



ATF Cycle Scheme: A45 corridor, City centre to Small Heath Park

Consultation Feedback Summary Report

February 2022

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Appendix A. Online Questionnaire

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1. Introduction and background

1.1 Overview

Birmingham City Council (BCC) are aiming to make walking and cycling everyday choices for local journeys and leisure activities, as part of a safe and integrated transport network. In 2020, BCC installed a number of temporary 'pop-up' cycle lanes across the city, to help people to travel safely and actively during the COVID-19 pandemic. The routes chosen align with the Birmingham Walking & Cycling Strategy and Infrastructure Plan¹, which set out proposals for a city-wide cycle network. In many cases, these temporary cycle lanes included 'light segregation' from other traffic using plastic bollards.

Following a review of all the pop-up cycle lanes, BCC is now proposing to improve and make permanent the route from the city centre to Small Heath Park, parallel to the A45.

1.2 The Proposal

The new proposal follows the same route, past Bordesley Circus then via Bolton Road, Byron Road and Tennyson Road. Most of the route will still be a two-way cycle lane, separated from general traffic and from pedestrians using a combination of level differences (so there is a kerb in between), lane separator units (a rubber or concrete kerb) and lines marked on the ground.

Following feedback from residents, cyclists will share the road with general traffic on Byron Road, with space for on-street car parking restored on the straight section, but double yellow lines added on the bend to improve safety and visibility.

On Tennyson Road, cyclists and pedestrians will share the footway, which will not affect on-street parking.

There is also a change to the current arrangement on Bolton Road, with the one-way (except cycles) section shortened, but improved with extra kerb build outs and upgraded pedestrian crossing facilities.

This cycle route links directly with the cycle route along Bradford Street into the heart of the city, which we are also proposing to upgrade from a pop-up to a permanent route. Together, these will create approximately 2km of new segregated cycling facilities.

The project is funded by the Active Travel Fund² and is part of the West Midlands Cycle & Walk programme³.

1.3 Next Steps

After the consultation closes, BCC will review all responses and make any necessary changes to the scheme. This will be followed by a statutory consultation period for the Traffic Regulation Order (TRO), the legal document needed to make changes on roads. This is likely to take place in early 2022.

¹ <https://www.birmingham.gov.uk/walkingcyclingstrategy>

² <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations>

³ <https://www.tfwm.org.uk/plan-your-journey/ways-to-travel/cycling-in-the-west-midlands/>

2. Consultation strategy and methodology

2.1 Consultation

The consultation was about installation of a permanent cycle route from the city centre to Small Heath Park, which would replace pop-up cycle lanes installed in response to the COVID-19 pandemic.

Respondents were asked:

- How often the travel in the area, and which modes of travel they usually use.
- What is their connection to the area i.e. live or work.
- Thoughts on the proposals.
- Whether the information provided has enabled an informed comment on the proposals.
- Various information on demographics.

Figure 2.1 presents the location of proposals. More detailed consultation plans can be viewed at [Birmingham BeHeard a45 cycle route](#)

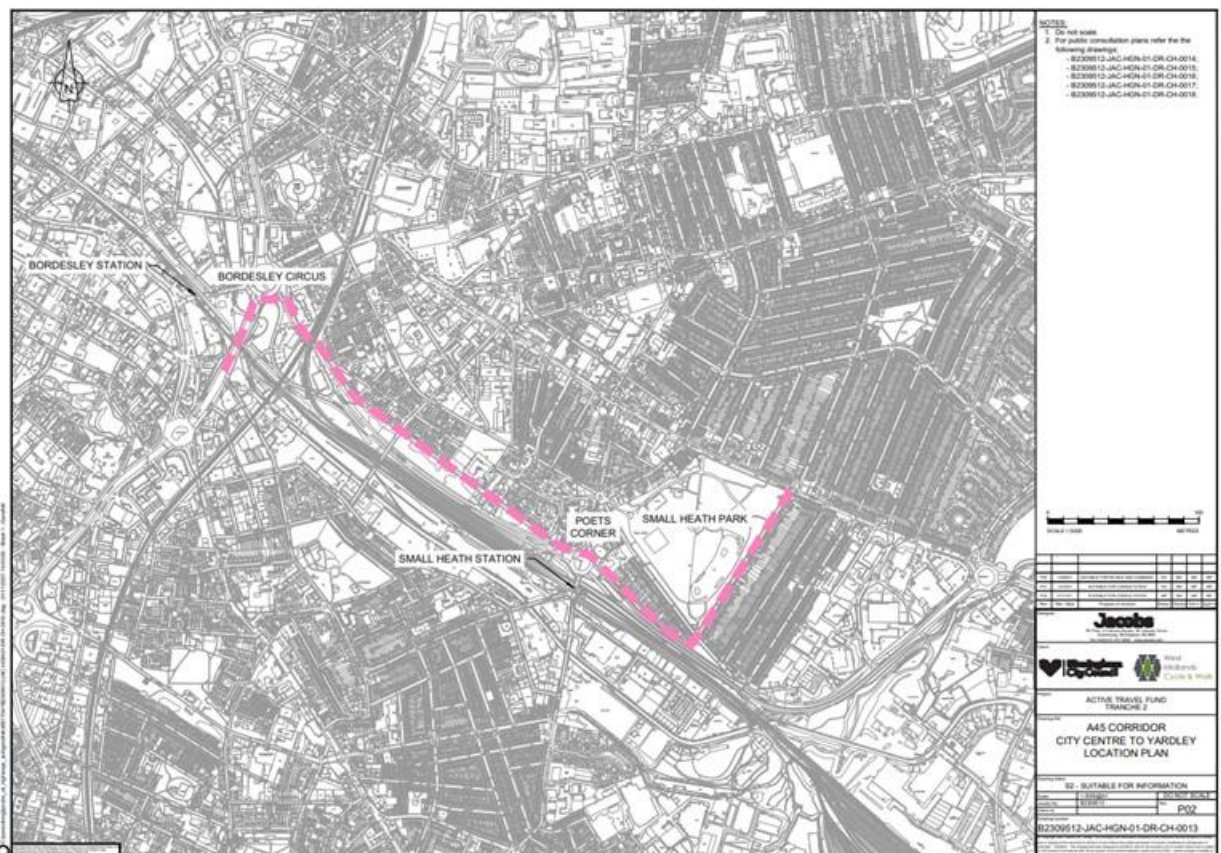


Figure 2.1: A45, city centre to Small Heath Park proposals (overview plan)

2.2 Consultation methodology

2.2.1 Methods of consultation and engagement

Full consultation information (including plans and survey) was available online at: [Birmingham BeHeard a45 cycle route](#)

As part of the consultation, letters were distributed to local residents to inform them of the consultation and invite them to a face to face and online briefing.

2.2.2 Response channels

Responses were primarily collected online via Be Heard. Paper questionnaires were available at face-to-face events and an address was given for comments to be posted to, but online responses were encouraged wherever possible. Appendix A contains the consultation questionnaire.

An email address was advertised for any queries (connected@birmingham.gov.uk). Anyone emailing was also encouraged to respond via Be Heard. Emails were logged and fed into this consultation report where appropriate.

2.3 Programme and schedule of events

The consultation was held between **3 November and 30 November 2021**.

Two events were held as part of this consultation; both of which covered the Bradford Street and A45 cycle routes:

- An online briefing session on Wednesday 10 November 2021 between 6pm and 7.30pm, where people could find out more about the plans and ask questions. A recording of the session was later upload to the consultation website.
- A face to face drop-in session was also held on Tuesday 23 November 2021 between 4pm and 7pm, at the Old Library in Digbeth.

3. Overview of responses

The online survey received 202 responses, of which 5 came from a representative of a group, business or organisation, with the remaining 197 coming from individuals. BCC also received 26 emails regarding the consultation, with 3 emails regarding the A45 scheme specifically. The majority of emails related to specific details of the scheme or the consultation itself, and these emails were responded to by BCC staff.

3.1 Individuals

The consultation received 197 responses from individuals, 183 of whom gave their postcode when asked. This postcode data was used to map the location of the respondents and is presented in Figures 3.1 and 3.2. Figure 3.1 shows the location of respondents close to the scheme and Figure 3.2 shows those in Birmingham and the wider area. One response was received by a respondent in Manchester.

Figure 3.1: Map of Respondent Locations (Site-Specific)

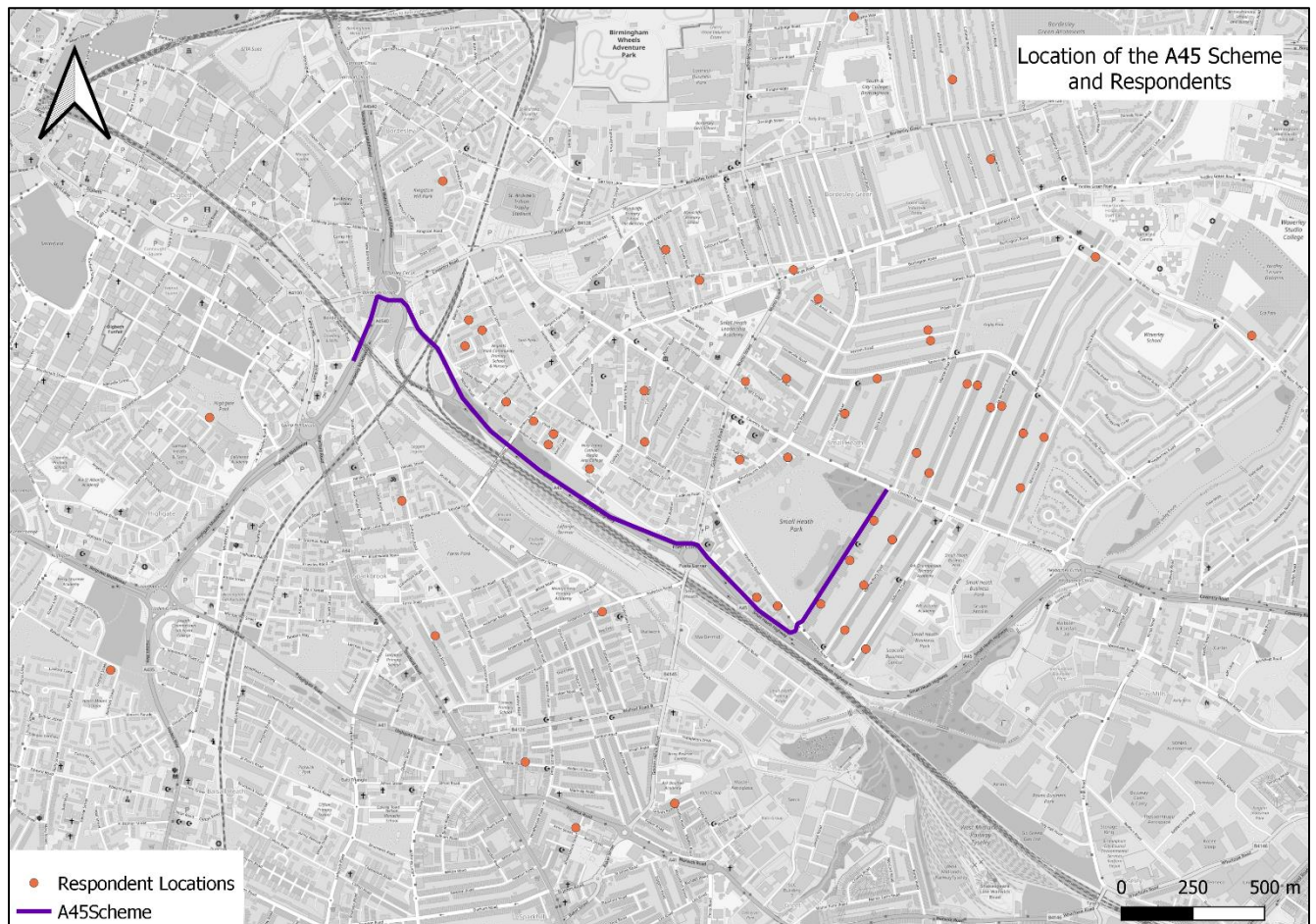
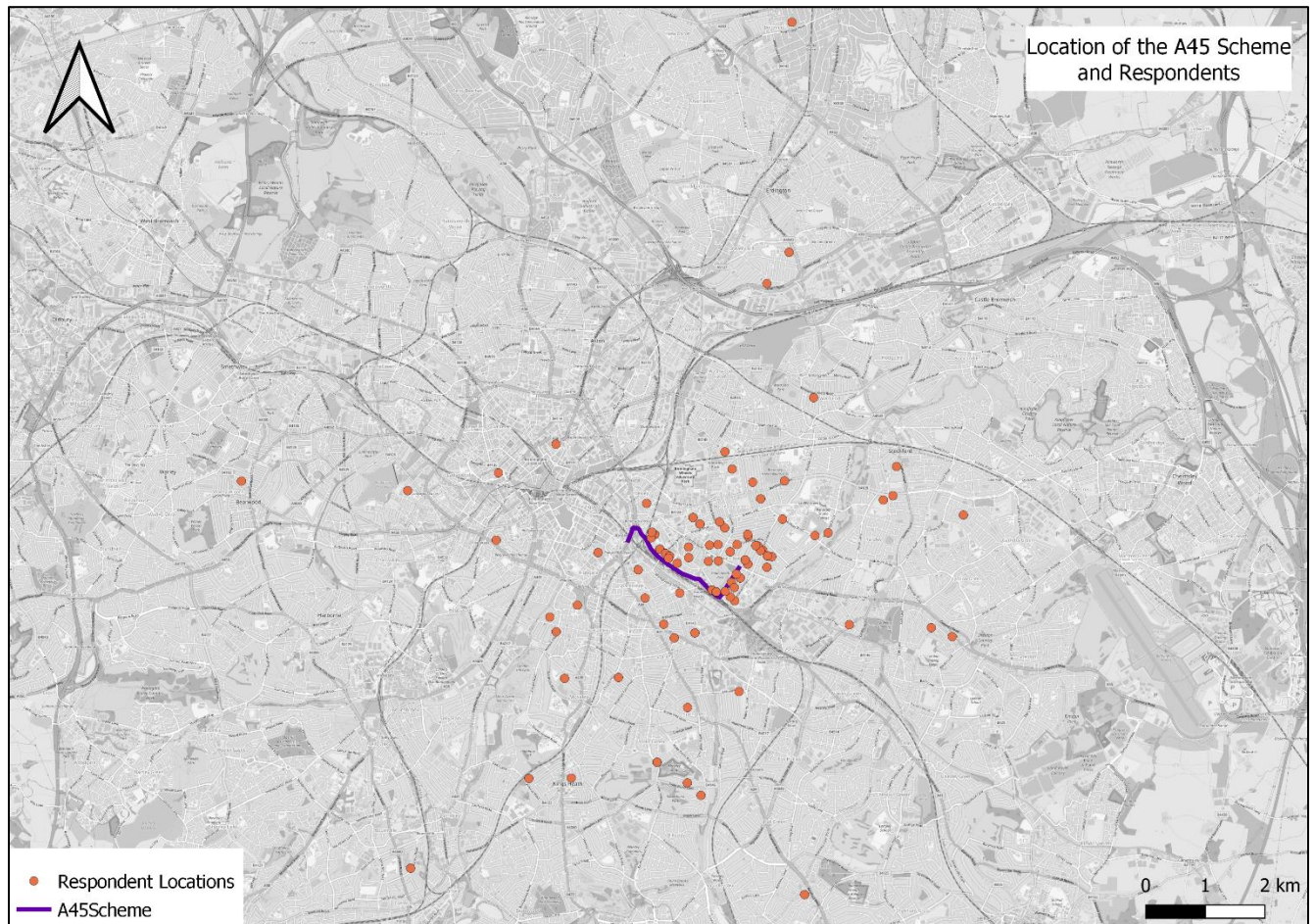


Figure 3.2: Map of Respondent Locations (Wider Birmingham Area)



3.2 Business and organisations

5 businesses, groups or organisations responded to the consultation. Of these, all 5 are located in Birmingham, with 3 located on or adjacent to the A45 specifically.

3.3 Respondents' connection and travel choices within the scheme area

Respondents were asked how they usually travelled in the area and were able to select multiple different options to show their travel habits in and around the area. The responses have been totaled and are presented in **Error! Reference source not found.** Respondents were able to select multiple answers, therefore the percentages do not total 100.

Table 3.1: How Individuals Travel in the Area

Option	Count (Total 195)	Percent
Walk	38	19%
Cycle	46	24%
Car or Van	137	70%
Bus	21	11%
Train	7	4%

Option	Count (Total 195)	Percent
Walk	38	19%
Cycle	46	24%
Motorcycle	0	0%
Taxi or Private Hire	8	4%
Other	3	2%
Not Applicable	4	2%
Not Answered	7	4%

The majority of respondents (137 out of 195) drive a car or van in the area, with the second most common form of transport being cycling with 46 individuals selecting this mode. 38 respondents walk in the area with 21 respondents stating that they travel by bus, 7 travelling in the area by train and 8 by taxi or private hire.

Similarly, respondents were asked about their connections to the area, and the responses are shown below. Again, respondents were able to select multiple answers, therefore the percentages do not total 100.

Table 3.2: Individual Respondents' Connections to the Area

Option	Count (Total: 192)	Percent
I live here	81	42%
I work here	60	31%
I study here	5	3%
I live nearby	40	21%
I own a business here	7	4%
I do the school run here	18	9%
I'm here for leisure	22	11%
I commute through here	44	22%
I do my shopping here	41	21%
I make deliveries here	7	4%
I have family and friends here	54	28%
Other	10	5%
Not Answered	10	5%

81 respondents (42%) live in the area, with 31% of respondents stating that they work in the area. 44 respondents said that they commute through the area, and there were 54 respondents who have family and friends in the area. 41 respondents do their shopping in the area, and 40 respondents live nearby.

Finally, due to the scheme's proximity to Birmingham City Centre, the individual respondents were asked how often they travel between Birmingham City Centre and Small Heath Park, and these responses are shown below.

Table 3.3: How often Individuals Travel between Birmingham City Centre and Small Heath Park

Option	Count (Total: 195)	Percent
5 days per week	102	52%
2-4 days per week	31	16%
Once per week	15	8%
Once per month	22	11%
Less than once a month	20	10%

Option	Count (Total: 195)	Percent
5 days per week	102	52%
2-4 days per week	31	16%
Never	5	3%
Not Answered	7	4%

52% of respondents stated that they travel between Birmingham City Centre and Small Heath Park 5 days per week. The vast majority of respondents (76%) travel between Birmingham City Centre and Small Heath at least once per week, with 11% travelling between Birmingham City Centre and Small Heath once per month. 10% travelled between Birmingham City Centre and Small Heath less than once a month, 5 respondents selected 'Never' and 7 did not answer the question.

4. Feedback to A45 Proposal

Respondents were asked to give their feedback on the A45 proposal with both a quantitative question and a qualitative one. The responses are presented within this section.

4.1 Quantitative responses

Respondents were asked what they thought of the proposed cycle route on the A45 corridor and were asked to give a response on a range from 0-5, with 0 representing 'I really dislike it' and 5 representing 'I really like it'. The responses to this are shown below.

Table 4.1: What respondents think of the proposals - All Responses

Option	Count (Total: 202)	Percent
0 - I really dislike it	120	59%
1	3	1%
2	2	1%
3	10	5%
4	27	13%
5 - I really like it	38	19%
Don't know/no opinion	2	1%
Not Answered	0	0%

The majority of respondents responded by selecting 0 to show that they really disliked the proposed scheme, with 120 respondents (59%) selecting this option. 3 respondents selected number 1, 2 respondents selected number 2, and 10 respondents selected number 3. 65 respondents selected a positive response (either 4 or 5) with 38 respondents (19%) selecting 5 to indicate that they really like the proposal.

Groups potentially most affected by the scheme include cyclists, respondents who live in the area, respondents with disabilities, and businesses and additional data is presented in relation to these in the following tables.

Responses specifically from cyclists are shown below.

Table 4.2: What respondents think of the proposals - Cyclists

Option	Count (Total: 46)	Percent
0 - I really dislike it	6	13%
1	0	0%
2	0	0%
3	7	15%
4	18	39%
5 - I really like it	14	30%
Don't know/no opinion	1	2%
Not Answered	0	0%

Overall, cyclists were significantly more positive about the proposals than general respondents, selecting a positive response more often than general respondents, with 69% of cyclist respondents selecting either numbers 4 or 5 compared to 32% of all respondents. While 59% of all respondents selected 0, just 13% of cyclists did.

When respondents were asked to identify their connection to the area, there was the option to select that they lived in the area. These respondents' selections have been filtered and are shown below to get a better understanding of what respondents living in the immediate surroundings feel about the scheme.

Table 4.3: What respondents think of the proposals - Individual Respondents Living in the Area

Option	Count (Total: 23)	Percent
0 - I really dislike it	10	43%
1	1	4%
2	1	4%
3	2	9%
4	4	17%
5 - I really like it	5	22%
Don't know/no opinion	0	0%
Not Answered	0	0%

68 of 81 respondents living in the area (43%) selected 0 to show that they really dislike the scheme proposal. An additional 3 respondents selected number 1. 8 respondents selected a positive response with numbers 4 and 5 getting 4 responses each.

As will be presented in more detail in Section **Error! Reference source not found.**, respondents were asked various demographic questions, one of which was about their disability status. Of the 202 responses, 23 stated that they have a physical or mental health condition or illness lasting or expected to last for 12 months or more. Of these 23 respondents, 5 (22%) selected number 5 to represent that they really like the scheme, 4 (17%) selected number 4, 2 (9%) selected number 3, numbers 1 and 2 got 1 respondent each. The most commonly selected response was 0, to show that the respondent really disliked the scheme, 0 was selected by 10 respondents (43%).

Finally, 5 businesses, groups or organisations responded to this consultation. Of these, 2 selected number 5, 1 selected number 4, and 2 selected 0.

4.2 Qualitative responses

Respondents were asked to give feedback on the scheme and were able to provide open written responses. These responses have been coded in line with key themes and analysed, first by overall opinion, then by the sub-category, and finally by the specific like/dislike they raised. The coding matrices are shown in 8.1.

4.2.1 Overall opinion

177 respondents (88% of the total number of respondents) provided feedback on what they thought about the scheme. The overall opinions for the A45 proposals are shown below.

Table 4.4: Qualitative Feedback Responses - Overall Opinions

Overall Opinion	Count (Total: 177)	Percent
Positive	32	18%
Negative	118	67%
No Impact	1	1%
Non-specific response (neither positive nor negative)	6	3%
Mixed response (both positive and negative)	9	5%

Overall Opinion	Count (Total: 177)	Percent
Positive	32	18%
Negative	118	67%
No Comment (i.e. N/A)	0	0%
Agree with PushBikes Birmingham's Response (generally positive with some specific issues raised)	11	6%
No response	25	-

Overall, the level of support for the proposals broadly matches what was seen in the quantitative question, with 18% recording a positive response in the qualitative question compared to 19% selecting number 5 in the quantitative question. 67% were negative in their qualitative response compared to 61% of respondents selecting either 0, 1, or 2 for the quantitative question. 5% of respondents had mixed feelings on the proposals, supported by a mix of positive and negative statements within the same response. Finally, 3% of respondents gave a non-specific response that could not be categorised or did not give specific feelings about the proposals and instead mentioned another issue.

It must be noted that a proportion of respondents (6%) stated in their response that their feelings were represented by the response written by PushBikes. PushBikes are a group who on their website state that they 'campaign for better cycling in Birmingham and Solihull'. Their response is published here: [Pushbikes a45 cycle route](#)

The response from PushBikes was positive overall, and they are happy that something is being done but did have some issues with the proposals, including the following specific areas:

- Bordesley Middleway
- Bordesley Circus
- Bolton Road
- End of Bolton Road / Golden Hillock Roundabout

After coding overall opinions, the specifics of each response were coded, with the sub-categories of each specific response being coded first. For example, if someone wrote a response that spoke positively about cyclist safety being improved by the proposals, then the overall opinion would be categorised as 'Positive', with sub-category being 'Improved Safety' (Table 4.5) and finally the specific being 'Improved Cyclist Safety' (Table 4.6). The instances of each sub-category being mentioned are shown below, ranked from most common theme to least.

Table 4.5: Qualitative Feedback Responses - Sub-Categories

Sub-Category	Count (Total: 177)	Percent
Negative Design	111	63%
Negative for Cars	65	37%
Negative for Safety	34	19%
Positive Design	32	18%
Improved Safety	13	7%
Positive Environmental Impacts	12	7%
Litter	10	6%
Want to see the Scheme Expanded	8	5%
Fundamentally Opposed	6	3%
Positive but endorses PushBikes	3	2%

The two most common sub-categories mentioned were respondents either feeling negatively about an aspect of the scheme design (63%) or feeling that the scheme would have a negative impact on car travel (37%). The specific design issues mentioned will be discussed in Section 4.2.2.

34 respondents felt that the scheme would have a negative impact on safety, with 13 respondents feeling that the scheme would in fact improve safety in the area. 32 respondents felt positively about an aspect of the scheme design. 12 respondents felt that the scheme would lead to positive environmental impacts and 8 wanted mentioned that they would like to see the scheme be expanded either in the area or Birmingham overall. Finally, 10 respondents raised the issue that they felt the cycle lane would be affected by litter.

4.2.2 Specific responses

The specific positives and negatives mentioned by respondents are shown below, ranked from most common to least common.

Table 4.6: Qualitative Feedback Responses - Specifics

Specific	Count (Total: 177)	Percent
Won't be used enough	77	44%
Negative for Traffic	56	32%
Oppose the Cycle Lanes	26	15%
Oppose the Lane Placement	19	11%
Positive about Cycle Lanes Overall	18	10%
Negative Car Safety	16	9%
Improved Safety for Cyclists	13	7%
Negative Cyclist Safety	13	7%
Encourages Cycling	12	7%
Positive Placement	11	6%
Negative for Parking	11	6%
Negative for Journey Time	11	6%
Oppose the One Way	10	6%
Positive about Segregation	8	5%
Feels not enough is being done	8	5%
Negative Pedestrian Safety	8	5%
Reduces Parking Provision	7	4%
Want more in the Area	6	3%
Want more in Birmingham	6	3%
Dislikes any Cycling Provision	6	3%
Negative Children Safety	5	3%
Discourages Cars	4	2%
Perceived Safety at Night	3	2%
Less Air Pollution	2	1%
Oppose the Parking Provision	2	1%
Positive for Cyclists	1	1%
Opposed to the promotion of cycling	1	1%

The most common response was that the cycle lanes would not be used enough and therefore were seen to be unjustified, this was mentioned by 77 respondents (44%). 56 respondents felt that the scheme would have a negative impact on road traffic and levels of traffic along the route. 11 respondents stated that the scheme would be negative for car parking with specifically, with another 11 stating that it would be negative for car journey times. 26 respondents specifically mentioned that they opposed the cycle lanes, with 19 respondents stating that they opposed where the lanes were placed, however 11 respondents stated that they felt positively about where the lanes had been placed. 10 respondents disliked the introduction of one-way streets with the scheme.

On the topic of safety, 16 felt that car safety would be worsened by the scheme, with 13 stating that it would worsen cyclist safety, however 13 other respondents stated that the scheme would in fact improve safety for cyclists. 8 felt that the scheme may worsen safety for pedestrians.

18 respondents stated that they felt positively about all cycle lanes in general, with 12 respondents stating that they felt the scheme would encourage cycling in the area. 8 respondents felt that the scheme was not doing enough and should include more cycle provisions.

The main dislike in the design listed by the respondents was the use of a shared area between pedestrians and cycles, this was mentioned by 10 different responses and in the PushBikes response, the respondents felt that this would cause a conflict between pedestrians and cycles, and some felt that more should be done to prioritise cycles over road traffic and not have them share space with pedestrians.

4.2.3 Responses from cyclists

If looking only at responses from respondents who identify themselves as cyclists, the results change slightly. 40 out of 46 cyclists responded to the quantitative question, and out of these 40, 15 gave positive feedback on the proposals (38%) compared to 18% of all respondents. 20% gave a negative response compared to 67% of all respondents, however 18% of cyclists gave a mixed response compared to 5% of all respondents. The most common positive specifics listed by cyclists were that they were positive about cycle lanes overall (25%), felt that the scheme improved safety for cyclists (25%), that they felt positively about the placement of lanes (15%), that it would encourage cycling (13%) and that they wanted to see more infrastructure placed in the area (10%) and Birmingham overall (10%). The most common negative specifics were negative about the placement of the lanes (20%), that it may in fact have a negative impact on cyclist safety (18%), and that not enough was being done in the proposals (15%). The full list of specific responses from cyclists are presented in the table below.

Table 4.7: Qualitative Feedback Responses - Specifics from Cyclist Respondents

Specific	Count (Total: 40)	Percent
Positive about Cycle Lanes Overall	10	25%
Safety for Cyclists	10	25%
Oppose the Lane Placement	8	20%
Negative Cyclist Safety	7	18%
Positive about Segregation	6	15%
Positive Placement	6	15%
Feels not enough is being done	6	15%
Encourages Cycling	5	13%
Want more in the Area	4	10%
Want more in Birmingham	4	10%
Negative Pedestrian Safety	3	8%

Specific	Count (Total: 40)	Percent
Positive about Cycle Lanes Overall	10	25%
Safety for Cyclists	10	25%
Discourages Cars	2	5%
Oppose the Parking Provision	2	5%
Perceived Safety at Night	2	5%
Positive for Cyclists	1	3%
Oppose the Cycle Lanes	1	3%
Oppose the One Way	1	3%
Negative for Traffic	1	3%
Negative for Journey Time	1	3%
Negative Car Safety	1	3%

4.2.4 Specific Issues

The specific issues and alternatives offered by respondents have been broken down by geographical area and are presented in this section. Commonly raised specific issues are shown in **Error! Not a valid bookmark self-reference..**

Table 4.8: Specific Issues with the Proposals Raised by Respondents

Location	Specific Issue	Respondents
Bolton Road	Some respondents feel that the cycle provisions have caused congestion issues along Bolton Road, especially as it has remained two-way. Feeling that the cycling benefits are not worth the potential impacts on other road traffic.	37
Bordesley Middleway	Some respondents dislike the implementation of shared use pavement along the Bordesley Middleway and feel that this may cause conflict between pedestrians and cyclists.	8
Byron Road	Some respondents feel that the Byron Road provisions have not been utilised enough by cyclists to justify any potential impacts on parking and traffic.	8
Poets Corner Roundabout	Some respondents fear that the shared use pavement leading up to the Golden Hillock Road Roundabout may be dangerous due to the volume of pedestrians present along that stretch of road at peak times.	6
Tennyson Road	Some respondents feel that the impact on parking along Tennyson Road is not worth the positives brought by the cycle lane, and fear about a potential knock-on effect with cars trying to park along nearby roads.	5
Overall	Some respondents have concerns around the amount of litter in the cycle lanes at present and want confirmation that the lanes will be cleaned regularly.	5

4.2.5 E-mail responses

There were two e-mails received which related to the cycle scheme generally. One was from a business representative, who stated they had no objections to the cycle route proposals. The other was from a member of

public who wanted to ask how the consultation would be advertised and stated that they feel that the consultation period was too short.

There were also three e-mails received from members of the public specifically related to the A45 corridor proposals. These were:

- Return back to two-way system. Suggest putting in traffic lights at the bridge at Bolton Road/Jenkins Road. Will no longer be able to get lorries/vans close enough to factory/warehouse to make dispatches and deliveries.
- Dangerous putting an unused cycle lane by a busy school.
- Byron Road is just not fit for purpose as it is full of parked cars.

5. About the consultation

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

Respondents were asked about whether the information provided to them allowed them to make an informed comment on the proposals and following this, respondents were asked about what additional information they felt would have helped them to comment. The table below shows whether respondents felt the information provided was sufficient.

Table 5.1: Whether respondents felt the information provided enable them to make an informed comment

Option	Count (Total: 202)	Percent
Yes	175	87%
No	24	12%
Not Answered	3	1%

Of the 202 responses, 175 (87%) felt that the information provided enabled them to make an informed comment on the proposals, with 24 (12%) stating that it had not. 3 respondents did not answer the question.

5.2 What additional information would have helped you to comment on the proposals?

Of the 202 respondents, 86 answered this qualitative question about what additional information would have helped them to comment on the proposals. Like the qualitative feedback question, responses were coded with overall opinions, sub-categories, and specifics. The code used to analyse this question is shown in Appendix C. The overall opinions from the responses are presented in the table below.

Table 5.2: What additional information would have helped respondents to comment on the proposals - Overall Opinion

Overall Opinion	Count (Total: 86)	Percent
Happy about all Aspects of the Consultation	4	5%
Unhappy with some/all Aspects of the Consultation	29	34%
No Major Comments/Clear Issues	10	12%
Other Comments	43	50%
Mixed	0	0%
No response	116	-

Overall, the most common response from respondents, being mentioned by 43 respondents, was a comment unrelated to the question being asked, usually a comment about the scheme overall and not about the consultation. 29 respondents were unhappy with some or all aspects of the consultation, with 4 respondents being happy about all aspects of the consultation and offering no negatives. 10 respondents offered no major comments or clear issues. 116 did not answer the question.

The specifics mentioned in the responses are shown below, sorted from the most common specific mentioned to the least common specific. As some respondents gave multiple specifics and some gave none, there is a difference in the count between respondents' overall opinions and the specifics they mentioned (86 compared to 65).

Table 5.2: What additional information would have helped respondents to comment on the proposals - Specifics

Specific	Count (Total: 86)	Percent
Perception that Consultation will not Change Outcome	13	15%
Questions about the Scheme	9	10%
Timing of Consultation	8	9%
Information of Projected Usage	7	8%
Real Photos/Projections	4	5%
Worry they won't be listened to	4	5%
Negative about Maps	3	3%
Negative about Drawings	3	3%
Positive about Drawings	2	2%
Lacking Broader Context	2	2%
Highlighting need to Consider Accessibility	2	2%
Want more Information on Policing	2	2%
Positive about Online Information	1	1%
Negative about Online Information	1	1%
Unhappy about In-Person Meetings	1	1%
Want More Training for Cyclists	1	1%
Reiterated PushBikes Comments	1	1%
Information on how the route will link up	1	1%

The most commonly mentioned issue was that the respondent felt that the consultation was going to have little to no impact on the outcome of the proposals, with this issue was raised by 13 respondents. 9 respondents raised questions about the scheme, with 8 raising issues around the timeline and the timing of the consultation compared to the scheme's implementation. 7 respondents asked for information on the projected usage of the proposals by cyclists. 4 respondents stated that they felt they would have been better equipped to comment if there were photos or projections of how the scheme would look in practice.

6. Socio-demographic breakdown of responses

Respondents were asked several demographic questions, with their responses shown below.

Table 6.1 Age of all respondents

Option	Total (Count: 202)	Percent
0 - 4	0	0%
5 - 9	0	0%
10 - 14	0	0%
15 - 17	0	0%
18 - 19	0	0%
20 - 24	12	6%
25 - 29	27	13%
30 - 34	29	14%
35 - 39	30	15%
40 - 44	27	13%
45 - 49	22	11%
50 - 54	23	11%
55 - 59	9	4%
60 - 64	6	3%
65 - 69	3	1%
70 - 74	2	1%
75 - 79	1	1%
80 - 84	0	0%
85+	0	0%
Not Answered	11	5%

Table 6.2 Gender identity of all respondents

Option	Total (Count: 202)	Percent
Male	119	59%
Female	64	32%
Prefer not to say	8	4%
Not Answered	11	5%

Table 6.3 Whether respondents have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more

Option	Total (Count: 202)	Percent
Yes	23	11%
No	152	75%
Prefer not to say	13	6%
Not Answered	14	7%

Table 6.4 Sexual orientation of all respondents

Option	Total (Count: 202)	Percent
Bisexual	6	3%
Gay or Lesbian	9	4%
Heterosexual or Straight	130	64%
Other	3	1%
Prefer not to say	35	17%
Not Answered	19	9%

Table 6.5 Religion/beliefs of all respondents

Option	Total (Count: 202)	Percent
No Religion	47	23%
Christian (including church of England, Catholic, Protestant, and all other Christian denominators)	27	13%
Buddhists	0	0%
Hindu	0	0%
Jewish	2	1%
Muslim	90	45%
Sikh	4	2%
Any other religion (please specify)	10	5%
Not Answered	22	11%

The table below shows the ethnic groups of all respondents. It should be noted that respondents were able to make multiple selections, therefore some selected more than one, resulting in the count below totaling larger than the total number of respondents.

Option	Total	Percent
White: English/Welsh/Scottish/Northern Irish/British	72	36%
Other White background (please specify)	6	3%
Mixed/multiple ethnic groups	7	3%
Asian/Asian British	95	47%
Black African/Caribbean/Black British	4	2%
Other ethnic group (please specify)	7	3%
Not Answered	17	8%

7. Summary

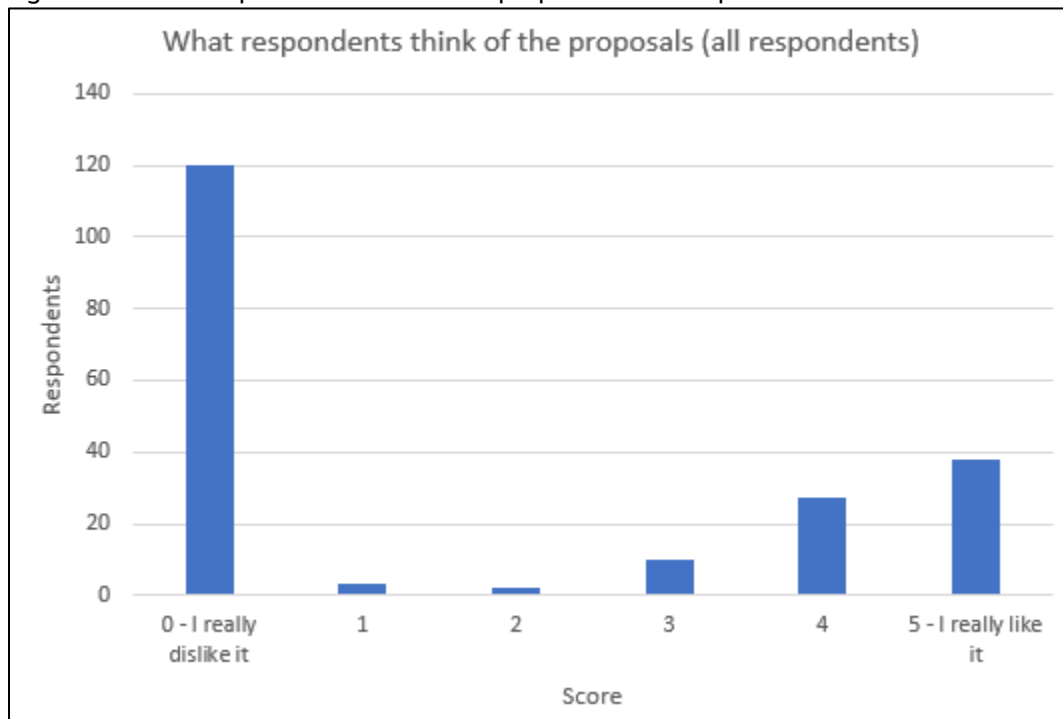
The consultation was held between **3 November and 30 November 2021**.

The online consultation received 202 responses, with 197 from individuals and 5 from representatives of groups, businesses, and organisations. 68% of respondents stated that they drive a car or van in the area, 23% cycle, 19% walking, and 10% travel by bus.

40% of respondents live in the area, and 30% work in the area. 27% have family and friends in the area, 22% commute through the area, 20% shop in the area, and 20% live nearby.

Overall, when asked to select their feelings towards the proposals from a scale of 0-5, 32% of respondents were positive in their response (selecting 4 or 5), with 19% selecting number 5 to show that they 'really like' the proposals. 59% of respondents selected 0 to state they really dislike the proposals. The selections made by respondents are shown below.

Figure 7.1: What respondents think of the proposals - All Responses



Overall, cyclists selected a positive response more often than general individuals, with 69% of cyclist respondents selecting either numbers 4 or 5 compared to 32% of all respondents.

Encouragingly, 87% of respondents felt that the information provided in the consultation enabled them to make an informed comment.

8. Appendix: Online Questionnaire

8.1 Coding for Responses

A.1 Qualitative Feedback Code

Positive	Positive design	Positive about Cycle Lanes Overall
		Positive about Segregation
		Positive for Pedestrians
		Positive for Cars
		Positive for Cyclists
		Positive about Bus Stop Placement
		Positive Placement
		Positive about Reduced Parking
		Positive about One Ways
		Aesthetics
	Positive environmental	Encourages Cycling
		Discourages Cars
		Less Air Pollution
		Less Noise Pollution
		Less Traffic
	Improved Safety	Safety for Cyclists
		Safety for Pedestrians
		Safety for Cars
		Safety for Children
	Expand the scheme	Want more in the Area
		Want more in Birmingham
Negative	Negative Design	Oppose the Cycle Lanes
		Oppose the Parking Provision
		Oppose the Lane Placement
		Oppose Pedestrian Provisions
		Dislike the Bus Ramps
		Issue with Bus Stop Placement
		Reduces Parking Provision
		Won't be used enough
		Oppose the One Way
		Feels not enough is being done
		Aesthetics
	Fundamentally opposed	Dislikes any Cycling Provision
		Dislikes Discouraging Cars
		Business Impacts
		Emergency Vehicle Impacts

		Opposed to the promotion of cycling
	Negative for Cars	Negative for Traffic
		Negative for Parking
		Negative for Journey Time
		Negative for Access
	Negative for PT	Less Road Space
		PT Journey Delays
	Negative for edestrians	Less Enjoyable Walking
	Negative for Safety	Negative Cyclist Safety
		Negative Pedestrian Safety
		Negative Car Safety
		Negative Children Safety
		Perceived Safety at Night

Increased Pollution
Positive but endorses PushBikes
Litter

No Impact
Non-Specific Impact
Mixed Feelings
No Comment
PushBikes

A.2 Qualitative Additional Information Code

Happy about all Aspects of the Consultation	Positive Overall	Maps
	Specific Positives	Happy with chance to express feelings
		Online Info
		In-Person Meeting
		Expand the Scheme
		Drawings
Unhappy with some/all Aspects of the Consultation	Negative Overall	Maps
	Specific Negatives	Online Info
		In-Person Meetings
		Online Questions
		Information on Logic
		Lacking Broader Context
		Real Photos/Projections
		Worry they won't be listened to
		Perceived lack of Consultation
		Timing of Consultation
		Drawings
	No Major Comments/Clear Issues	
	Positive about the Scheme	

Happy about all Aspects of the Consultation	Positive Overall	Maps
	Specific Positives	Happy with chance to express feelings
		Online Info
	Negative about the Scheme	
	Unclear	
Other Comments	Alternative Schemes	Consider Accessibility
		More Training for Cyclists
		PushBikes Comments
		Alternative Routes
	Additional Concerns	Questions about the Scheme
		Information of Projected Usage
		Information on Policing
		How the route will link up
Mixing Feelings		

8.2 Meeting Minutes