

BC centre draft masterplan questionnaire July 2021

Responses by residents and actions taken as a result of the consultation

There was an excellent response to the July consultation regarding the draft master plan for improving Balsall Common centre. There were 439 responses in total. Some of those responses simply gave a numerical score against the key questions, showing the degree of support or opposition. There were also written comments and suggestions submitted that amounted to 64 pages of densely typed text. To help analyse those 64 pages, the comments/suggestions were grouped using an “affinity” technique where issues were grouped into common themes which totalling 84 in number. Comments of support or straight opposition have been excluded because those views are recorded in the numerical analysis where residents scored each factor 1 to 5.

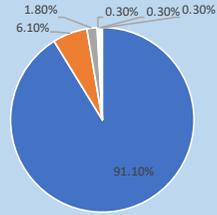
This document firstly provides graphs showing the numerical scoring given. These show the degree of support for the proposals against the various criteria. It then provides a response or a description of the action taken by the working group/Arup to address the 84 common themes of issues raised. In most cases we have been able to accommodate positive suggestions and have provided answers to all issues where an explanation was appropriate. In some cases, conflicting suggestions have been made. In those cases, we have sought to find a “third way” forward or found the best compromise we could.

Balsall Common Centre working group

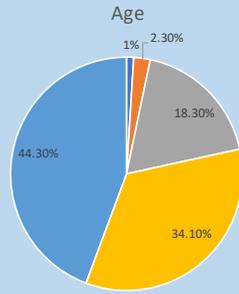
24th September 2021

Who are you?

439 responses to questionnaire



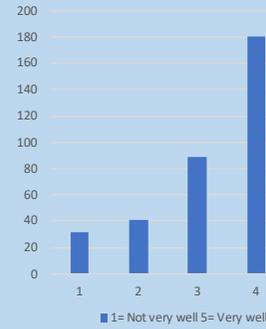
- BC resident
- Resident of nearby village
- Business in BC centre
- Business elsewhere in BC or nearby
- I work in BC
- Regular visitor to family etc



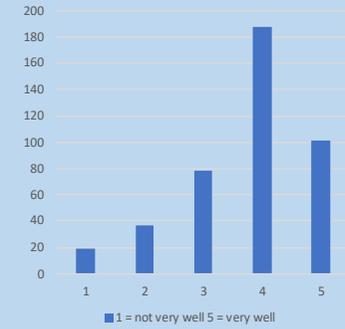
- 18 or under
- 19 to 28
- 29 to 45
- 46 to 65
- Above 65

How far do you think we achieved this with these proposals 1

Attractive and distinctive
(419 responses)

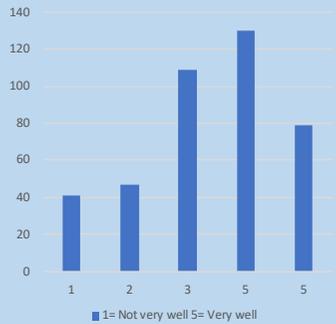


A welcoming place to meet
(423 responses)

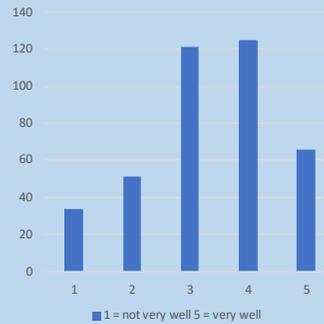


How far do you think we achieved this with these proposals 2

Active business and social life
(406 responses)

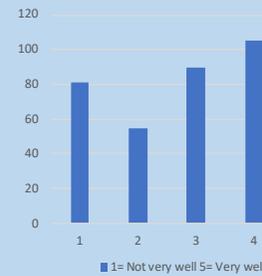


Well-connected
(397 responses)

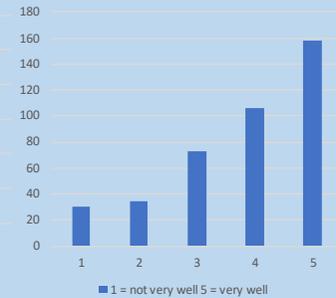


How far do you think we achieved this with these proposals 4

Have we got the right balance between parking and meaningful improvements
(409 responses)



Future connections across the village— are these worthwhile
(401 responses)



Action taken and responses to suggestions and comments received in the consultation

To help with addressing the themes, they were then classified into 4 categories with the following broad actions

Action Classification	Broad kind of action
A	Arup have amended the proposal to include this suggestion
D	This is an issue of Detail Design rather than an issue for this masterplan phase. These are recorded in the Arup report as something to be considered/addressed at that detail design phase, in order that these valuable thoughts do not get lost over the months/years that the project will take.
E	An Explanation is required and one is given. Either because questions were asked or because the concern/suggestion was already addressed by the masterplan or elsewhere.
O	Whilst this could be an important issue or suggestion; it is Outside the scope of this project . Where possible we have provided an explanation of how that issue is being addressed elsewhere.

Suggestion/comment issue	Classification of issue	Response
What will be done about Green Lane and access to Lavender Hall Park. Should SMBC adopt and surface Green Lane to give better access to the park	A	Recommendation in Master Plan Report Study of options and formal consultation with all residents adjoining Green Lane to be undertaken as soon as possible to explore adoption by SMBC to ensure safe and convenient access (including by people with mobility impairments) to Lavender Hall Park from the centre without negative impacts on the residents and their properties.
How will the scheme ensure that the "pavement" owned by businesses is upgraded with the scheme	A	Recommendation in Master Plan Report In the interest of a unified, safe to walk on and uncluttered pedestrian space and public realm it is common practice to extend the paving upgrades to those private areas that are contiguous and effectively part of the experience of the street. This is typically done through agreement with the landowners and the capital costs included in the overall scheme. Metal studs or a paving strip is often used to mark the boundaries of private ownership.
Provide living walls/screen of greenery to hide ugly areas	A	Master Plan Change and Recommendation in Report Identification of potential locations for wall greenery and 'living walls' as part of the master plan. Recommendation to seek landowner agreement and establish a maintenance plan at Detailed Design Stage.

<p>More parking needed (especially with future growth) including on Kenilworth Road and for pop in/out on Station Road and possibly the lower bit of Green Lane.</p>	A	<p>Master Plan Change and Recommendation in Report Opportunities for additional parking along Station will be considered in the final proposals. Any additional parking here will have to be balanced with improvements to pedestrian crossing and additional cycle parking. The overall objective will be to retain the status quo (overall parking availability) as a minimum and exploring further afield for eventual additional spaces. Increases in car parking number is not part of current policy or funding.</p>
<p>The shared space concept is difficult for many groups. How will their needs be met?</p> <ul style="list-style-type: none"> • Visually impaired • Older people who struggle with change and new pedestrians have priority approach • Other disabilities 	A	<p>Master Plan Change and Clarification The proposed approach will have a unified / coordinated set of materials that will help to identify and distinguish the centre from the normal roads and carriageways. However, technically, it will not be a Shared Space (i.e. a space where pedestrians and vehicles freely mix without defined spaces). It will be a pedestrian orientated space: where design choices will engender some of the careful driving behaviour of a 'Shared Space' with retention of dedicated pedestrian footways (not shared) delineated by low kerbs. These will remove the need for ramps and allow pushchairs and wheelchairs freer movement.</p>
<p>A phased implementation plan is required taking account of the timing of the relief road</p>	A	<p>Master Plan Report An implementation strategy for the Master Plan will be provided as part of the Master Plan study (Stage 5). There is no detail on the timing of the relief road at this stage, therefore this cannot be taken into account. However, the masterplan can be implemented in full without the relief road.</p>
<p>How will the timing and funding work</p>	A	<p>Master Plan Report Details will be set out in subsequent stages of the masterplan study.</p>
<p>There should be a parking strategy that considers how best to use the available parking that includes the need for all day parking (somewhere) for those working in the centre with clear and balanced parking time restrictions appropriate to the location of the spaces. Parking to remain free.</p>	A	<p>Recommendation in Master Plan Report It is recommended that a parking study is undertaken which would include new parking surveys to understand existing demand and use of the car parking facilities in and around the centre (including cycle and motorcycle parking) for customers, deliveries and staff. Findings and recommendations from the study would then be used to further refine and shape the masterplan at detailed design stage.</p>
<p>Not much call for any large scale or large number of public events because better spaces available elsewhere</p>	A	<p>Master Plan Clarification Many on the focus groups and a dedicated Event Interest Group welcomed the idea of space and temporary arrangements making it possible to hold events in the centre. They suggested that this would improve the visibility of many of the activities that already take place in the village and are not so visible: from meet-ups to support elderly and isolated people to the brass band or carol singing being able to perform outdoors. Following the public consultation, the revised master plan will not suggest any additional public space for <u>major public events</u> aimed at outside visitors. The arrangements to host temporary events will remain centred on local community events.</p>

<p>Safety of Pedestrians vs cars and also from cycles</p> <ul style="list-style-type: none"> • At library car park entrance (the most mentioned issue) • Safe crossing of Station Road • Formal crossing on Station Road • Cycles on pavements/shared space • Crossing Kenilworth Road after removal of pedestrian lights 	A	<p>Master Plan Clarification</p> <p>The proposed masterplan design seeks to reduce traffic speeds across the whole area of the study, and to reduce the dominance of vehicles in a pedestrian environment. This approach will allow us to provide improved pedestrian crossings along Station Road and Kenilworth Road, without the need for formal, signalised facilities.</p> <p>This reduced speed environment will encourage cyclists along Kenilworth Road, and the removal of some parking bays from Station Road will reduce the number of conflict points between pedestrians, cycles and cars.</p> <p>The design of Kenilworth Road will provide a central reserve area, which will allow informal crossing points at various locations, but will also provide defined crossing points with tactile paving and dropped kerbs to suit mobility or visually impaired pedestrians. Similarly, there will be defined crossing points along Station Road, with the removal of parking bays from the northern side of the road allowing more informal crossing locations.</p> <p>Improved signage or traffic calming could be provided to slow vehicles as they are exiting the Library car park.</p>
<p>More disabled spaces including allowing rear ramp access</p>	A	<p>Master Plan Clarification</p> <p>The proposed design of Station Road allows flexibility to incorporate disabled bays, which would be designed to relevant standards.</p>
<p>Concerns about safety of parking on Kenilworth Rd</p>	A	<p>Master Plan Clarification</p> <p>The intention of the masterplan design is to reduce traffic speeds along Kenilworth Road, with the aim of making the road more suitable for activities such as parking & cycling, and generally improving pedestrian access. This approach means that parallel parking bays on Kenilworth Road will be suitable.</p>
<p>Library garden enhancement to be included in scheme</p>	A	<p>Master Plan Change</p> <p>The Master Plan will be revised to identify the potential to include the upgrade of the Library garden as a local green space typically open to the community. It will be proposed as the start of the Heritage Trail in conjunction with additional displays being potentially available in the Library.</p>
<p>The project is currently at the stage of producing an overall vision and design for Balsall Common centre. Many suggestions were made that relate to the next “detail design” stage which will take place once the overall master plan is adopted and funds are obtained. The following suggestions were made and have been captured within the Arup Report for consideration at that detail design stage</p>		
<p>We need a plan to use public space for art/community to include consideration of</p> <ul style="list-style-type: none"> • General requirements • Public art that children can play on 	D	<p>Recommendation for Detailed Design</p> <p>Detailed Design to include the commissioning of a public art study to investigate the potential to strengthen local identity through public art and potentially highlight local memories and link to the wider heritage of the area. The programme will have to consider:</p> <ul style="list-style-type: none"> • Strengthening the identification of the centre at the crossroads of Kenilworth Road and Station Road

<ul style="list-style-type: none"> Remembrance memorial to be included in design 		<ul style="list-style-type: none"> What makes Balsall Common special, including the memories and stories identified through the focus groups The potential of a flagpole and /or memorial for local civic celebrations.
Designed to discourage antisocial behaviour, including library car park layout, littering, noise and lighting	D	<p>Recommendation for Detailed Design Detailed Design to encourage appropriate behaviour, through conveniently located bins, protection of quieter areas etc.</p> <p>Recommendation for Post-Delivery To include social content messaging and campaigning to broaden public stewardship of the new public spaces and encourage responsible use and behaviour. Business owners</p>
More trees/green.	D	<p>Recommendation for Detailed Design The Master Plan has indicated the desire and options to include significantly more trees in the centre. The technical requirements (including root restraints, appropriate species, maintenance, etc). Will be explored in the Detailed Design.</p>
Black/grey infrastructure colour unappealing/needs to be appealing/no cobbles/nature of road surface designed for safety [e.g. how it looks and sounds]	D	<p>Recommendation for Detailed Design The Master Plan suggested that materials should form part of a 'palette' (i.e. a coordinated set of colours and materials). The community feedback was that a brown palette (wood, stone, etc) would be more appropriate to the village. The Detail Design stage will include the actual materials and furniture in consultation with SMBC and the community.</p>
Safe environment or children/play space	D	<p>Recommendation for Detailed Design The Detailed Design of the scheme will be undertaken to current highway standards, but will also be subject to multiple Road Safety Audits (RSAs) as the scheme design progresses. The design will need to consider the safety of all users and their ability to move safely in the centre. Opportunities for child play or interaction with the spaces will need to be explored, also as part of a potential public art programme.</p>
Main island appearance.	D	<p>Master Plan change and Recommendation for Detailed Design The proposed Master Plan will be based on relevant highway standards and good-practice. The current design does not propose a physical central island, in line with aspirations to create a low speed, 'village centre' type environment, however the scheme will be subject to multiple Road Safety Audits as it progresses and as a result some details may be subject to change.</p>
Concern about adverse weather impact, including need for shade.	D	<p>Recommendation for Detailed Design Detailed Design to include requirement for shade (trees, parasols, etc) and other weather protection.</p>
Signs to point the way to key local features e.g. Fishing café, greenway	D	<p>Recommendation for Detailed Design A wayfinding strategy for walking and cycling will be required for the detailed design stage and public art programme to link to local features and the Heritage Trail. Improvement to cycling signage and wayfinding will be recommended in the master plan and will be part of Solihull's plans and cycling strategy.</p>
Better signage into library car park	D	<p>Master Plan change and Recommendation for Detailed Design</p>

		The Master Plan will include the suggestion of better signage and a variable messaging system to indicate parking space availability within the car park. The exact provision will be identified at Detailed Design
CCTV	D	Recommendation for Detailed Design Detailed Design to include consideration of a CCTV system
Room at seating areas for <ul style="list-style-type: none"> • Wheelchairs/mobility scooters • Push chairs • Litter bins with recycling provision 	D	Master Plan change and Recommendation for Detailed Design The Master Plan will be carefully checked to ensure adequate space is provided for the mobility and potential use of the proposed seating by families and people using wheelchairs. The exact arrangements will be confirmed at Detailed Design stage.
Removable bollards to temporarily “fence off” areas for events	D	Clarification The proposals include provision for temporary and occasional events through simple road closures. It is not envisaged that these will require fixed equipment: normal signs for temporary road diversions will be sufficient. The Parish Council will explore the required traffic management arrangements in due course.
Should parish councils take control of ongoing maintenance and/or litter picking under the Localism Act	D	Recommendation for Detailed Design Maintenance of planting, lighting, furniture and litter-picking will be carefully considered at detailed design stage in conjunction with SMBC and the Parish Councils and an agreed arrangement will be identified.
New road/pavement surfaces need to be carefully chosen to prevent them deteriorating over time with being dug up etc	D	Recommendation for Detailed Design Detailed Design to explore best balance between identity and quality with need for replacement and maintenance over time.
Consider coloured lighting onto facades in the evening to enhance ambiance	D	Recommendation for Detailed Design To be part of a public art programme (see above)
Planting plan required for the scheme consider <ul style="list-style-type: none"> • Wild flowers • Natural planting • Native species • Fruit trees • Easy maintenance 	D	Master Plan change and Recommendation for Detailed Design The Master Plan will recommend that the style of planting should favour natural planting and biodiversity rich species in preference to decorative and ornamental. Exact arrangements and plant selection to be included in the Detailed Design stage.
Need for electric charging points	D	Master Plan change and Recommendation for Detailed Design The Master Plan will recommend availability of electric points and water to support outdoor activities (events, etc). These will be identified in the Detailed Design. Car charging points will not be available in public parking spaces as they would constrain customer use of the space. Private car charging points are available at the petrol station. It is reasonable to assume that local customers will have nearby options at home or as part of other commercial provision.

Where will bus stops be (rail/bus links need improving including access to HS2 interchange)	D	Clarification The current design does not propose to alter the positions of existing bus stops along Kenilworth Road. There may be scope to improve shelter facilities, but this would need to be undertaken through joint agreement with Transport for West Midlands (TfWM). The provision of improved bus services remains outside the scope of this study.
Where will bicycle racks be (need to allow for child “tag-ons”)	D	Master Plan change and Recommendation for Detailed Design The Master Plan will be checked to ensure adequate space is provided for cycle parking and there will be possibility to park cargo bikes and attachments. The exact arrangements will be confirmed at Detailed Design stage.
Pavement parking to be deterred	D	Master Plan Report Recommendation and Recommendation for Detailed Design The Master Plan will include recommendation for parking restrictions (double or single yellow lines) in adjoining residential streets to deter parking. Pavement parking would generally fall under enforcement measures. Whilst the design will seek to minimise locations where pavement parking could occur, it will not include- for example- high level kerbs as this would not be appropriate for a village centre, pedestrian friendly environment.
How will motorcycles be accommodated	D	Recommendation for Detailed Design The scheme does not specifically provide motorcycle parking bays, and as such it is expected that parking would be as per the current arrangement. However, there are opportunity for the proposed parking strategy to make further recommendations.
Library Car Park to be one-way (remove barrier) but with design to prevent anti-social “racing” after hours	D	Master Plan Report Clarification and Recommendation for Detailed Design The design of the library car park will be addressed at detailed design stage, however the intention is to ‘square up’ the layout of the aisles to remove the sweeping turn to the north. There are also opportunities to include traffic calming measures within the drive aisles of the car park. It is recommended that a campaign designed to help change in habits and encourage positive behaviour is conducted at the opening of the scheme.
Signage for cycle routes needs improving	D	Master Plan Report Recommendation Improvement to cycling signage and way-finding will be recommended in the master plan and will be aligned with Solihull Council’s cycling proposals and strategy.
More litter bins needed	D	Master Plan change and Recommendation for Detailed Design The Master Plan will be checked to ensure adequate space is provided. The exact arrangements will be confirmed at Detailed Design stage.
In this section, explanations are given to answer questions or explain why various options were not included in the master plan		
How is this future proofed for Balsall Common growth	E	The Solihull Plan provides the overall strategy for Balsall Common infrastructure, balancing various objectives. This master plan sits within that context.

Need better integration of businesses on Kenilworth Road with Station Road area	E	That is a clear intention of the master plan. The reduction in the size of the roundabout, traffic calming measures on Kenilworth Road, and visual design integration and materials in the improved centre will be used to achieve this.
Access to Coop from Station Road to be maintained	E	This is private land. However, the Coop and landowner are supportive of it remaining open for use by Coop customers to link the Coop with the rest of the centre. The master plan provides for this with some alterations to reduce the impact on Hazel Court residents.
Top end of Meeting House Lane to be included in shared space	E	The masterplan includes for the top end of Meeting House Lane (by the commercial properties) to be part of the overall scheme. The rest of the Lane is not within the scope of the project but traffic calming measures to improve its safety for use by cyclists is recommended and will be considered as part of the overall cycling and walking strategy for Balsall Common part of the cycling strategy of Solihull MBC.
Traffic calming measures needed	E	A key element of this proposal is the traffic calming on Kenilworth Road as it approaches the centre and on Station Road. It is the very essence of the proposal.
A traditional/physically built-up roundabout is needed for safety and/or plant greenery in the centre of the roundabout	E	The intention of the design along Kenilworth Road is to provide a reduced speed environment, which is cycle and pedestrian friendly. This is proposed through a combination of measures, which include informal traffic calming- through narrowing of the lanes and a central reserve- and the introduction of design features at the roundabout, which encourages careful driving, reduces the dominance of traffic and seeks to provide crossing points on all arms of the junction. This is an approach which has been successfully utilised in other areas of the country. Notably however, the proposed highway design will be subject to Road Safety Audits as the scheme progresses, to ensure that it is safe for all users.
Still not much space for pop up stalls/mini markets	E	The community feedback is not supportive of a large amount of public space for major events. The proposal provides some more public than present as part of balancing requirements from different viewpoints. This will allow some occasional markets stalls without the need to close the road and the possibility of occasional road closure in special occasion (e.g. a Christmas market). It should be noted that the country market has now relocated to the Jubilee Centre which will bring that provision into the centre
Private dentist's car park is unattractive.	E	The dentist's car park is private land outside the scope of the project. However, the plan does provide for a significant improvement to the unattractive tarmac area of public land, underneath the big oak tree, next to the Kenilworth Road.
Why can't cars be banned/restricted from Station Road	E	This was considered as part of the design process but the closure of Station Road- either completely, or with one-way options- was discounted for a variety of reasons. Primarily, these include the displacement of traffic onto other, local residential roads such as Meeting House Lane, Sunnyside Lane and Lavender Hall Lane. In addition, the closure of Station Road would also cause difficulties with the servicing of retail properties, and for one-way options would result in lengthy diversion routes.
Drive in/reverse out parking not safe	E	This has been accepted as a key point within the new design. The overwhelming majority of such parking has been removed. A small element has been retained on the south side of Station Road but none on the north side, with

		the exception of parking for loading and unloading. That will eliminate the possibility of cars reversing into each other. The visibility from the remaining spaces is generally much improved because of their placement and increased width. The retention of some short stay convenience parking on Station Road is considered essential to the viability of some of the businesses. A balance has therefore been struck which is considered a significant safety improvement on the current situation.
How will parking and traffic restrictions be enforced across BC including commercial vehicles parking in the centre	E	The centre plan has been designed to encourage compliance with sensible/lawful actions by drivers. Enforcement is a matter for Solihull Council who employ an enforcement officer. Currently that officer makes periodic visits to the centre and will make more visits if particular trends of poor parking are identified by Borough Councillors or parish councils.
Commercial delivery timing and areas need to be managed	E	The masterplan provides safe areas for unloading delivery lorries along the north side of Station Road. The management of the times of deliveries is a highways management issue outside the scope of the master plan design and legally complex.
Cycle routes need to be safe	E	This is a key part of the Solihull cycling strategy. The detail design will need to integrate the requirements of the Solihull strategy.
Less parking spaces should be provided to encourage Walking/Cycling	E	The plan seeks to achieve a balance between the needs of those who cannot reasonably cycle/walk in and the need to encourage more people to access the centre without the use of a car. Almost by definition, the proposal is a compromise which will not please everyone.
How do we encourage less driving?	E	This is a clear Government objective for environmental, congestion and health reasons. The approach in our Borough is outlined in the draft Solihull Plan paragraphs 275 to 279
When were the traffic/parking surveys done?	E	The Solihull Plan and traffic management of through traffic in Balsall Common is detailed in the Mott Macdonald report October 2020, that uses data from 2017. (I.e. before the pandemic). That data/study forms the base data for the relief road which will take traffic away from the centre. The study is 148 pages long and can be found on the Solihull Council website. A grant has been secured by SMBC to conduct supplementary traffic study focusing on the centre which will inform the detail design phase. The available parking studies were conducted as part of the parish NDPs, again pre pandemic.
Clarify that there is no reduction in parking numbers (or bay sizes)	E	There are currently 61 places in the library car park and 43 on Station Road giving a total of 104. The draft master plan provides 82 in the library car park, 12 on Station Road, 6 opposite the Shell Garage, 3 by the dentists, 2 outside the library and 7 just north of the library. This indicates a potential total of 112, however consistently with planning policy the master plan aims to retain the current number of spaces and treats additional spaces further afield as optional. The locations of the parking spaces can be seen on the drawing in the proposals titled "Parking and Servicing strategy"
Another car park needed	E	Government policy not supportive of more car parking without additional retail space. However, where additional retail space is built then more car parking is provided e.g., Waitrose where 9 additional parking spaces have been provided. It is likely that additional retail space for foodstuffs will come to Balsall Common to support the larger population and it will be required to have car parking.

		The working group understands the desire by some residents for additional car parking space to take account of the growth of Balsall Common. We are advised that it is unlikely that grant funding will be available to improve Balsall Common centre if proposals include increased car parking. The proposals provide for a small enhancement but basically a standstill. And as such should meet the requirements for any available grants. That does not rule out the possibility of providing more parking as part of some other project funded perhaps by the parish councils and as residents, we need to be subtle in our approach to this.
Why not buy a central property/land to make a new car park	E	It would be very expensive to buy a property to demolish for car parking spaces because land prices in the centre are at a premium. It is government policy to discourage the provision of more town centre parking and it is highly possible that planning permission would not be forthcoming. However, any such idea is outside of the terms of reference of this project and it was not formally considered because of that.
Why doesn't an underground or multi-storey car park work	E	Arup considered and discounted this possibility. It was considered impractical on three grounds. Firstly, such structures are very expensive to build and grant funding for them is not available. Secondly, they need ramps to allow access to upper different floors. Those ramps consume significant space meaning that much of the building is wasted. The library car park would not allow a large structure so those ramps would take up a disproportionate amount of the new space provided. Finally, such a structure would have significant negative impact on the amenity of surrounding residents. Underground and multi-storey parking would most likely need to be associated with parking charges.
Why doesn't diagonal parking work	E	It would result in a reduction of 10 to 12 car parking spaces because cars cannot be parked diagonally across the vehicular entrances to existing building. Secondly, a car is longer across its diagonal than front to back (Pythagoras theorem in action). As such that additional length (1/2 metre) must be taken from the carriageway or an already narrow pavement. The majority of residents in the focus groups and then in the overall July consultation wanted more public space. Diagonal parking does not deliver that.
Why was parking in the centre of Station Road not progressed as shown the Balsall NDP	E	This was fully considered by Arup and an explanation shown on exhibits at the Exhibition. That chart, and a more detailed one showing the necessary turning circles and safe zones by the parking, is shown on the website. These demonstrate that there would be a considerable loss of parking but with little or no gain in public space for socialising outdoors which was a request of the focus groups
Parallel parking on both sides of Station Road	E	This was considered and ruled out at focus group stage. There are disparate objectives for the centre identified by the focus groups. A reduction in the dominance of parked vehicles and the provision of better unloading provision for delivery vehicles being just two. It is felt that eliminating parking on the north side completely and providing pull over areas for deliveries on that side would better meet those multiple objectives.
Remove Parallel Parking on Station Rd	E	Parking on Station Road makes an important contribution to the vitality of the centre by facilitating convenience shopping. Parallel parking does not require vehicles to drive out blind onto a live carriageway and is therefore inherently safer than perpendicular parking.

Concerns about parking displaced to residential roads	E	There is no overall reduction in parking contained within the proposals. Parking is moved but the walking distances to the new locations are still shorter than to potential parking in residential roads. Recommendations for parking restrictions on residential streets will be included in the Master Plan report, to ensure that the proposals will not need to cause displacement.
Parking bays need to be wider	E	In general terms making parking bays wider will mean causing a reduction in parking places which would not be supported by a majority of residents. The bays will be designed to the standards of Solihull MBC as a minimum. That having been said, the proposed remaining parking bays on Station Road will be wider for safety/visibility reasons but the impact on the volume of parking is nil/negligible.
Introduce Parking Fees (BUT 2 hours free)	E	The basis for the plan is that parking remains free. To introduce charges is not in line with community wishes or business workers' needs. However, parking charges are ultimately for Solihull Council to decide and this master plan cannot commit that parking will remain free.
Where are the disabled spaces (also Station Road should be for disabled only)	E	The current 3 spaces on Station Road are formalised and relocated to outside the pharmacy with proper width on both sides to facilitate ease of access. The two in the library car park remain in situ.
Clarify what is to happen to non-public parking spaces (e.g., Dentist, Masala Club and on the Kenilworth Road)	E	There is very considerable parking provided on private land in the centre. Its volume exceeds that of the public parking provision and meets the needs of employees and business users. The most obvious example is the Coop but the dentist, the businesses next to the library etc all provide customer parking. The master plan will not change any of that parking provision.
Use existing car parking occasionally for events	E	The relocation of car parking away from Station Road will make it possible to arrange temporary road closures and suspension of a small number of parking bays. This would be an easier arrangement than the closure of the Library Car Park, for example. Residents, however, did not want a sizable increase in space for events over that produced in the draft plan.
Public toilets needed	E	This issue was identified by two respondents. On balance the working group reached the following view. The centre is not a major shopping centre and people who will stay in the centre are normally at locations providing public conveniences such as the library, cafés/restaurants, supermarket etc. Any provision of public toilets would be costly to build and maintain and land would have to be found, which is likely to reduce parking places. On balance we did not consider that the provision of public toilets could be justified versus other priorities for the community.
No more fast-food outlets	E	The draft Solihull plan provides for limitations to the percentage of fast-food outlets on health grounds in policy P18. That Borough wide policy will meet this identified need.
We do not need more trees in the centre.	E	This comment was made by just one resident. The working group fundamentally disagrees with this suggestion. There is a national thrust for more trees to help with climate change, provision of shade (to reduce local warming) and for the mental health benefits that trees bring and the plan for BC centre reflects that.

Many residents raised important points which were outside of the terms of reference for the project. In this section explanations are given where practical to those issues

We need a bypass	O	The Solihull draft plan paragraph 527 commits to a relief road to the east of Balsall Common. It is also shown in the concept plans accompanying the plan document.
How will the Station & Medical Centre parking be resolved	O	This is not an issue for a Balsall Common master plan but the draft Solihull Plan paragraph 529 provides for additional Station parking.
A separate exit from Library Car Park needed	O	The purchase of land was not within the scope of the project and the provision of a 2 nd entry/exit point to the library car park would require that. The purchase of such land would be expensive but there is nothing in these proposals that would stop such a project if "someone" could make such a proposal work.
Poor appearance of buildings, appearance needs improving.	O	The Council cannot force building owners to change their buildings except for safety reasons. Building improvement is a commercial decision for building owners. Improvements have been made over recent years and it is considered likely that improvements to the public realm will encourage further improvement.
Why can't we change the shops we have?	O	It is consumer demand that drives the shops that thrive. No masterplan can dictate what shops will be open – although the draft Solihull plan does provide a limit on fast food outlets
Why not relocate the centre to the bypass by the station	O	The Solihull Plan paragraph 528 provides for an enhanced centre and not to create a new one. This plan is developed within that context.
Supermarket needed on edge of town.	O	That is a commercial decision for a supermarket and outside the scope of this project. Brownfield land will be available within the Solihull plan provisions if a supermarket believes it will be viable within an expanded Balsall Common.
Ongoing maintenance and repair of greenery and street scene	O	SMBC will be very keen to ensure that the material used etc will not create a burdensome ongoing maintenance issue and have already indicated that this will be a key requirement at the detail design phase. Also suitable arrangements would be need to be made for the maintenance of greenery. It is worth noting that both parish councils already do this elsewhere. Balsall PC maintains a lovely park and cemetery and most of the planters on Station Road.
Small business support <ul style="list-style-type: none"> • Learning centre • Business group needed 	O	It is possible that the parish councils could provide a "learning" centre as part of community facilities funded by the infrastructure levy. That possibility is identified within the Berkswell NDP. It was hard to engage with the businesses collectively during this project and there does not appear to be a desire by the overwhelming majority to create a business forum for those in the centre of Balsall Common.
Better public transport	O	That is an issue for Transport for West Midlands and Solihull Council but the detail design phase will identify and design suitable bus stops.
Use Lavender Hall Park for parking	O	There is nothing to stop people (particularly business employees) parking in the currently Lavender Hall car park and walking the short distance through to the centre. The expansion of that car park is outside the scope of this project. The provision of a new car park accessed from Green Lane was considered unlikely to be a deliverable option because Green Lane is not wide enough, is not owned by the Council, converting a public play space/park to parking is against Government policy and it would present planning issues.

<p>More cycling lanes needed and including cycling/walking link to Berkswell village</p>	<p>O</p>	<p>This issue is covered by Solihull cycling and walking strategy. The masterplan provides guidance to SMBC on residents' views on this suggestion arising from the focus groups and general consultation. Those are encapsulated in a specific map/drawing showing desirable links/cycle routes. A link between Balsall Common and Berkswell included within Berkswell NDP as a possible use of local infrastructure levy given estates to be built on/near Lavender Hall Lane. The Solihull education strategy shows Berkswell School continuing to being critical to meeting the educational needs in an expanded Balsall Common.</p>
<p>Meeting House Lane needs to be made safe for cyclists and pedestrians</p>	<p>O</p>	<p>This should be considered as part of the Solihull cycling and walking strategy</p>
<p>Consider impact of e-scooters</p>	<p>O</p>	<p>The use of e-scooters on the public highway or pavements is currently illegal in Balsall Common. If their use becomes permitted, parking provision can be included at the detail design phase along with cycle parking</p>

