

Emergency Active Travel Fund Review

Consultation and Engagement Report

March 2021



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1. Introduction

1.1. Emergency Active Travel Fund

During 2020 Birmingham City Council delivered a wide range of emergency transport measures across the city as part of its Emergency Birmingham Transport Plan. These aimed to facilitate walking, cycling and social distancing, and included a number of schemes funded through the Department for Transport's Emergency Active Travel Fund (EATF).

From November 2020 to February 2021, a comprehensive review was undertaken of all schemes delivered through this programme. The purpose of this review was to help inform decisions around whether temporary measures should be kept in place, and to identify what could be done to improve these schemes through the Active Travel Fund in 2021/22.

One of the four elements included in this review was Consultation and Engagement.

1.2. Consultation and Engagement

The timescale that the council was required to deliver these schemes in, coupled with the various restrictions in place during this period, restricted the extent to which consultation and engagement could take place in the usual way prior to implementation. However, we have tried to keep people informed about what is happening and seek their feedback wherever possible, including:

- delivering letters to properties and frontagers ahead of works being carried out
- displaying posters and installing comment boxes at locations in local areas
- putting information on BCC web site, social media and the Commonplace* digital platform
- issuing regular communications via Birmingham Connected updates
- holding online briefing sessions and sharing presentations/recordings from these
- regular communications with local Councillors, emergency services and other stakeholders
- responding to various questions via email, phone and text messaging

** Commonplace is an online community engagement platform; Transport for West Midlands have purchased a license for use across the regional EATF programme.*

The above activities generated a large volume of correspondence and feedback, showing that people want to be actively involved in the delivery of these schemes; to have their views and opinions taken into account and to be able to put forward their ideas and suggestions. Comments and correspondence received formed a key part of the review and included the analysis and assessment of:

- online comments submitted through the Commonplace platform
- email correspondence received through Birmingham Connected
- EATF survey carried out by Transport for West Midlands (16 Oct to 2 Nov)

The review also considered the impact of having to take this different approach to consultation and engagement to learn from this and identify how to amend and improve the process in future.

The comments made by members of the public on the Commonplace platform have been analysed with a view to gauging levels of public support for the schemes as well as identifying suggestions for changes and improvements. It is clear that the nature of the Experimental TROs and associated consultation period is not readily understood by members of the public and further information on this should be included in the consultation strategy for the second round of funding.

Some changes have already been made to schemes in response to feedback from members of the public.

Recommendation: A robust communications strategy should be developed and implemented for the second round of funding, with a view to reaching those that may have been excluded from commenting on the initial round of schemes.

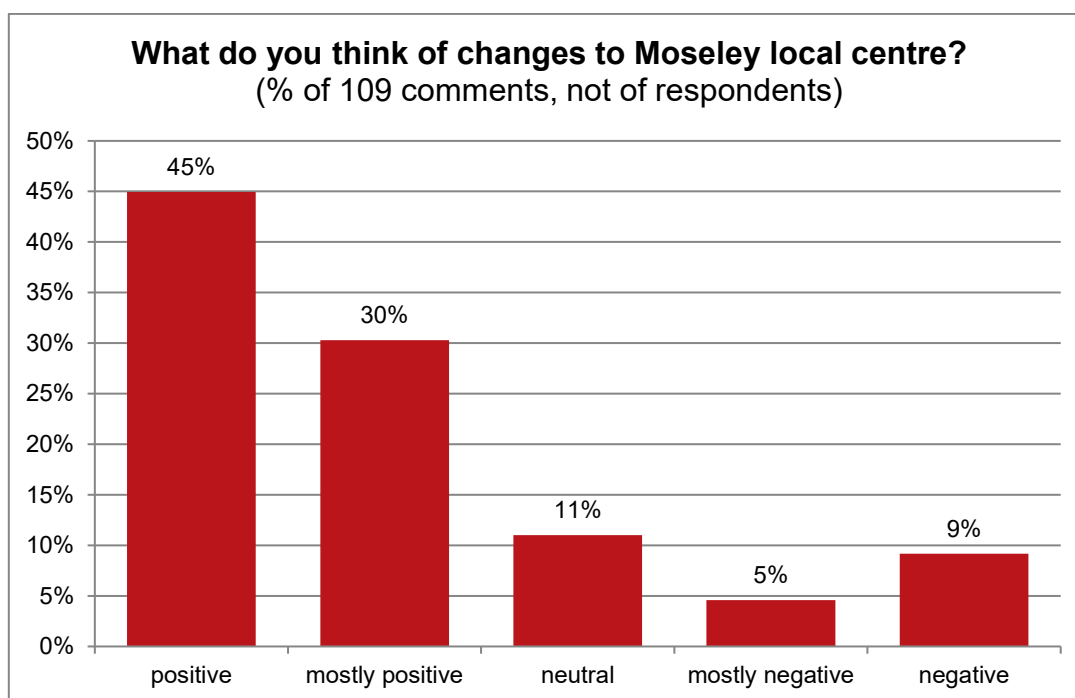
Recommendation: Comments from members of the public should be monitored on an ongoing basis, with a view to identifying issues that can be easily rectified and those that need to be considered further.

2. Moseley local centre improvements

2.1. Commonplace

109 responses on Moseley local centre improvements were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 109 responses, 4 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think of the changes to Moseley local centre?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



2.2. Email correspondence

25 email conversations were recorded. The main comments are displayed in the table below:

| Theme | Number of comments |
|----------------------------|--------------------|
| No comments/just questions | 7 |
| Parking issues | 5 |
| Support for the scheme | 4 |
| Improving signage | 4 |
| Bad for business | 3 |
| Don't want/need the scheme | 1 |
| Good for business | 1 |
| Good for cycling | 1 |

| Theme | Number of comments |
|---|---------------------------|
| Road safety problems | 1 |
| Deliveries, refuse collection, emergency services | 1 |
| Request traffic calming/speed reduction measures | 1 |
| Drivers ignoring restrictions | 1 |
| Good for pedestrians | 1 |

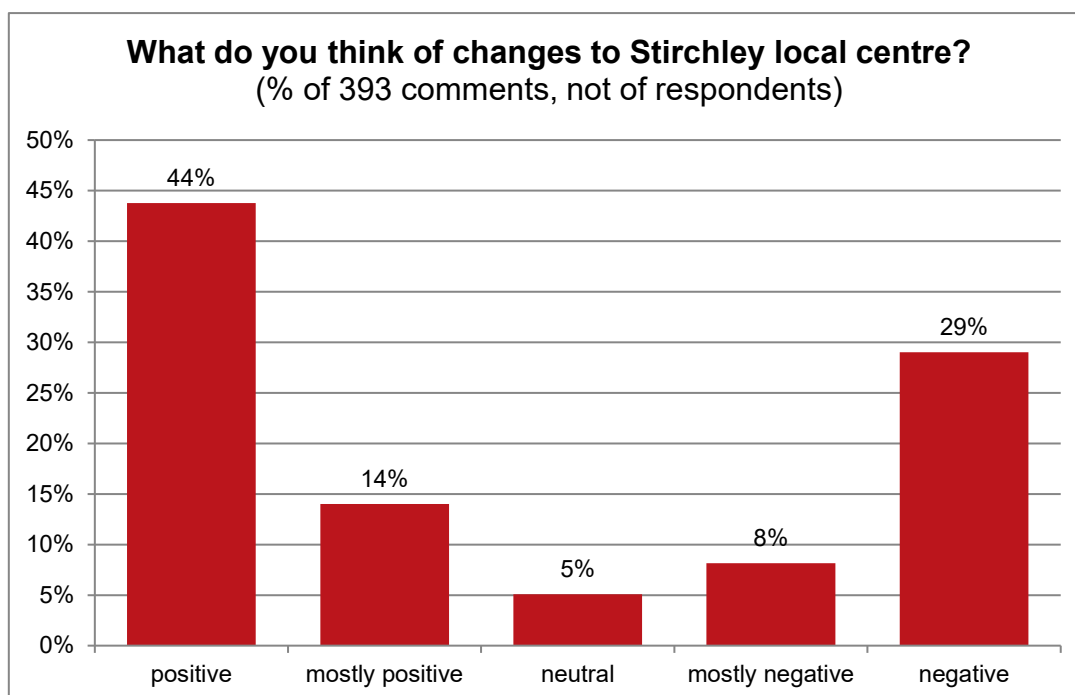
20% of the correspondence highlighted parking issues, with particular relevance to cars parking on the pavement and residents/businesses feeling there is a need for more spaces. This links with 16% of conversations where extra and clearer signage was suggested, for example, double yellow lines to tackle the parking issues.

3. Stirchley local centre improvements

3.1. Commonplace

393 responses on Stirchley local centre improvements were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**.

Respondents were asked “What do you think of the changes to Stirchley local centre?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



3.2. Email correspondence

52 email conversations were recorded. The main comments are displayed in the table below:

| Theme | Number of comments |
|--|--------------------|
| No comment/just questions | 13 |
| Parking issues | 13 |
| Support for scheme | 10 |
| Don't want/need scheme | 9 |
| Bad for business | 9 |
| Not relevant comments | 3 |
| Deliveries, refuse collection, emergency service | 3 |
| Inconvenient to drivers | 2 |
| Impact on the elderly/disabled | 2 |

| Theme | Number of comments |
|------------------------------------|---------------------------|
| Drivers ignoring restrictions | 2 |
| Good for pedestrians | 1 |
| Road safety | 1 |
| Displacement of traffic/congestion | 1 |
| Other | 1 |

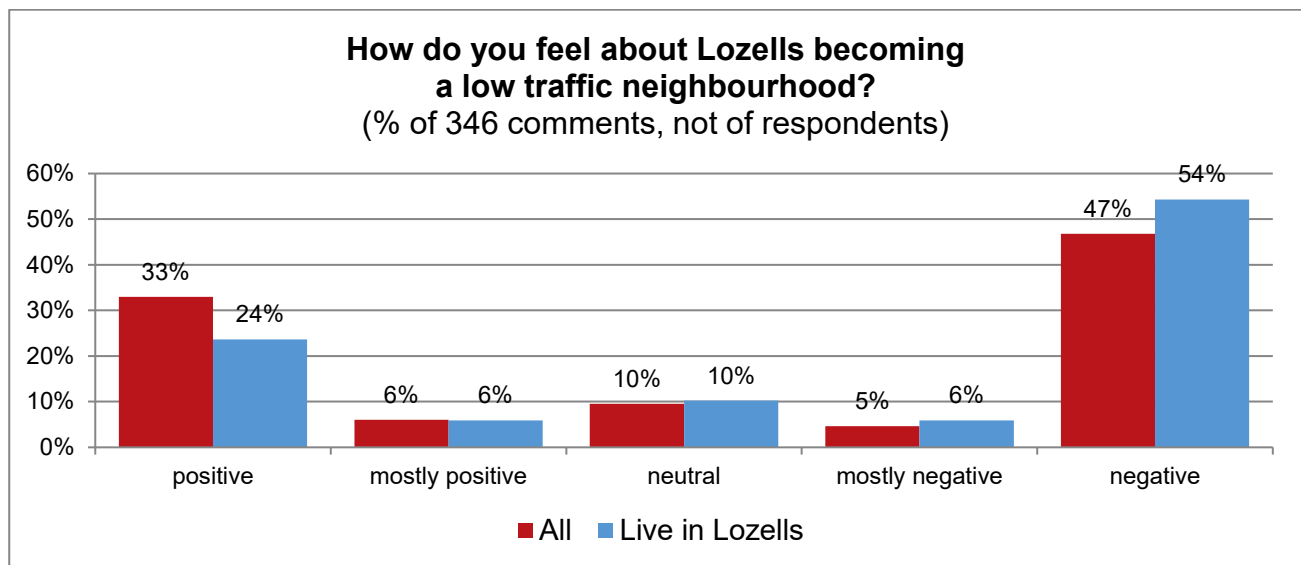
19% of the correspondence directly showed support for the scheme, as well as, 17% were against it. The main negative theme came from parking issues with 25% of conversations highlighting problems with the lack of on street parking and many noting the impact of this on businesses and livelihood.

4. Lozells Low Traffic Neighbourhood

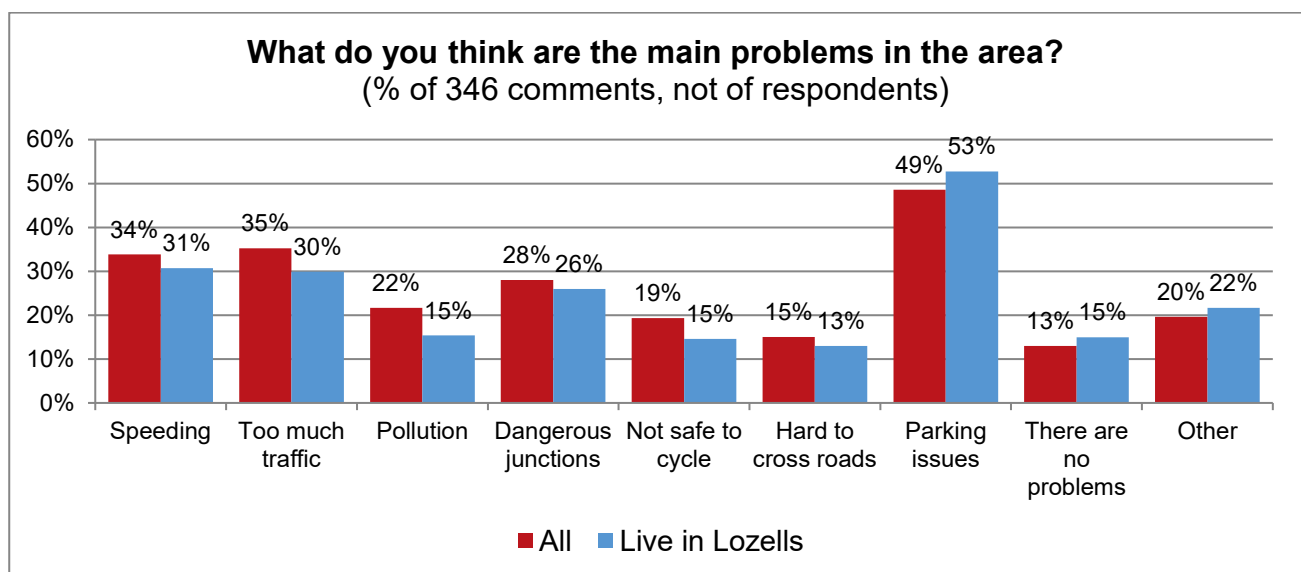
4.1. Commonplace

346 responses on Lozells Low Traffic Neighbourhood were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 346 responses, 45 people did not register with the site. For people who did register, it is possible to track how many comments they left.

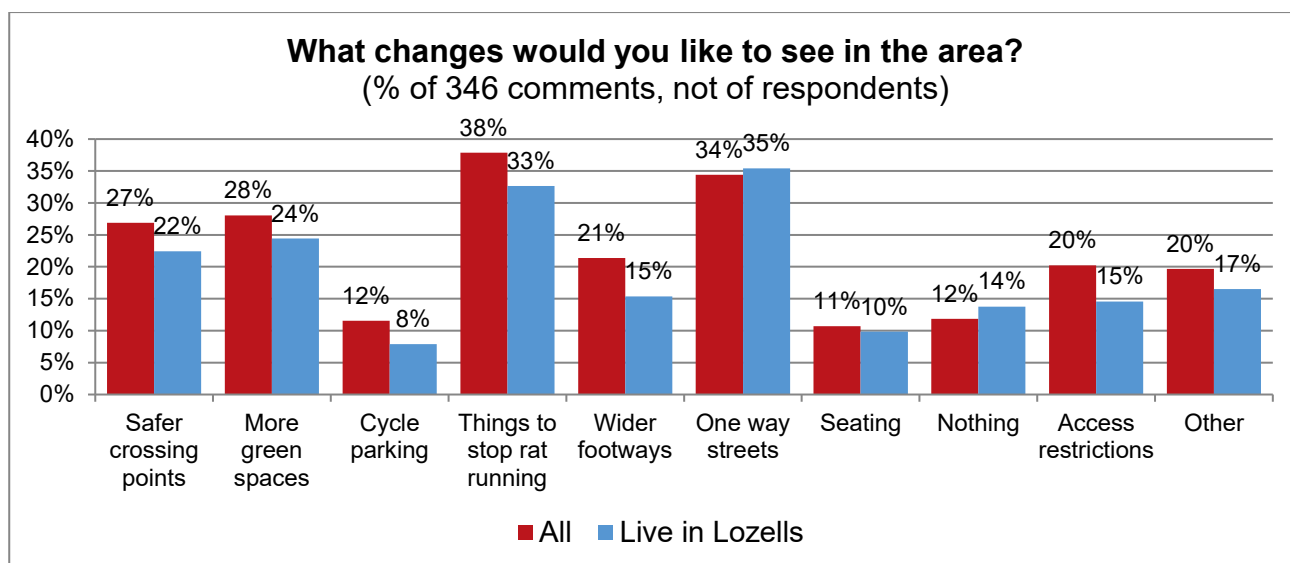
Respondents were asked “How do you feel about Lozells becoming a low traffic neighbourhood?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



Respondents were asked what they felt were the main problems in the area.



Respondents were asked what changes they would like to see.



Of the 346 responses on Commonplace, 101 did not include anything in the 'any other comments?' box, while 53 only included comments which were not directly relevant to the scheme. Many of these points raised were very valid (e.g. relating to crime and anti-social behaviour), but not appropriate for inclusion in this report.

The relevant 192 comments covered the following areas:

| Theme | Number of comments |
|--|--------------------|
| Parking issues in local area | 64 |
| Do not support/need scheme | 48 |
| Support for scheme | 41 |
| Scheme causes displacement of traffic/congestion | 33 |
| Too much traffic/many cars in area | 26 |
| Scheme should create one-way streets | 25 |
| Poor engagement about scheme | 23 |
| Scheme makes streets safer | 19 |
| Scheme is inconvenient to drivers | 18 |
| Road safety problems in local area | 17 |
| Request intervention in other location | 15 |
| Scheme is good for environment/reduces pollution | 12 |
| Scheme is good for cycling | 10 |
| Impact of scheme on elderly/disabled | 10 |
| Scheme makes the area nicer | 8 |
| Scheme increase pollution | 8 |
| Questioning access for deliveries, refuse collection, emergency services | 7 |
| Scheme is good for health and wellbeing (active travel/air quality) | 6 |
| Other | 5 |
| Impact of scheme on business | 4 |
| Not sure how to access places in the area | 4 |
| Scheme reduces traffic | 2 |
| Scheme does not address problems with motorcycles | 2 |

| Theme | Number of comments |
|-----------------------------------|--------------------|
| Delay to implementation of scheme | 2 |
| Monitoring | 1 |

The most common theme for comments (33% of relevant comments) was identifying parking as a key problem in Lozells, with demand exceeding supply, anti-social parking (e.g. on footways) on narrow streets and lack of enforcement.

Another key issue was congestion and high traffic volumes, with 17% of comments suggesting that the scheme will displace traffic and increase congestion, and 14% saying there was already too much traffic or too many cars in the area.

13% of comments requested that one-way streets be created in the area. Initial published plans were for modal filters to be created on residential streets, with this later revised to a series of one-way streets following feedback.

12% of comments referred to poor engagement or a lack of consultation on the scheme. Of particular note were comments suggesting that engagement should be undertaken in languages in addition to English, and that many residents would be unable to access information online.

4.2. Email correspondence

16 email conversations were received, of which 13 were directly relevant to the scheme:

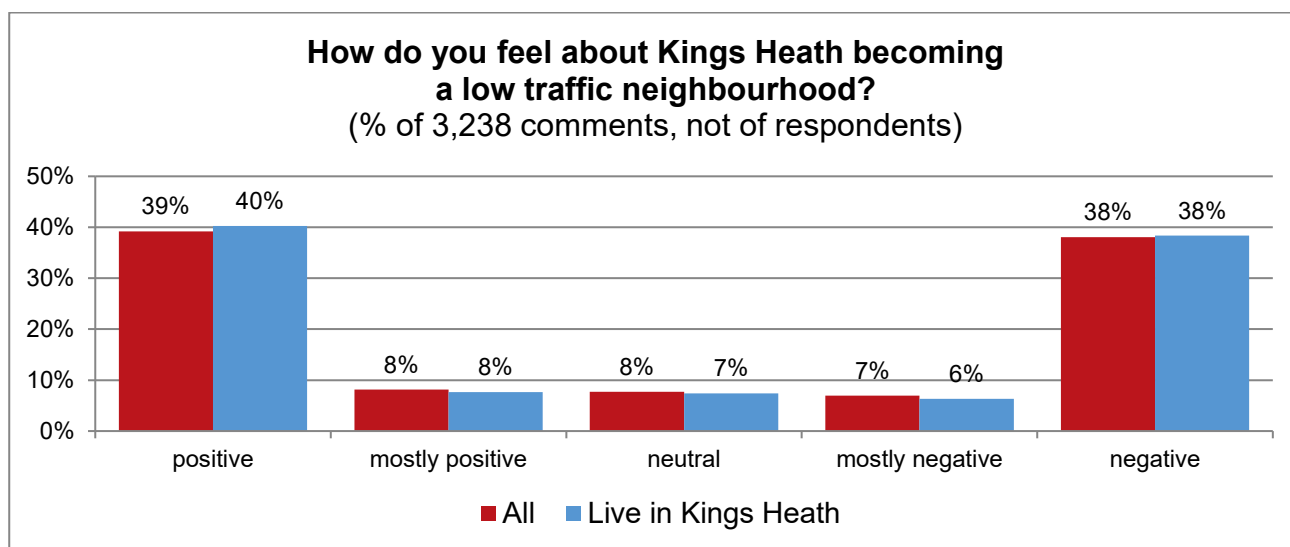
| Theme | Number of comments |
|--|--------------------|
| Poor engagement about scheme | 5 |
| Other | 5 |
| Do not support/need scheme | 2 |
| Scheme should create one-way streets | 2 |
| Support for scheme | 1 |
| Parking issues in local area | 1 |
| Request intervention in other location | 1 |
| Road safety problems in local area | 1 |
| Not sure how to access places in the area | 1 |
| Scheme is inconvenient to drivers | 1 |
| Scheme causes displacement of traffic/congestion | 1 |
| Delay to implementation of scheme | 1 |

5. Kings Heath Low Traffic Neighbourhood

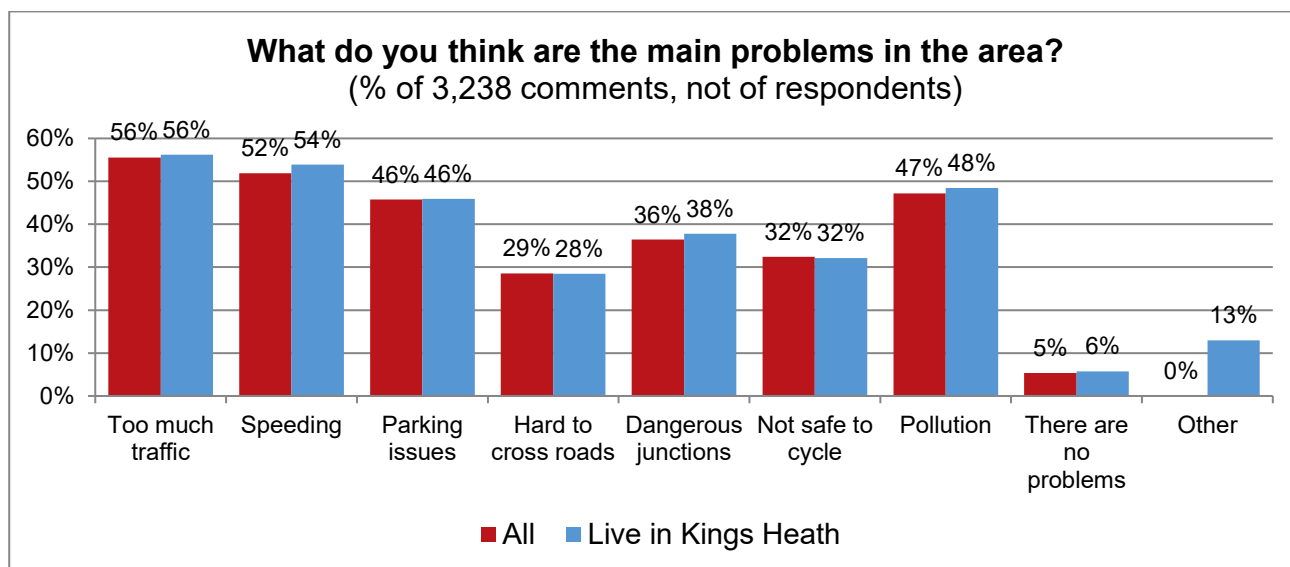
5.1. Commonplace

3,238 responses on Kings Heath Low Traffic Neighbourhood were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 3,238 responses, 185 people did not register with the site. For people who do register, it is possible to track how many comments they left.

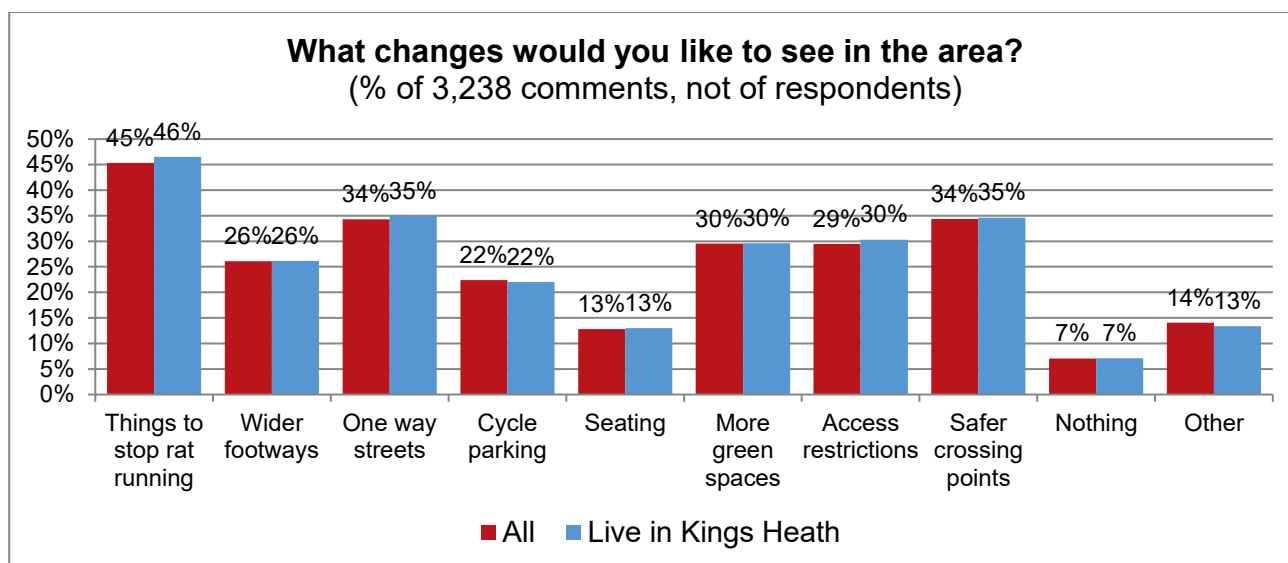
Respondents were asked “How do you feel about Kings Heath becoming a low traffic neighbourhood?” The graph below shows all responses to this question received between 14 July and 30 November 2020.



Respondents were asked what they felt were the main problems in the area.



Respondents were asked what changes they would like to see.



A total of 3,238 respondents provided an impression of the scheme, with 2,546 (79%) making specific comments on the scheme on Commonplace (see below). There was broadly an even viewpoint of those for and against the scheme (47% and 45% respectively) and 8% neither for nor against the scheme.

| Reaction to Scheme | Number of comments |
|--|--------------------|
| Support for scheme | 1,529 |
| Do not support scheme | 1,457 |
| No comment (but selected either positive, negative or neither nor against) | 692 |
| Not for or against | 250 |

Of the 692 who provided *no further comment* but selected an impression of the scheme, the majority was *positive* (60%) or *mostly positive* (11%), with only 18% opting for *negative*, 5% selected *mostly negative* whilst those who remained *neutral* on the scheme accounted for 5%.

As can be seen below, of the respondents who made independent comments on the proposal, around half focussed on Traffic / Speed / Parking Issues (51%). Some common themes related to this was the lowering of speed and introducing one-way systems and residential parking. Both those supporting and not supporting the scheme raised suggestions or commented on these particular areas.

Environmental issues were also another key issue, accounting for 17.6% of the comments. There was a concern was that the problem would be shifted elsewhere in the area with others commenting that they had already experienced a benefit from the scheme by a lowering of noise and air quality levels.

11.6% of comments commented that safety was a concern both on the roads and on pavements. Suggestions included introducing more cycle paths as well as traffic measures to reduce speeding.

On a similar note, 6% of the respondents wanted to see an increase in cycling infrastructure thus removing cyclists from roads and pavements.

| Comments / Suggestions / Queries Themes | Number of Comments (2530) |
|--|---------------------------|
| Traffic / Speed / Parking issues | 1,570 |
| Environmental issues | 541 |
| Safety on Streets | 358 |
| Cycling | 184 |
| Pedestrianise | 154 |
| Bad for Business | 154 |
| Nicer Area | 52 |
| Health & wellbeing | 40 |
| Good for business | 19 |
| Refuting points from negative comments | 4 |
| Comments which were not relevant to scheme | 4 |

5% of comments referred to environmental issues affecting those which use the pedestrian facilities in the area as well as the general safety for those as there was a concern over the lack of safe crossing points in the area. In addition, there were suggestions for improvements to pedestrian infrastructure in the area as well as a hope that more people would consider walking more now that the scheme was in place.

For the theme bad for business, 5% of respondents commented that the scheme would negatively impact local businesses in the area, specifically Kings Heath High Street.

5.2. Email correspondence

A total of 396 emails were received on the scheme, with the majority providing comments, suggestions or asking for further information (94%).

| Theme | Number of comments |
|----------------------------------|--------------------|
| Comments / Queries / Suggestions | 374 |
| Traffic / Speed / Parking issues | 81 |
| Environmental Issues | 32 |
| Safety on Streets | 20 |
| Cycling | 5 |
| Bad for Business | 5 |

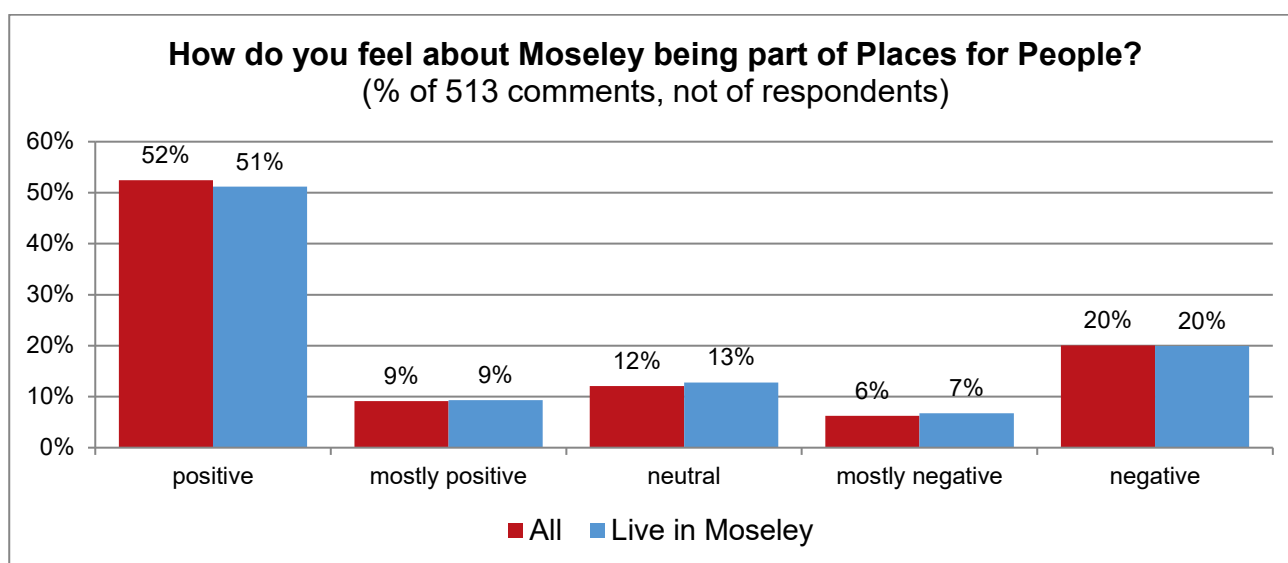
| Theme | Number of comments |
|--------------------|---------------------------|
| Pedestrianise | 4 |
| Nicer Area | 4 |
| Health & Wellbeing | 2 |

6. Moseley Places for People

6.1. Commonplace

513 responses on Moseley Places for People were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 513 responses, 45 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “How do you feel about Moseley being part of the Places for People project?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



Respondents on Commonplace were asked “What do you think about the proposed modal filter on School Road?” and “What do you think about the proposed modal filter on Cambridge Road?”. Respondents gave 480 relevant comments about School Road and 432 relevant comments about Cambridge Road.

| | School Road | Cambridge Road |
|--|-------------|----------------|
| Relevant comments | 480 | 432 |
| No comment | 27 | 71 |
| Comments not directly relevant to scheme | 6 | 10 |
| Total Commonplace responses | 513 | 513 |

The relevant comments covered the following areas:

| Theme | School Road | Cambridge Road |
|--|-------------|----------------|
| Support for scheme | 275 | 226 |
| Scheme causes displacement of traffic/congestion | 195 | 202 |
| Do not support/need scheme | 167 | 176 |
| Scheme makes streets safer | 144 | 88 |
| Scheme is good for pedestrians | 76 | 36 |

| Theme | School Road | Cambridge Road |
|--|-------------|----------------|
| Request traffic calming/speed reduction measures | 70 | 36 |
| Scheme is good for cycling | 57 | 31 |
| Request intervention in other location and/or an area wide approach in Moseley | 49 | 78 |
| Parking issues in local area | 37 | 18 |
| Scheme increases pollution/congestion | 34 | 33 |
| Scheme is good for environment/reduces pollution | 29 | 18 |
| Scheme is inconvenient to drivers | 29 | 23 |
| Scheme is good for health and wellbeing (active travel/air quality) | 16 | 13 |
| Questioning access for deliveries, refuse collection, emergency services | 11 | 10 |
| Scheme makes the area nicer | 6 | 7 |
| Impact of scheme on business (negative) | 4 | 4 |
| Impact of scheme on business (positive) | 1 | 1 |

Although support for the scheme was generally good, the most common concern raised (41% of relevant comments about School Road and 47% about Cambridge Road) was about displacement of traffic to other local streets (including near to schools). This was backed up by several comments (10% on School Road; 18% on Cambridge Road) requesting interventions in other locations and/or suggesting that an area wide Low Traffic Neighbourhood approach would be better than isolated modal filters, or requesting other traffic calming or speed reduction measures (15% of School Road comments; 8% of Cambridge Road comments).

Commenters recognised the benefits of the scheme, with up to 30% (School Road) saying streets were safer, up to 16% (School Road) saying the scheme is good for pedestrians, and up to 12% (School Road) saying the scheme is good for cycling.

6.2. Email correspondence

61 email conversations were recorded. The main comments are displayed in the table below:

| Themes | Number of comments |
|---|--------------------|
| No comment/ just questions | 20 |
| Displacement of traffic/congestion | 17 |
| Poor engagement | 9 |
| Support for scheme | 7 |
| Road safety problems | 7 |
| Drivers ignoring restrictions | 6 |
| Request traffic calming/speed reduction measures | 6 |
| Request intervention in other area/location/area wide | 5 |

| Themes | Number of comments |
|---|---------------------------|
| Other | 5 |
| Monitoring | 3 |
| Parking issues | 3 |
| Don't want/need scheme | 2 |
| Good for pedestrians | 2 |
| Bad for business | 2 |
| Reduces traffic | 2 |
| Too much traffic/many cars in area | 2 |
| Inconvenient to drivers | 2 |
| Impact on disabled/elderly | 2 |
| Deliveries, refuse collection, emergency services | 2 |
| Improve signage | 2 |
| Increases pollution | 1 |
| Good for environment/reduces pollution | 1 |
| Good for cycling | 1 |
| Good for health and wellbeing/active travel | 1 |
| Not relevant to scheme | 1 |

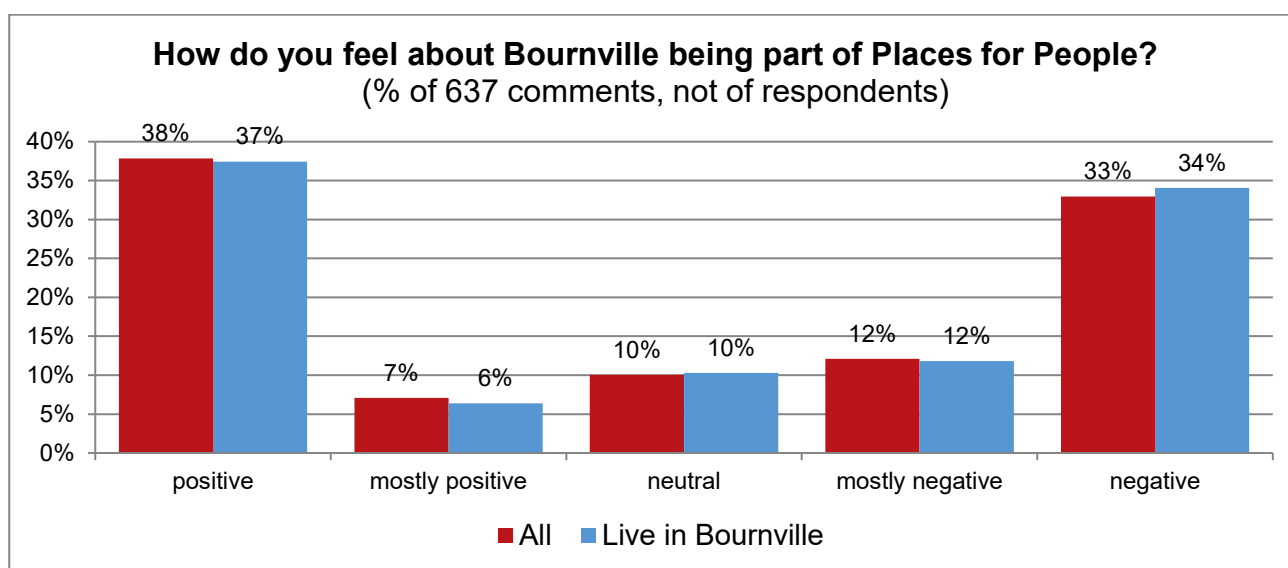
28% of correspondence discussed concern over the displacement of traffic as a result of the scheme, particularly around Billesley Lane. This led onto concerns around the safety of this road with 11% of emails highlighting the issue. 15% were unhappy with how the scheme had been communicated and emphasised a lack of consultation – many linked this to the reason for some of the suggested negative impacts.

7. Bournville Places for People

7.1. Commonplace

637 responses on Bournville Places for People were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 637 responses, 45 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “How do you feel about Bournville being part of the Places for People project?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



Respondents on Commonplace were asked “What do you think about the proposed modal filter on Oak Tree Lane?” and “What do you think about the proposed modal filter on Franklin Road?”. Respondents gave 452 relevant comments about Oak Tree Lane and 508 relevant comments about Franklin Road.

| | Oak Tree Lane | Franklin Road |
|--|---------------|---------------|
| Relevant comments | 452 | 508 |
| No comment | 162 | 111 |
| Comments not directly relevant to scheme | 23 | 18 |
| Total Commonplace responses | 637 | 637 |

The relevant comments covered the following areas:

| Theme | Oak Tree Lane | Franklin Road |
|---|---------------|---------------|
| Support for scheme | 202 | 211 |
| Scheme causes displacement of traffic/congestion | 141 | 201 |
| Do not support/need scheme | 76 | 89 |
| Scheme makes streets safer | 49 | 53 |
| Request intervention in other location and/or an area wide approach in Bournville | 44 | 62 |

| Theme | Oak Tree Lane | Franklin Road |
|--|----------------------|----------------------|
| Scheme is inconvenient to drivers | 39 | 53 |
| Scheme is good for cycling | 32 | 45 |
| Road safety problems in local area | 28 | 36 |
| Scheme increases pollution | 23 | 22 |
| Other | 22 | 25 |
| Scheme is good for pedestrians | 20 | 27 |
| Questioning access for deliveries, refuse collection, emergency services | 18 | 35 |
| Scheme makes the area nicer | 17 | 27 |
| Poor engagement about scheme | 17 | 19 |
| Parking issues in local area | 14 | 28 |
| Request traffic calming/speed reduction measures | 14 | 27 |
| Scheme is good for environment/reduces pollution | 8 | 10 |
| Too much traffic/many cars in area | 8 | 10 |
| Impact of scheme on elderly/disabled | 8 | 8 |
| Scheme is good for health and wellbeing (active travel/air quality) | 7 | 14 |
| Ensure scheme has good/improved signage | 6 | 5 |
| Scheme reduces traffic | 5 | 7 |
| Scheme should create one-way streets | 5 | 6 |
| Monitoring | 5 | 1 |
| Drivers ignoring restriction | 5 | 6 |
| Impact of scheme on business | 3 | 1 |
| Planters are ugly | 3 | 4 |
| Not sure how to access places in area | 2 | 6 |
| Suggest timed restrictions | 2 | 1 |
| Scheme does not address problems with motorcycles | 1 | 2 |
| Request pedestrian crossing on Linden Road | n/a | 13 |
| Issues with local garage | n/a | 11 |

Although support for the scheme was generally good, the most common concern raised (31% of relevant comments about Oak Tree Lane and 40% about Franklin Road) was about displacement of traffic to other local streets (including near to schools). This was backed up by several comments (10% on Oak Tree Lane; 12% on Franklin Road) requesting interventions in other locations and/or suggesting that an area wide Low Traffic Neighbourhood approach would be better than isolated modal filters.

7.2. Email correspondence

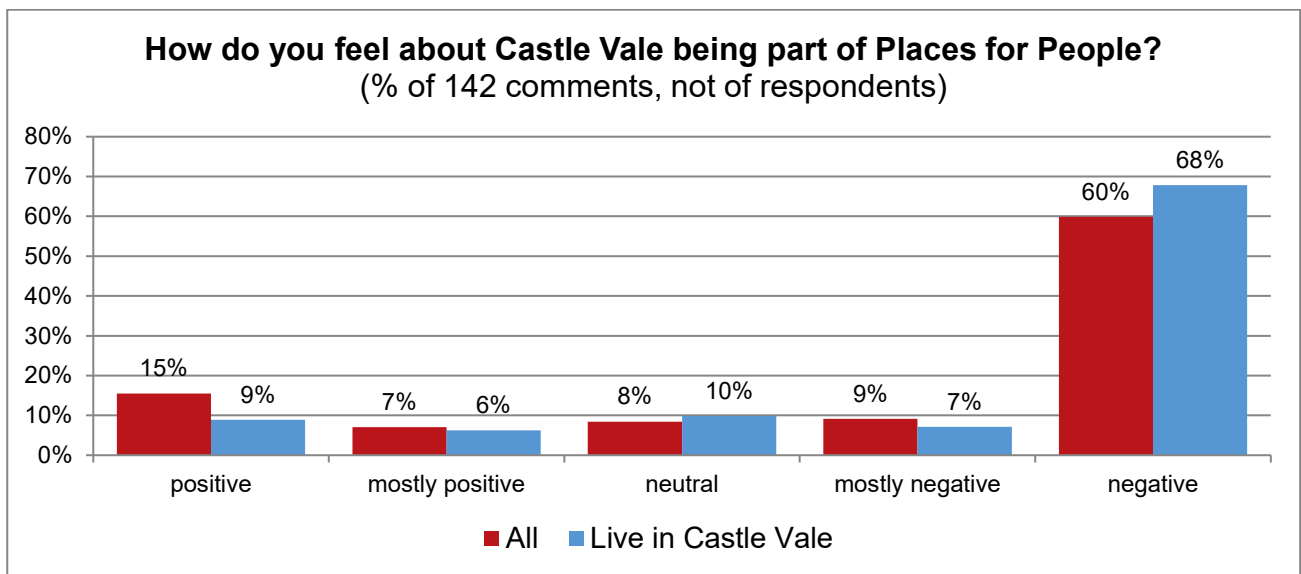
72 emails were received covering similar issues to those raised on Commonplace.

8. Castle Vale Places for People

8.1. Commonplace

142 responses on Castle Vale Places for People were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 142 responses, 6 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “How do you feel about Castle Vale being part of the Places for People project?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



8.2. Email correspondence

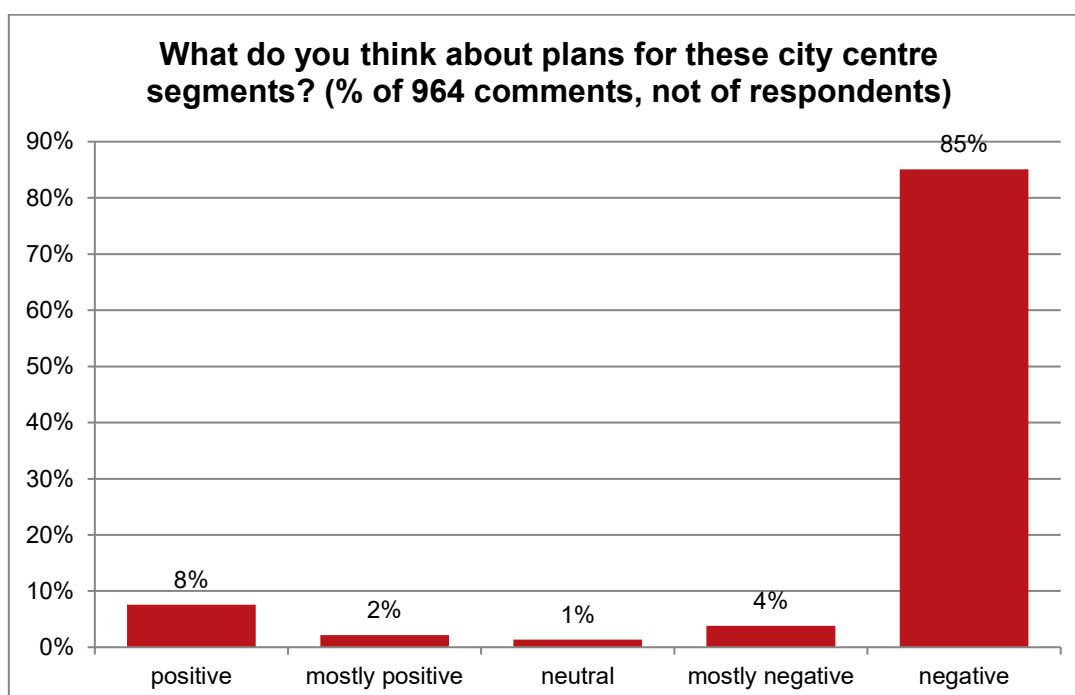
6 emails were received.

9. City centre segments

9.1. Commonplace

964 responses on City centre segments were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 964 responses, 46 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think about plans for these city centre segments?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



As can be seen below, of the quantifiable comments (558) the two main themes were *Bad for Business* (45%) and *Parking Issues* (42%). Some common themes related to this was the moving of traffic onto the ring road and the subsequent loss in business due to the proposed parking restrictions.

Of the non-quantifiable comments (42%), these consisted of themes such as increases in pollution, congestion issues and the public transport network.

| Comments / Suggestions / Queries Themes | Number of Comments (959) |
|---|--------------------------|
| Non-quantifiable comments | 401 |
| Bad for Business | 252 |
| Parking Issues | 233 |

| Comments / Suggestions / Queries Themes | Number of Comments (959) |
|---|--------------------------|
| Pedestrianise | 30 |
| Good for Cycling | 20 |
| Good for Health & Wellbeing | 7 |
| Good for Business | 5 |
| Nicer Area | 4 |
| Safer Streets | 3 |
| Refuting points from Negative Comments | 2 |
| Good for Environment | 2 |

The benefits from the restrictions to vehicles were seen as a positive for pedestrians (5.4%), cyclists (3.6%) and for health and wellbeing (1.3%).

On a similar note, 6% of the respondents wanted to see an increase in cycling infrastructure thus removing cyclists from roads and pavements.

9.2. Email correspondence

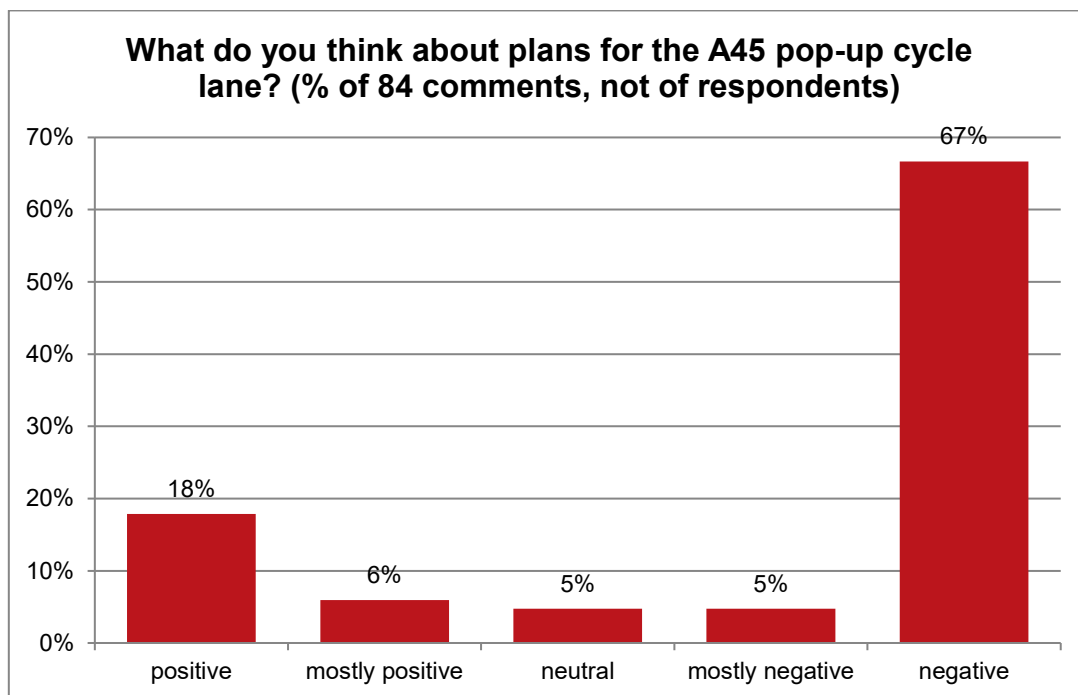
A total of 74 emails were received in relation to the scheme. The majority were emails submitting queries, comments or suggestions (96%) in relation to the scheme. Of the 75 emails received only 6 had specific comments on the scheme, commenting on issues such as *traffic / speed / parking* (4%), *bad for business* (3%) and *safety on streets* (1%).

10. A45 pop-up cycle route - city centre to Small Heath

10.1. Commonplace

84 responses on the A45 pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 84 responses, 9 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think about plans for this pop-up cycle lane?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



In response to *do you have any comments to make about this scheme?* the 84 responses on Commonplace, covered the following areas:

| Theme | Number of comments |
|---|--------------------|
| Do not support/need scheme | 55 |
| Supportive of scheme | 21 |
| So not want Bolton Road to become/remain one -way | 11 |
| Scheme is good for cycling | 7 |
| Parking issues in local area | 3 |
| Scheme is good for environment/reduces pollution | 2 |
| Scheme is good for health and wellbeing (active travel/air quality) | 1 |
| Scheme makes streets safer | 1 |

25% of responses were supportive of the scheme, while 65% were not supportive. 13% of main comments did not support the one-way system on Boulton Road at the junction with Small Heath Bridge, a number stating they were now having to drive further to get to their properties in Amis Gardens. 8% of comments stated that the route was good for cycling, while 2% felt it would be good for the environment, 1% that it would be good for health and wellbeing and 1% that it will make streets safer.

A comment was also made that post COVID-19, when football matches return to Birmingham City Football Club grounds, the loss of on street parking here will have an impact on fans.

10.2. Email correspondence

Quantifying email conversations for this scheme is more difficult as a number of emails included attachments of letters from several people. It is therefore estimated that 225 items of correspondence were recorded, on the following main topics:

| Theme | Number of comments |
|---|--------------------|
| Object to one way and loss of parking on Tennyson Road/Byron Road | 183 |
| Object to one way on Bolton Road | 25 |
| Poor engagement about scheme | 9 |
| Concerns/queries re Waverley Road | 5 |
| Increase in traffic/large vehicles on Vann Close | 4 |
| Scheme is inconvenient to drivers | 3 |
| Do not support/need scheme | 2 |
| Scheme is bad for business | 2 |
| Scheme causes displacement of traffic/congestion/pollution | 2 |
| Scheme impedes access by emergency services | 2 |
| Road safety problems | 1 |
| Cycle route should be on Small Heath Highway | 1 |

The vast majority of comments (81%) were objections to conversion of Tennyson Road (and Byron Road) to one way streets.

25% of comments were objections to the conversion of Bolton Road to a one way street, with 4 of the 25 comments raising this issue saying this was causing large vehicles to divert via Vann Close.

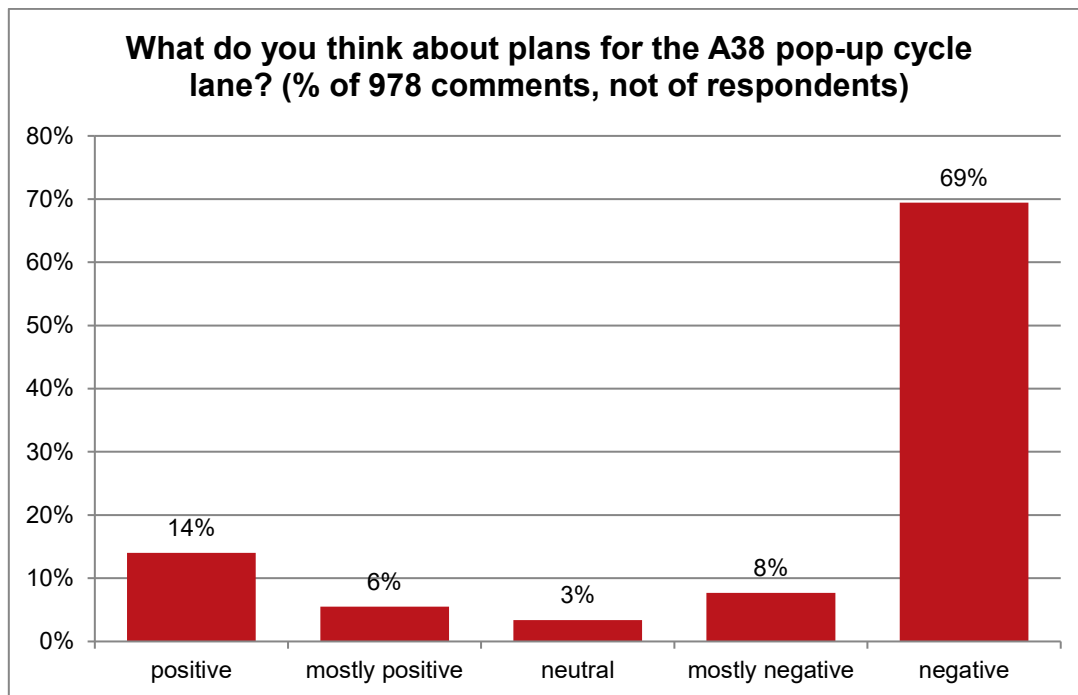
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11. A38 pop-up cycle route - Selly Oak to Northfield

11.1. Commonplace

978 responses on the A38 pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 978 responses, 35 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think about plans for this pop-up cycle lane?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



In response to *do you have any comments to make about this scheme?* the 978 responses on Commonplace, covered the following areas:

| Theme | Number of comments |
|---|--------------------|
| Do not support/need scheme | 765 |
| Concern for the safety of scheme | 322 |
| Scheme increases congestion for general traffic | 217 |
| Problems at junctions (e.g. turning movements) | 214 |
| Support for scheme | 207 |
| Scheme is good for cycling | 99 |
| Cycle lane should be in central reserve or on footway | 84 |
| Do not like the shared bus/cycle lane | 71 |
| Scheme makes streets safer | 31 |
| Lack of signage | 24 |
| Suggest timed restrictions for bus/cycle lane | 23 |
| Delays to emergency vehicles | 17 |

| Theme | Number of comments |
|---|--------------------|
| Support reduced speed limit | 17 |
| Scheme is good for environment/reduces pollution | 11 |
| Scheme is good for health and wellbeing (active travel/air quality) | 10 |

21% of responses were supportive of the scheme, while 78% were not supportive.

Many comments made particularly focussed on the bus lane between Selly Oak and Northfield, with 33% of comments raising general safety concerns and 22% referring specifically to issues at junctions; for example, suggesting that that the short gaps in the bus lanes at junctions meant vehicles turning left into side roads have to slow/stop in the outside lane to check there were no buses or cyclists on their nearside before moving in to that lane to turn left. The left turn access into Bournville Gardens, a retirement village on the into city carriageway was also seen as hazardous for the same reason.

The junctions of A38/Middle Park Road/Bournville Lane, A38/Weoley Park Road/access to The Oaks nursery, A38/Witherford Way and A38/Cob Lane were seen to be the most unsafe, with congestion at the 'U'-turn facilities in the central reservation at Witherford Way and Cob Lane used by many motorists to cross the Bristol Rd causing some vehicles to bypass the queues by undertaking in the bus lane. 22% of comments were concerned about the increased congestion caused by the bus lane and the cycle lane.

Concern was also raised by a small number of people (2% of comments) that the congestion caused by the bus lane and the cycle lane meant that there was a delay to emergency vehicles using the route (emergency vehicles on a blue light call may use the bus/cycle lane).

10% of comments stated that the route was good for cycling, while 9% suggested that the cycle route, particularly where footways were wide, should be shared with pedestrians, or alternatively use made of the central reservation between Selly Oak and Northfield for a segregated cycle route.

11.2. Email correspondence

73 email conversations were recorded, plus 3 petitions – 2 against the scheme with 2490 and 647 signatures respectively and 1 for the scheme with 193 signatures.

The main comments taken from the emails were:

| Theme | Number of comments |
|---|--------------------|
| Problems at junctions (e.g. turning movements) | 23 |
| Concern for the safety of scheme | 19 |
| Lack of signage | 8 |
| Scheme increases congestion for general traffic | 7 |
| Poor engagement on scheme | 6 |
| Support for scheme | 6 |
| Cycle lane should be in central reserve or on footway | 4 |

The comments relating to safety of the scheme (26% of main comments made) particularly related to cyclists using the bus lane rather than having a segregated cycle lane. 32% of comments highlighted the feeling that the turning movements into and out of junctions along Bristol Road across the bus lanes were unsafe for cyclists, particularly with vehicles turning left in front of them

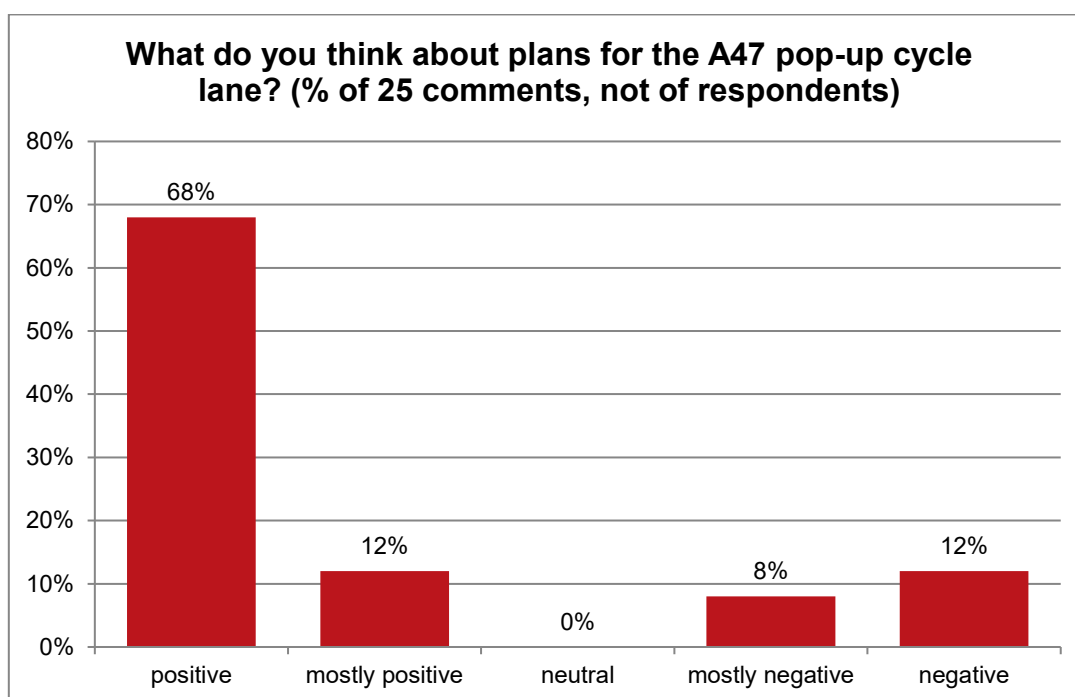
into side roads. Lack of signage for the operating hours of the bus lane plus the change in speed limit of the section of the road between Northfield and Selly Oak was also raised in 11% of the comments made.

12. A47 pop-up cycle route - city centre to Fort Parkway

12.1. Commonplace

25 responses on the A47 pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 25 responses, 2 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think about plans for this pop-up cycle lane?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



In response to *do you have any comments to make about this scheme?* the 25 responses on Commonplace, covered the following areas:

| Theme | Number of comments |
|---|--------------------|
| Support for scheme | 17 |
| Scheme is good for cycling | 7 |
| Do not want/need scheme | 4 |
| Scheme is good for environment/reduces pollution | 2 |
| Scheme is good for health and wellbeing (active travel/air quality) | 1 |
| Scheme makes streets safer | 1 |

68% of these comments were supportive of the scheme, and 16% not supportive. 28% of comments stated that the route was good for cycling, while 8% felt it would be good for the

environment, 4% that it would be good for health and wellbeing and 4% that it will make streets safer.

Other comments suggested that there were too many cyclist dismount signs along the route and that the scheme could benefit by being promoted more widely.

12.2. Email correspondence

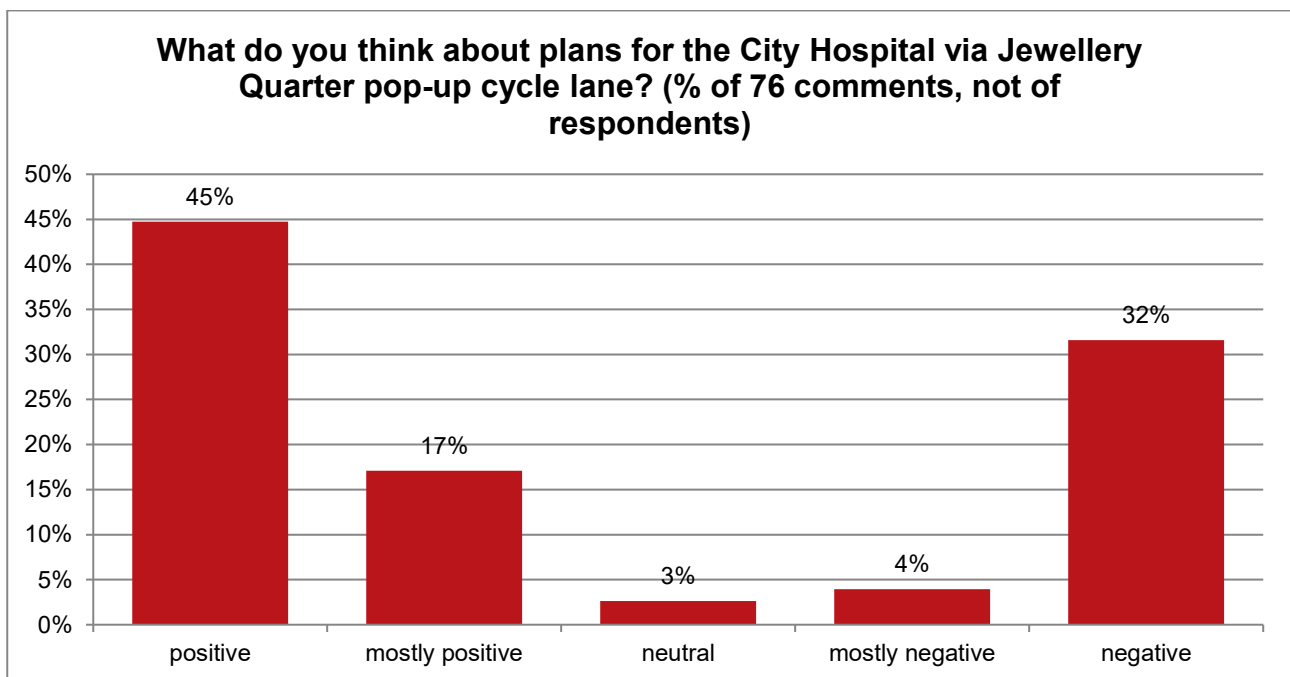
Three email conversations were recorded, of which only one commented on the final scheme, highlighting the frequency of cyclist dismount signs along the route and the time taken to cross at the Lawley Middleway junction.

13. A457 pop-up cycle route - city centre to City Hospital via Jewellery Quarter

13.1. Commonplace

76 responses on the A457 pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 76 responses, 6 people did not register with the site. For people who did register, it is possible to track how many comments they left:

Respondents were asked “What do you think about plans for this pop-up cycle lane?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



In response to *do you have any comments to make about this scheme?* the 76 responses on Commonplace, covered the following areas:

| Theme | Number of comments |
|---|--------------------|
| Do not support/need scheme | 39 |
| Support for scheme | 20 |
| Parking issues in local area | 17 |
| Scheme is good for cycling | 13 |
| Impact of scheme on business | 5 |
| Scheme is good for health and wellbeing (active travel/air quality) | 3 |
| Scheme makes streets safer | 2 |
| Scheme is good for environment/reduces pollution | 2 |

51% of the main comments were supportive of the scheme being introduced, and 26% were not supportive. 22% of these comments were in relation to the negative impact the scheme would have

for on-street parking, particularly in relation to the number of spaces available to those residents paying for a parking permit. A suggestion was made to provide a dropped kerb where the pop-up route is adjacent to the Soho Loop canal at the junction of Clissold Street and Rosebery Street. A comment was also made that the orange wands used to delineate the cycle route should be black within the Jewellery Quarter to respect this conservation area.

13.2. Email correspondence

35 email conversations were recorded. The main comments taken from the emails were:

| Theme | Number of comments |
|--|---------------------------|
| Loss of parking spaces | 16 |
| Poor engagement | 6 |
| Concern for the safety of scheme | 5 |
| Cars parking in cycle lanes | 3 |
| More policing needed | 2 |
| Impact of scheme for people with impaired mobility or using pushchairs | 2 |
| Support for scheme | 1 |
| Do not support/need scheme | 1 |

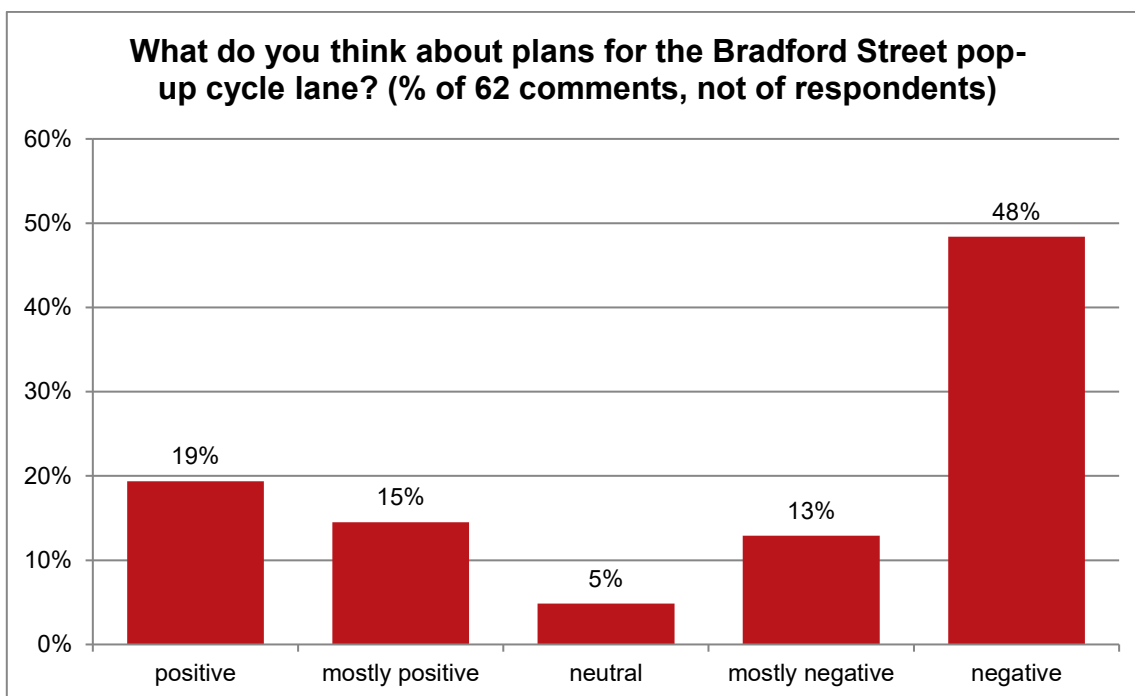
46% of the emails mentioned the loss of on-street parking spaces, particularly in relation to residents who pay for a parking permit having less spaces available to them. On the other hand, 9% of email raised concerns that vehicles were still being parked in the new cycle lane. Poor engagement or lack of consultation on the scheme was raised in 17% of emails.

14. Bradford Street pop-up cycle route

14.1. Commonplace

62 responses on the Bradford Street pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 62 responses, 6 people did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think about plans for this pop-up cycle lane?” The graph below shows all responses to this question received between 14 July and 30 November 2020.



In response to *do you have any comments to make about this scheme?* the 62 responses on Commonplace, covered the following areas:

| Theme | Number of comments |
|---|--------------------|
| Do not want/need scheme | 32 |
| Danger due to coaches/HGVs | 26 |
| Support for scheme | 16 |
| Cyclist dismount signs | 9 |
| Scheme is good for health and wellbeing (active travel/air quality) | 2 |
| Scheme is good for environment/reduces pollution | 2 |
| Parking issues in local area | 1 |

26% of these comments were supportive of the scheme, and 52% not supportive. Many comments (42%) raised concern for cyclists on the route, particularly in the area around Digbeth coach station. The number of ‘cyclist dismount’ signs on the route was also seen as a negative factor on

a cycle route (15% of comments). The height of the bus boarders (at bus stops along the route) were considered too steep for cyclists.

14.2. Email correspondence

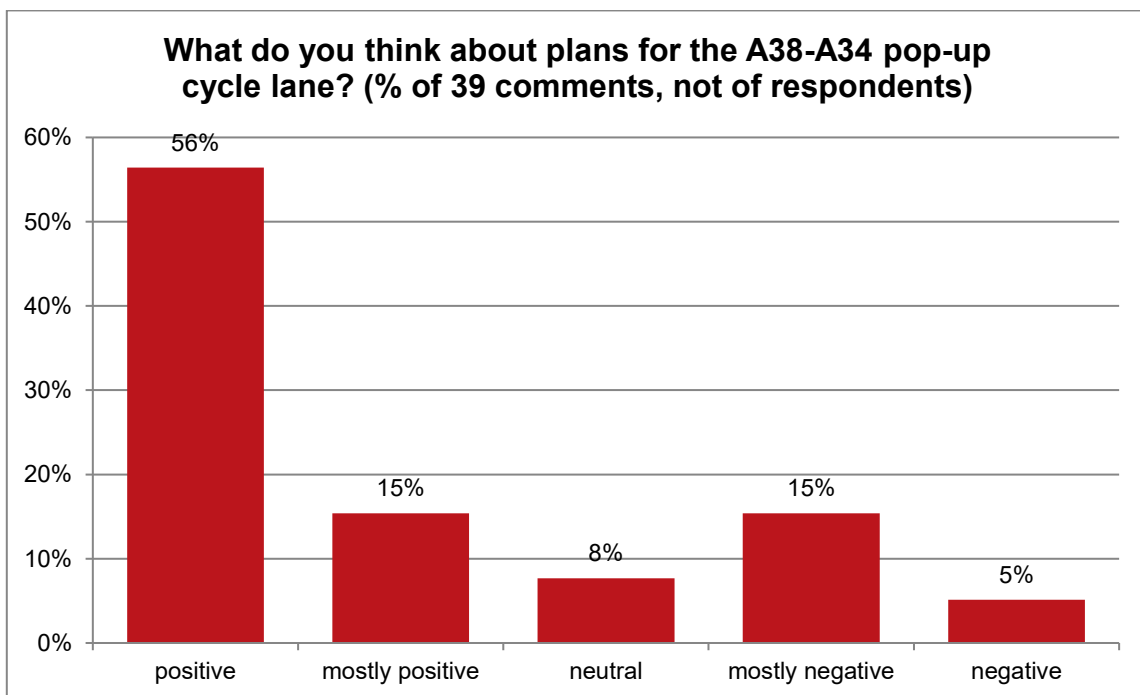
Five email conversations were recorded. Two emails raised issues about the safety of cyclists with respect to the number of coaches and buses using Bradford Street to access Digbeth coach station, one highlighted the severe bus boarders (humps) at bus stops along the cycle lane which were uncomfortable to cycle over and one mentioned the loss of on street parking on the route.

15. A38 to A34 pop-up cycle route - city centre connection

15.1. Commonplace

39 responses on the A38 to A34 pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for **responses** and not **respondents**. Of the 39 responses, 1 person did not register with the site. For people who did register, it is possible to track how many comments they left.

Respondents were asked “What do you think about plans for this pop-up cycle lane?”. The graph below shows all responses to this question received between 14 July and 30 November 2020.



In response to *do you have any comments to make about this scheme?* the 39 responses on Commonplace, covered the following areas:

| Theme | Number of comments |
|---|--------------------|
| Support for scheme | 26 |
| Scheme is good for cycling | 7 |
| Do not want/need scheme | 5 |
| Scheme is good for health and wellbeing (active travel/air quality) | 1 |
| Scheme is good for environment/reduces pollution | 1 |

67% of these comments were supportive of the scheme, and 13% not supportive. 18% of comments stated that the route was good for cycling, while 3% felt it would be good for the environment and 3% that it would be good for health and wellbeing

15.2. Email correspondence

Five email conversations were recorded for this scheme.