

**Heath Street, Winson Green Road & Icknield Port Road
Landscape Proposal
Consultation Analysis Report**

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1 Consultation Process

1.1 Background

The scheme aims to improve the A457 Dudley Road by reducing traffic congestion through junctions and improve facilities for pedestrians and cyclists. This is an area of the city where we expect a lot of changes to happen in the next few years and for travel patterns to change.

The Revised Main Scheme develops the principles set out in the Birmingham Emergency Transport Plan (May 2020) which has identified new challenges and opportunities for travel that the Covid-19 pandemic has presented. New data indicates that during this period many of us are choosing to travel by walking and cycling, which has reduced congestion on the highway network and provided an opportunity to free up valuable road space for potential walking and cycling provisions alongside public transport travel as Birmingham builds on the recovery.

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

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

To facilitate the improvements to Heath Street, Cuthbert Road, Winson Green Road & Icknield Port Road it is necessary to implement a comprehensive landscaping proposal through the corridor.

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

The latest scheme design requires the targeted removal of existing trees & vegetation on the northern boundary of Heath Street and localised tree removal on Cuthbert Road and Icknield Port Road to facilitate the construction of the segregated cycle link. Landscape proposals will look to enhance the green frontage screen on Heath Street and Winson Green Road in lieu of the vegetation removal.

The proposals will keep as many of the existing trees as possible, but the tree root zones and soil depths mean that it is not possible to keep them all or to move and replant existing trees. The landscaping team will be replacing the removed vegetation with a diverse mix of species to improve biodiversity in the area as illustrated in the below design.

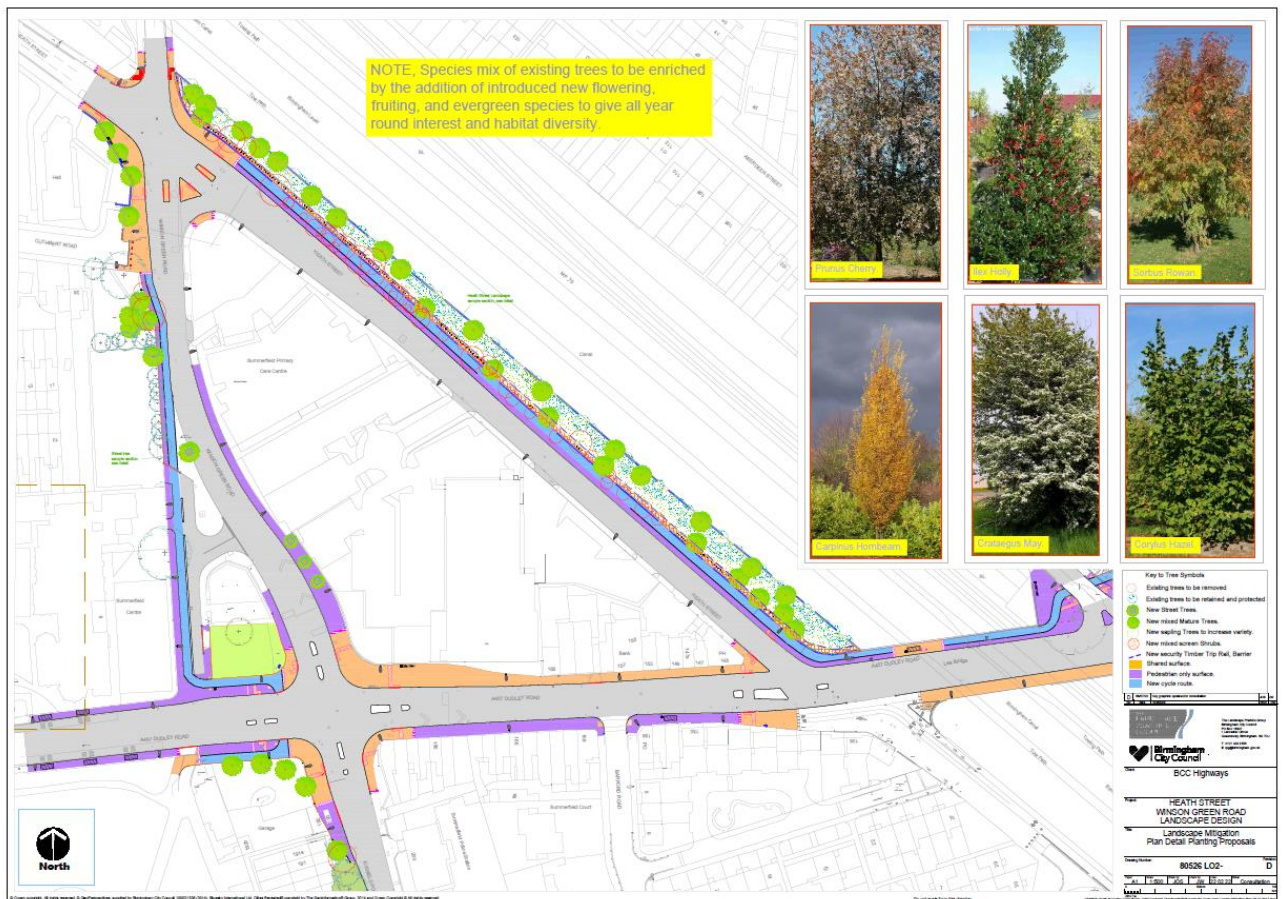


Figure 1 Heath Street / Winson Green Road / Icknield Port Road Landscape Design

The landscape proposals are as follows:

- A number of mixed tree species proposed around the **junction of Icknield Port Road with Dudley Road** (south west corner of the junction)
- A number of mixed tree species proposed on the west side of **Winson Green Road between Dudley Road and Cuthbert Road**
- Street tree planting on the south east side of **Winson Green Road** in the section adjacent to Lidl
- Removal of a number of existing trees on the north east side of **Heath Street between Dudley Road and Winson Green Road** and the proposed replacement of these with a variety of mixed tree species including mature trees and saplings to fill gaps. An area of decorative shrubs is also proposed along this section of road

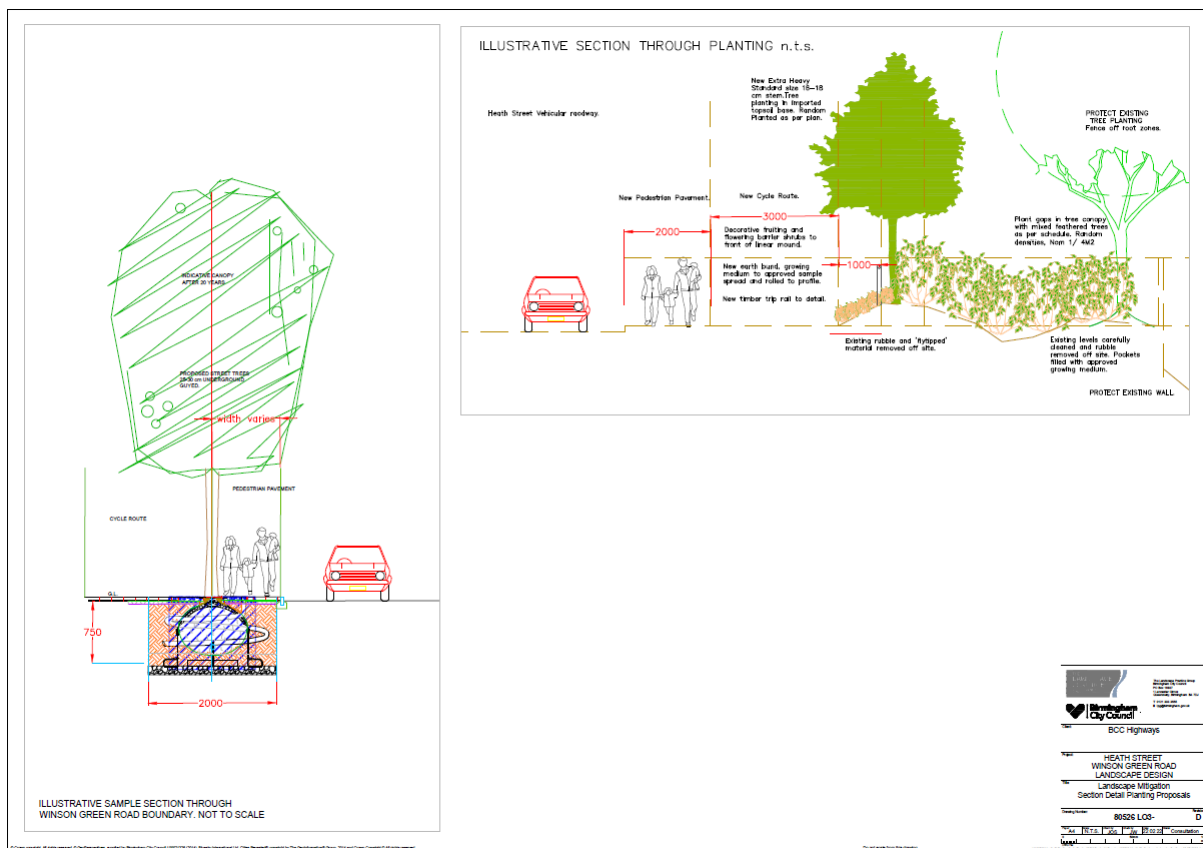


Figure 2 Cross Sectional Drawings

The consultation was launched on Monday 11th July and ran until Monday 1st August 2022. A total of four consultee responses were received.

Publicising the consultation

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

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

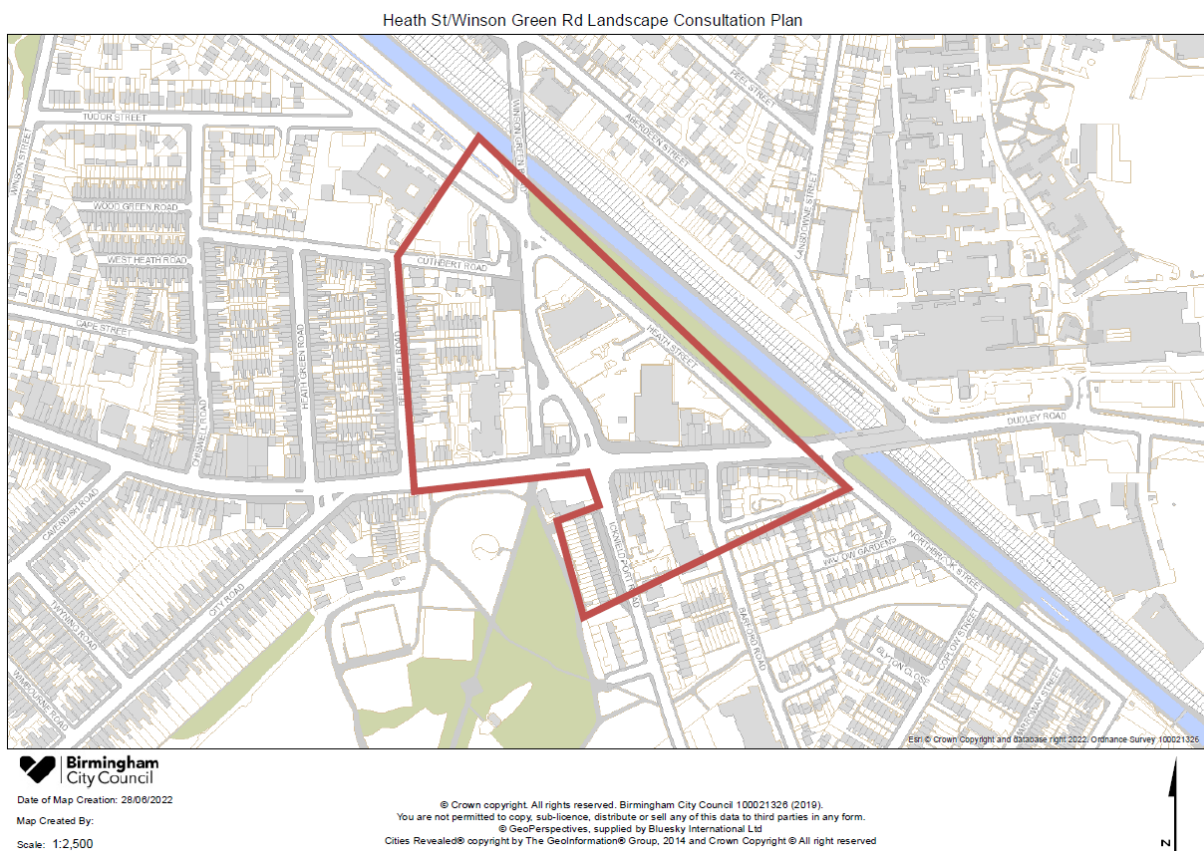


Figure 1: Consultation area (bordered red)

1.2 Response channels

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

1.2.1 Online – Be Heard

All publicity directed citizens to Be Heard at

https://www.birminghambeheard.org.uk/economy/winsongrn_heath/

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

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

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

1.2.2 Email correspondence

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

1.2.3 Stakeholder Communication

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

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

2 Methodology

2.1 Confidentiality

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

2.2 Consultation Survey

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

2.3 Analysis of Consultation Responses

2.3.1 Quantitative Analysis

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

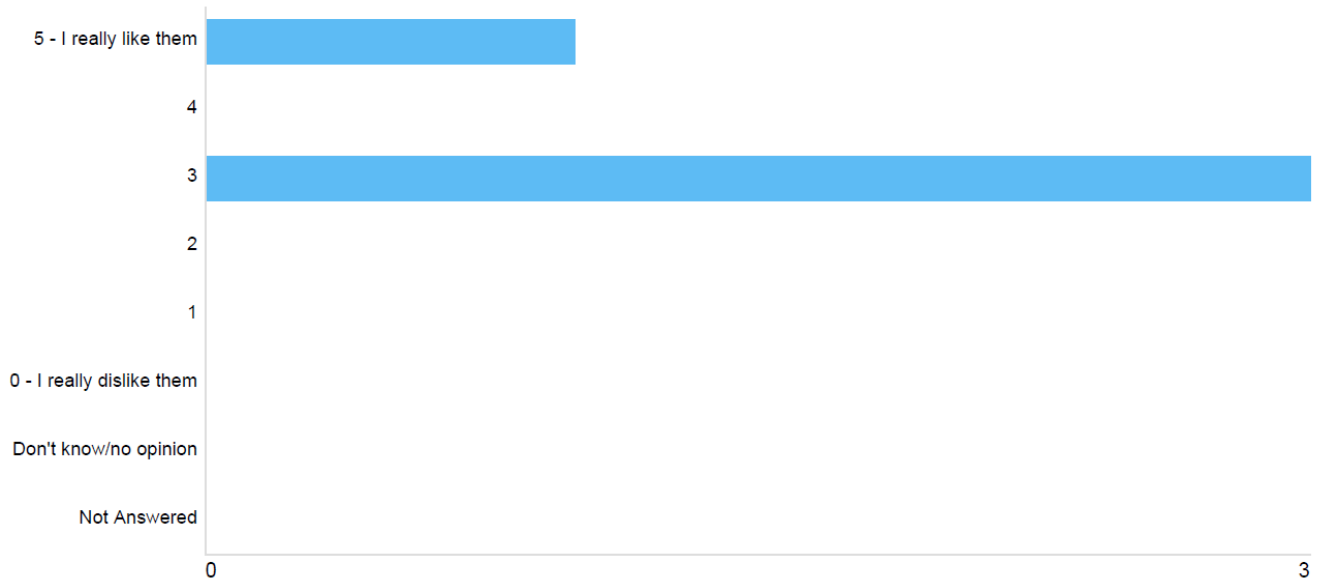
2.3.2 Qualitative Analysis

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

3 Findings

3.1 About the Scheme

3.1.1 What do you think of the landscape proposals?



Option	Total	Percent
5 - I really like them	1	25.00%
4	0	0.00%
3	3	75.00%
2	0	0.00%
1	0	0.00%
0 - I really dislike them	0	0.00%
Don't know/no opinion	0	0.00%
Not Answered	0	0.00%

Figure 3: What do you think of the landscape proposals for Heath Street / Winson Green Road?

A range of responses were received with regard to the landscaping proposals for Spring Hill. The respondents were asked to rate the options on a scale of 0 (really dislike them) to 5 (really like them). All of the responses rated the proposals between 5 and 3 with no one providing a negative scoring.

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

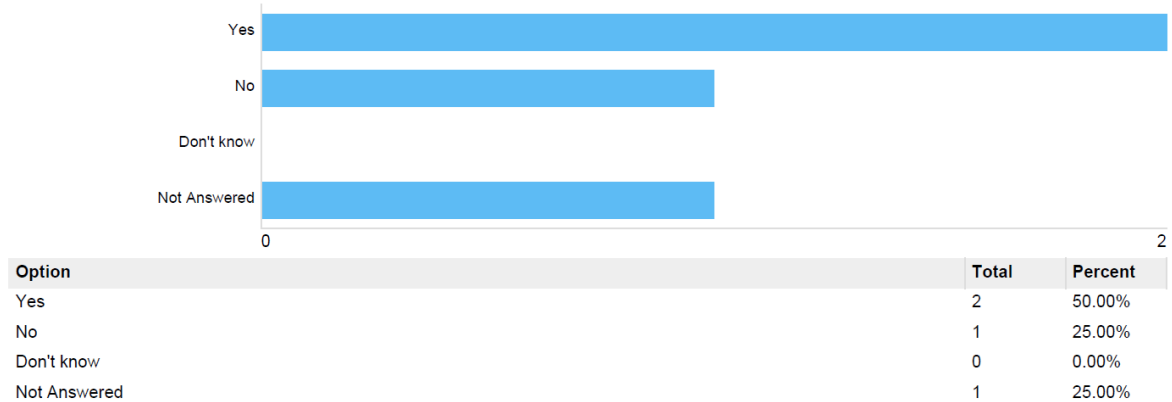


Figure 4 Do you feel that the information provided has enabled you to make an informed comment on the proposals?

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

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

Position	Theme
Positive	Improved green space, opportunity for native wildflowers, potential to reduce fly tipping, improve urban wildlife, restoring and expanding the green canopy of Birmingham
Suggestions/ Improvements	Introduction of anti-parking bollards on Heath Street
Negative	Removal of existing trees

Examples of participant responses fully supporting the scheme

- “...I really like the idea of increasing biodiversity, consideration given to 'all year-round' interest, and creating a dense corridor of greenery for the urban wildlife. Over the past few days we had all witnessed firsthand how much difference urban trees make in protecting the citizens and properties from heat and pollution, and restoring and expanding the green canopy of Birmingham will make our city a better place to live in for all. Great initiative and hope to see more like this!”
- “...Hopefully this refresh will improve the area”
- “...I approve of the principles of introducing cycle lanes and of planting trees, particularly native species.”

Examples of participant responses reacting negatively to the proposals

- “....One concern I have is the loss of existing trees and would ask that the project is reviewed to ensure every effort is made to retain existing established trees.”
- “...At the moment, any attempt to increase biodiversity and green up the area is met with litter and graffiti problems. Unless litter is tackled with serious sanctions, I can't imagine biodiversity increasing much.”

Additional Suggestions

- *“...Another concern is the potential use of the widened pavement/cycle route for inappropriate car parking. There is high demand for car parking on Heath Rd. I think this scheme will be more successful if bollards are placed along the pavement edge to prevent on-pavement parking.”*

3.3 Key Stakeholder Response

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

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

4. Key Themes Discussion

4.1 Removal of Trees

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

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

a) Reduction of provision

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

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

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

A shared use provision was considered through this section however this would result in the scheme not meeting a number of its objectives related to providing facilities for cyclists including segregated tracks, providing high quality and continuous facilities for cyclists and providing safer infrastructure.

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

- Failure to meet the schemes primary objectives
- Non-compliance with local and national standards
- Reduced safety for all motorised and non-motorised users

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

Throughout Heath Street and Winson Green Road, the construction of the segregated cycleway results in the need to construct new infrastructure within the root protection area of a significant number of existing saplings and semi-mature trees.

Consideration was given to retaining the design as proposed and minimising the excavations to retain a screen of mature trees along the canal cutting boundary.

c) Provision of compensatory landscape planting

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

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

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

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

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

It is therefore recommended that in line with the above Birmingham City Council's Tree Policy (February 2018) that replacement planting and compensation for trees is provided in suitable green spaces throughout the area concerned.

4.2 Anti-social parking on Heath Street

One response raised the issue of parking on Heath Street. The purpose of the Spring Hill Landscape public engagement was to provide feedback on the specific landscape proposals – not the wider scheme. However, the scheme does propose enhanced parking measures on the eastern side of Heath Street to be introduced as part of a wider set of improved Traffic Regulation Orders (TRO). This will remove the opportunity for vehicles to park on the southbound lane heading towards the junction with Dudley Road. The project team recognises the current issues and believes that the proposed TRO parking control measures in conjunction with the reduced demand for parking following the relocation of City Hospital should help to alleviate these problems.

4.3 Opportunity to improve existing open spaces

Responses highlighted the opportunity to improve existing open spaces in a deprived area of inner-city Birmingham: *"...I really like the idea of increasing biodiversity, consideration given to 'all year-round' interest, and creating a dense corridor of greenery for the urban wildlife. Over*

the past few days we had all witnessed firsthand how much difference urban trees make in protecting the citizens and properties from heat and pollution, and restoring and expanding the green canopy of Birmingham will make our city a better place to live in for all. Great initiative and hope to see more like this!”

To facilitate the improvements to Heath Street, Winson Green Road and Icknield Port Road, it is necessary to implement a comprehensive landscaping proposal through the corridor. Extensive consultation with BCC Landscape Architect and Principal Arboriculturist/Principal Ecologist was undertaken to develop landscape proposals.

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

The latest scheme design requires the targeted removal of existing trees & vegetation on the northern boundary of Heath Street to accommodate the new segregated cycle link. Landscape proposals will look to enhance the green frontage screen on Heath Street in lieu of the vegetation removal with a mixed level planting proposal – increasing the number of trees, filling existing gaps in vegetation, diversifying the number of species and enhancing biodiversity. The proposals offer the enhancement of additional native tree, shrub and wildflower planting in the proposed planting areas.

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

4.4 Recommendations

It is therefore recommended that in line with the Birmingham City Council’s Tree Policy (February 2018) that replacement planting and compensation for trees is provided in suitable green spaces throughout the extent of Heath Street / Winson Green Road / Cuthbert Road / Icknield Port Road.

5. Conclusion:

A consultation took place between Monday 11th July and Monday 1st August 2022 with stakeholders and the general public, where consultees were asked to complete a questionnaire seeking their views on the landscape proposals. A total of four consultees responded to the public engagement exercise.

Analysis of the responses provided indicates general support of the landscape proposals. The key themes of providing enhanced compensatory planting has been identified, retention of trees where reasonably practicable and enhanced TROs to tackle the anti-social parking on Heath Street have been fed back into scheme designs.

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