures included in the consultation will be small or large scale.
- Clarification on how the proposals will impact on transport options in the area around St Andrews stadium during match days.
- Concerns over safety on Key Route Networks (KRN) such as the B4128 and Coventry Road especially as traffic associated with nearby construction projects such as HS2 increases.
- Clarification on whether proposals will impact on access points for larger vehicles where proposed routes route through industrial areas.
- Highlighting the importance of behavioural change, providing specific timescales for the public and additional measures like cycle storage/hire to encourage modal shift.

Corridor specific responses were as follows:

- Corridor A – clarification on details of proposed on-way systems and how inappropriate parking will be enforced.
- Corridor B – further clarity and further details around improved crossing provision and how this will impact on traffic/transport corridors.
- Corridor C – further clarity on specific design options and their impacts on traffic lanes and road space for public transport corridors.
- Corridor D – clarification on design-specific matters in relation to junction upgrades and on-way road proposals and the impacts these have on bus routes.
- Corridor E – further clarity on junction designs and the impacts of these on bus priority measures.

4. Summary and Conclusion

This report has analysed the results of the Connecting Bordesley Green consultation which took place between 22 January and 1 March 2024. A range of quantitative and qualitative responses have been summarised to best understand the thoughts and feelings of those who responded to the survey.

The majority of respondents were residents of Bordesley Green or spent time there for leisure, shopping or education. The majority of these existing trips are by car although there is some presence of walking/wheeling amongst respondents. Whilst walking, wheeling and cycling was seen as a cheaper, healthier and more environmentally sustainable for of transport, the condition of walking/wheeling/cycling provision in the local area is a prohibitive factor for enabling modal shift.

Feedback was additionally received for all of the proposed corridors. Corridor A was scored as the highest priority although feedback was also received for all options in relation to existing levels of traffic, parking, road safety and crossing points. Some positive feedback was received but further details were requested on specific details around the design of proposals.

Other factors affecting respondents' attitudes towards active travel revolved around the condition of the local area including pollution, crime, parked vehicles and a lack of green space. Existing congestion, parking and road safety issues were also raised alongside issues with crossing roads, accessibility and a lack of confidence/education for walkers/cyclists.

Concern was raised about the impacts of the proposals on car drivers and parking with concerns raised over the lack of available parking, poor alternative public transport and the prevalence of the car as the preferred mode of travel. Several respondents questioned the usefulness of the proposals with regard to existing provision such as that on Bolton Road.

Next Steps

Following the consultation, feedback has been analysed (as detailed in this report) and will inform future development of the Connecting Bordesley Green scheme alongside proposed designs.

Further engagement is expected to be required with residents and other key stakeholders as potential options are developed in order to understand whether alternative interventions are more appropriate. We will then update the design to develop a final scheme which will be used for construction.

Further information

If you would like any further information, please email connected@birmingham.gov.uk