



ATF Cycle Scheme: A457 corridor, City centre to City Hospital

Consultation Feedback Summary Report

February 2022

ATF Cycle Scheme: A457 corridor, City Centre to City Hospital

Client Name:	Birmingham City Council
Document Title:	Consultation Feedback Summary Report
Document No.:	001
Revision:	v1.1
Revision Date:	February 2022
Project/Proposal No:	B2309512
Project Manager:	Melissa Peck
Prepared By:	Drew Smith
Approved By:	Victoria Edge
File Name:	A457 Corridor
	Jacobs U.K. Limited 7th Floor, 2 Colmore Square 38 Colmore Circus, Queensway Birmingham, B4 6BN United Kingdom
	T +44 (0)121 237 4000 www.jacobs.com <small>© Copyright 2021 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright</small>

Contents

1.	Introduction and background.....	1
1.1	Overview	1
1.2	The Proposal.....	1
1.3	Next Steps.....	2
2.	Consultation strategy and methodology.....	3
2.1	Consultation.....	3
2.2	Consultation methodology	3
2.2.1	Methods of consultation and engagement	3
2.2.2	Response channels.....	4
2.3	Programme and schedule of events	4
3.	Overview of responses.....	5
3.1	Individuals.....	5
3.2	Business and organisations.....	6
3.3	Respondents' connection and travel choices within the scheme area	6
4.	Feedback to A457 Corridor Proposal	9
4.1	Quantitative responses.....	9
4.2	Qualitative responses.....	10
4.2.1	Overall opinion	10
4.2.2	Sub-categories.....	11
4.2.3	Specific responses	12
4.2.4	Responses from cyclists	14
4.2.5	Specific Issues and Alternatives	15
4.2.6	E-mail responses.....	16
5.	About the consultation	17
5.1	Do you feel that the information provided has enable you to make an informed comment on the proposals?.....	17
5.2	What additional information would have helped you to comment on the proposals?.....	17
6.	Socio-demographic breakdown of responses	19
7.	Summary	21

Appendix A. Online Questionnaire

Appendix B. Coding for Responses

Appendix C. Meeting Minutes

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 City Hospital, through the Jewellery Quarter then parallel to the A457 Dudley Road.

1.2 The Proposal

In the Jewellery Quarter, the route provides a one-way cycle lane (away from the city centre) on Graham Street and Legge Lane with cyclists travelling towards the city centre sharing space with general traffic. On Carver Street a two-way cycle lane provides dedicated space for inbound and outbound cyclists.

There will be some changes to parking in the Jewellery Quarter Controlled Parking Zone, with a reduction of 30 permit holder bays on Carver Street, 18 permit holder bays on Legge Lane and 15 Pay & Display bays on Graham Street. Most of these reductions are already in place for the current pop-up cycle route.

Once the route crosses the A4540 Middleway ring road, the proposal is for a one-way cycle lane on each side of Hingston Street, with space shared with pedestrians around bus stops. On the quieter Knightstone Avenue and Capstone Avenue, cyclists will share space with general traffic, then on Clissold Street, a two-way cycle lane provides separate facilities.

At Clissold Passage, an off-road two-way cycle lane will run alongside the pedestrian footpath. Here the route links with existing cycling facilities on the canal towpath, and with planned improvements on the A457 Dudley Road (more details at [Dudley Rd scheme](#)).

All cycle lanes will be separated from general traffic and from pedestrians, using a combination of level differences (the lanes are higher or lower and there is a kerb in between), lane separator units (the lanes are at the same level and there is a rubber or concrete kerb between them) and lines marked on the ground (the lanes are at the same level).

This scheme will create approximately 1.2km of new segregated cycling facilities (about 0.8km of two-way facilities, 0.4km of one-way facilities on Graham Street and Legge Lane).

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

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/>

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.

2. Consultation strategy and methodology

2.1 Consultation

The consultation was about installation of a permanent cycle route from the city centre to City Hospital, 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 [A457 cycle route](#).

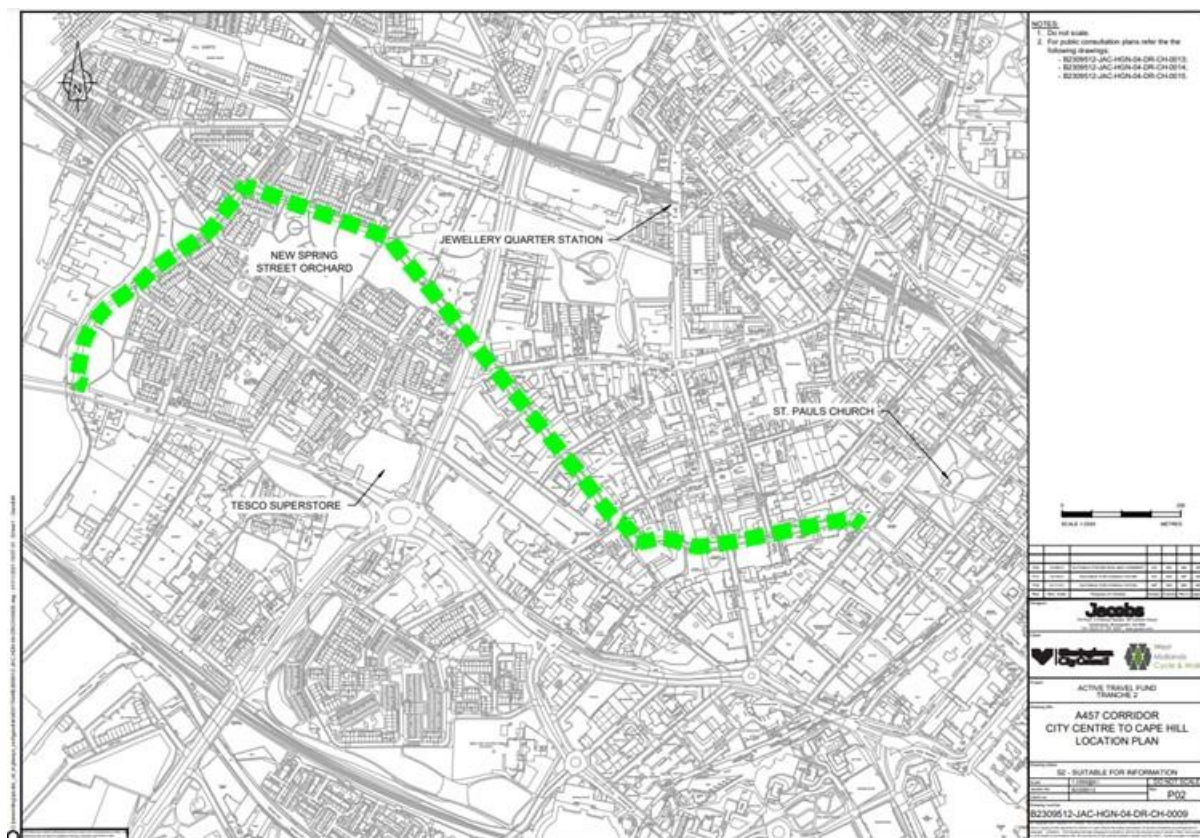


Figure 2.1: A457, city centre to City Hospital proposals (overview plan)

2.2 Consultation methodology

2.2.1 Methods of consultation and engagement

Full consultation information (including plans and survey) was available online at: [A457 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:

- An online briefing session on Tuesday 16 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 Thursday 25 November 2021 between 4pm and 7pm, at the Old Library in Digbeth.

3. Overview of responses

The online survey received 140 responses, of which 9 came from a representative of a group, business or organisation, with the remaining 131 coming from individuals. BCC also received 26 emails regarding the consultation, with 2 emails being about the A457 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 131 responses from individuals, 121 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 Melton Mowbray.

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

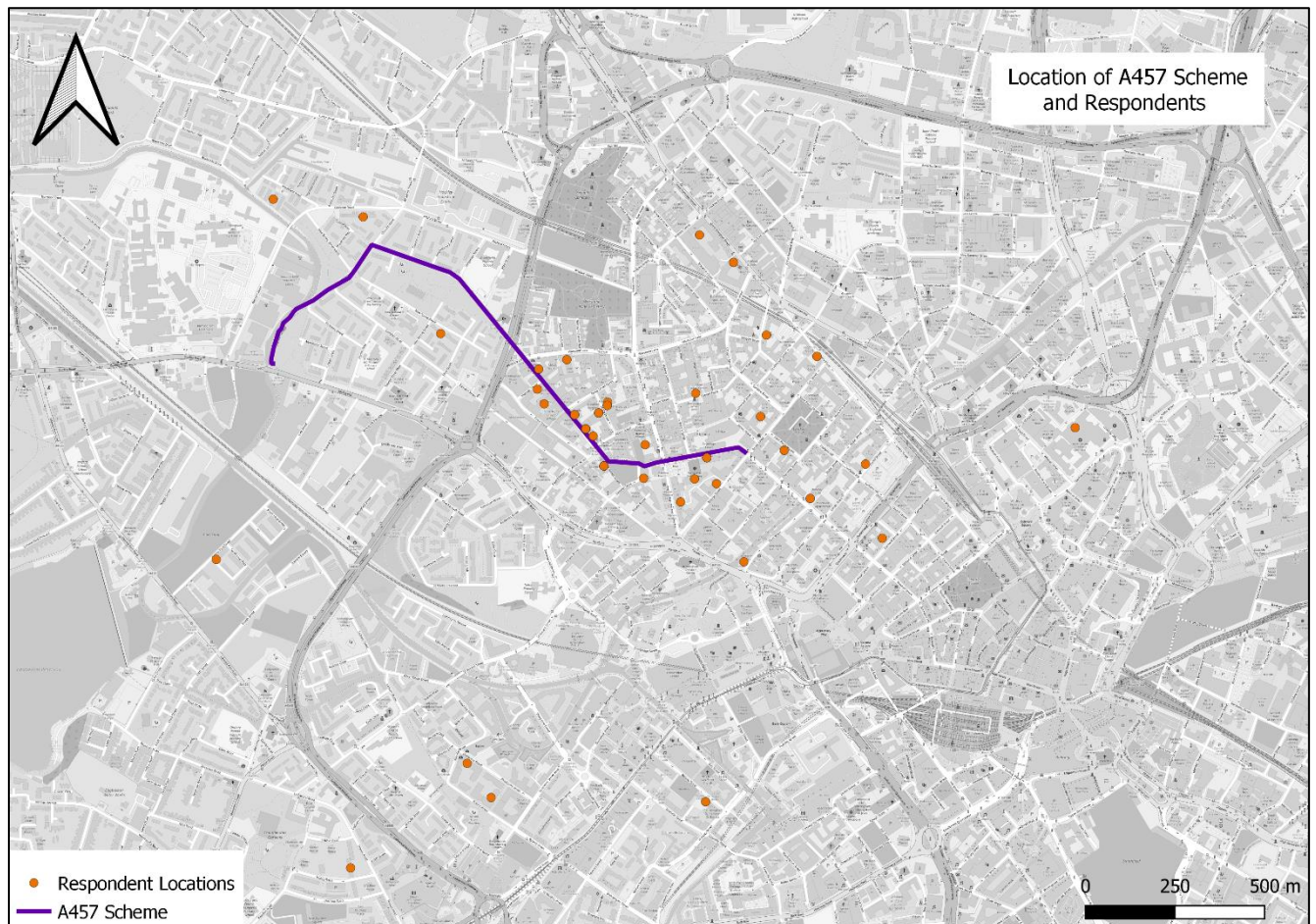


Figure 3.2: Map of Respondent Locations (Wider Birmingham Area)



3.2 Business and organisations

9 businesses, groups or organisations responded to the consultation. Of these, all 9 are located in Birmingham, 6 are located adjacent to the proposal.

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 options to show their travel habits in and around the area. The responses have been totalled 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: 131)	Percent
Walk	49	37%
Cycle	57	44%
Car or Van	61	47%
Bus	23	18%
Train	2	2%
Motorcycle	0	0%
Taxi or Private Hire	6	5%
Other	1	1%
Not Applicable	1	1%
Not Answered	11	8%

61 out of 131 respondents (47%) drive a car or van in the area, with the second most common form of transport being cycling with 57 respondents. 49 respondents walk in the area, and 23 travel by bus.

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: 131)	Percent
I live here	59	45%
I work here	37	28%
I study here	3	2%
I live nearby	17	13%
I own a business here	1	1%
I do the school run here	1	1%
I'm here for leisure	30	23%
I commute through here	16	12%
I do my shopping here	15	11%
I make deliveries here	0	0%
I have family and friends here	18	14%
Other	8	6%
Not Answered	12	9%

59 respondents (45%) live in the area, with 37 (28%) saying that they work in the area. 30 respondents use the area for leisure. 18 respondents have family and friends in the area, 17 live nearby, 16 commute through the area, and 15 do their shopping in the area.

Finally, due to the scheme's proximity to Birmingham City Centre, the individual respondents were asked how often they travel in the area between the city centre and City Hospital, and these responses are shown below.

Table 3.3: How often Individuals travel in the area between the city centre and City Hospital

Option	Count (Total: 131)	Percent
5 days per week	35	27%
2-4 days per week	31	24%
Once per week	17	13%
Once per month	23	18%
Less than once a month	17	13%
Never	7	5%
Not Answered	10	8%

27% of respondents stated that they travel in the area between the city centre and City Hospital 5 days per week. The majority of respondents (64%) travel in the area between the city centre and City Hospital at least once per week, with 18% travelling in the area between the city centre and City Hospital once per month. 13% travel in the area between the city centre and City Hospital less than once a month, 7 respondents selected 'Never' and 10 did not answer the question.

4. Feedback to A457 Corridor Proposal

Respondents were asked to give their feedback on the A457 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 A457 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: 140)	Percent
0 - I really dislike it	41	29%
1	4	3%
2	8	6%
3	17	12%
4	25	18%
5 - I really like it	42	30%
Don't know/no opinion	2	1%
Not Answered	1	1%

Nearly half of the respondents responded positively in relation to the proposed cycle route, with 48% of respondents selecting either 4 or 5. 5 was the most selected response with 30% of responses. 29% of respondents (15 responses) stated that they really disliked the proposals by selecting 0 as their response.

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: 57)	Percent
0 - I really dislike it	3	5%
1	0	0%
2	2	4%
3	11	19%
4	17	30%
5 - I really like it	21	37%
Don't know/no opinion	2	4%
Not Answered	1	2%

Overall, cyclists selected a positive response more often than general individuals, with 67% of cyclist respondents selecting either 4 or 5 compared to 48% of all respondents.

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: 59)	Percent
0 - I really dislike it	25	42%
1	4	7%
2	4	7%
3	5	8%
4	3	5%
5 - I really like it	18	31%
Don't know/no opinion	0	0%
Not Answered	0	0%

When focusing only on individual respondents living in the area, the most common response changes from 5 to 0 to show that the respondents really dislike the scheme. Whereas for all respondents 0 was chosen 29% of the time, for individual respondents living in the area this rose to 42%. 5 was still the second most commonly selected response with 31% of respondents selecting 5 to show that they really like the proposals.

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 140 respondents, 15 stated that they have a physical or mental health condition or illness lasting or expected to last for 12 months or more. Of these 15 respondents, 4 (27%) selected number 5 to represent that they really like the scheme, 3 (20%) selected number 4, 2 (13%) selected number 3, no respondents selected number 2, 1 respondent (7%) selected number 1, and 5 respondents (33%) selected number 0 which represents a strong dislike for the proposed scheme.

Finally, 9 businesses, groups or organisations responded to this consultation. Of these, 2 selected number 5, 1 selected number 4, 1 selected number 3, 2 selected number 2, none selected number 1, and 3 selected number 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 **Error! Reference source not found.**

4.2.1 Overall opinion

122 respondents (87% of the total number of respondents) provided feedback on what they thought about the scheme. The overall opinions for the A457 proposals are shown below.

Table 4.4: Qualitative Feedback Responses - Overall Opinions

Overall Opinion	Count (Total: 122)	Percent
Positive	39	32%
Negative	57	47%
No Impact	0	0%
Non-specific response (neither positive nor negative)	1	1%
Mixed response (both positive and negative)	5	4%
No Comment (i.e. N/A)	14	11%
No response	18	-

Overall, the level of support for the proposals broadly matches what was seen in the quantitative question, with 32% recording a positive response in the qualitative question compared to 30% selecting 5 in the quantitative question. 47% were negative in their qualitative response compared to 38% of respondents selecting either 0, 1, or 2 for the quantitative question. 4% of respondents had mixed feelings on the proposals, supported by a mix of positive and negative statements within the same response. Finally, 1% 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.

4.2.2 Sub-categories

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: 122)	Percent
Negative Design	61	50%
Positive Design	49	40%
Negative for Safety	24	20%
Positive Environmental	22	18%
Negative for Cars	20	16%
Improved Safety	13	11%
Want to see the Scheme Expanded	11	9%
Refuse Collection Issues	11	9%
Fundamentally Opposed	9	7%
Positive but endorses PushBikes	2	2%

The two most common sub-categories mentioned were respondents either feeling negatively about an aspect of the scheme design (50%) or feeling positively about a specific aspect of the scheme design (40%). The specific design issues mentioned will be discussed in Section 4.2.3.

13 respondents felt as though the scheme improved safety for one or more groups, with 24 respondents conversely saying that they felt that safety would actually be worsened by the proposals. 11 responses mentioned that they would like to see the scheme be expanded either in the area or Birmingham overall. 22 respondents spoke about positive environmental impacts the proposal may have. 20 respondents felt that the proposals might have a negative impact for cars. 11 respondents mentioned perceived issues with refuse

collection connected to the cycle lanes, especially along Carver Street. 9 respondents gave a response that shows that they are fundamentally opposed to the aims of the scheme.

Finally, 2 respondents gave positive viewpoints but endorsed a response formulated by the PushBikes group. 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 blog](#)

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:

- Graham Street
- Dayus Square and Carver Street
- Junction with Middleway Ring Road (Icknield Street)
- Hingeston Street
- Clissold Street and link to Dudley Road

Some of these issues were also mentioned by other respondents and are discussed in Section 4.2.3.

4.2.3 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

Sub-Category	Count (Total: 122)	Percent
Positive about Cycle Lanes Overall	37	30%
Oppose the Lane Placement	25	20%
Won't be used enough	25	20%
Encourages Cycling	22	18%
Positive for Cyclists	17	14%
Feels not enough is being done	17	14%
Negative for Traffic	16	13%
Improved Safety for Cyclists	13	11%
Oppose the Cycle Lanes	12	10%
Positive about Segregation	11	9%
Negative Cyclist Safety	11	9%
Positive Placement	9	7%
Want more in the Area	7	6%
Want more in Birmingham	7	6%
Negative Pedestrian Safety	7	6%
Discourages Cars	6	5%
Reduces Parking Provision	6	5%
Negative for Parking	6	5%
Negative Car Safety	5	4%
Less Air Pollution	4	3%
Improved Safety for Pedestrians	3	2%
Negative about the One Way	3	2%
Dislikes any Cycling Provision	3	2%
Business Impacts	3	2%
Negative for Access	3	2%
Litter in Cycle Lane	3	2%
Dislike the Bus Ramps	2	2%
Opposed to the promotion of cycling	2	2%
Negative for Journey Time	2	2%
Perceived Safety at Night	2	2%
Positive for Cars	1	1%
Aesthetics	1	1%
Improved Safety for Cars	1	1%
Oppose the Parking Provision (wants less)	1	1%
Dislikes Discouraging Cars	1	1%
Emergency Vehicle Impacts	1	1%

The most common response was that 37 respondents felt positively about cycle lanes in general. 22 respondents felt that the proposals would encourage cycling and 17 specifically stated that the proposals would be positive for cyclists. 11 respondents felt positively about segregated cycle lanes. 13 respondents felt that the proposals would improve safety for cyclists, however, 11 respondents stated that they thought the proposals would in fact

lower cyclist safety. 7 stated that they felt the proposals would decrease safety for pedestrians but 3 felt it would improve pedestrian safety.

The most commonly mentioned issues were that 25 respondents had issues with some or all aspects of the lane placement, 25 also felt that the cycle provisions would not be used enough to be justified. 16 felt that the proposals would be negative for road traffic and 12 stated that they broadly oppose the cycle lanes in the area. 17 respondents felt that the proposals had not introduced enough and that more could be done as part of the proposals.

Two issues were mentioned specifically the most and these related to issues with the crossing at Icknield Street (10 responses mentioned Icknield Street) and respondents wanting to ensure that cars would not park in and block cycle lanes (mentioned by 6 respondents). The Icknield Street junction is mentioned in the PushBikes response.

4.2.4 Responses from cyclists

If looking only at responses from respondents who identify themselves as cyclists, the results change slightly. 44% of cyclists (22 out of 50) gave positive feedback on the proposals compared to 32% of all respondents. 16% gave a negative response compared to 47% of all respondents. 6% of cyclist respondents gave a mixed response compared to 4% of all respondents. The most common positive specifics listed by cyclists were that they were positive about cycle lanes overall (42%), felt that the proposals would encourage cycling (24%), felt that the proposals are positive for cycling (16%), and that it improves safety for cyclists (16%). The most common negative specifics were: that they feel not enough is being done (30%), oppose the placement of lanes (26%), and that it would be negative for cyclist safety (12%). 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: 50)	Percent
Positive about Cycle Lanes Overall	21	42%
Feels not enough is being done	15	30%
Oppose the Lane Placement	13	26%
Encourages Cycling	12	24%
Positive for Cyclists	8	16%
Safety for Cyclists	8	16%
Positive about Segregation	7	14%
Negative Cyclist Safety	6	12%
Positive Placement	5	10%
Want more in the Area	4	8%
Want more in Birmingham	4	8%
Discourages Cars	3	6%
Won't be used enough	3	6%
Negative Pedestrian Safety	3	6%
Litter in Cycle Lane	3	6%
Dislike the Bus Ramps	2	4%
Positive for Cars	1	2%
Aesthetics	1	2%
Less Air Pollution	1	2%
Safety for Pedestrians	1	2%
Safety for Cars	1	2%
Negative about the One Way	1	2%
Negative for Traffic	1	2%
Negative for Parking	1	2%
Negative Car Safety	1	2%
Perceived Safety at Night	1	2%

4.2.5 Specific Issues and Alternatives

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 Table 4.8.

Table 4.8: Specific Issues with the Proposals Raised by Respondents

Location	Specific Issue	Respondents
Graham Street	Some respondents feel that without proper segregation, Graham Street is not suitable for cyclists as the road is too narrow and busy for cyclists to feel safe and confident whilst riding.	5
Icknield Street & Middleway Junction	Some respondents dislike the shared use of pavements between cyclists and pedestrians at this crossing and feel that the current toucan crossings will lead to confusion for cyclists, cars, and pedestrians.	11

Legge Lane	Some respondents raise concerns that the reduction of parking in Legge Lane associated with these proposals will have a major impact on both the road itself but surrounding roads as well.	6
Overall	Some respondents were concerned about the lanes not being properly maintained and cleaned of debris in the future, therefore rendering them unusable for stretches.	7
	Some respondents feel that more must be done to enforce parking laws in the area, stating that it is common for cars to illegally park in cycle lanes, causing inconvenience and danger to cyclists.	7
	Some residents in the area claim that they have been told that their refuse would not be collected due to the cycle scheme and have therefore not had their refuse collected for 3-4 months at the time of the consultation.	10
	Some respondents dislike the use of shared pathways at any time between cyclists and pedestrians, especially on Carver Street.	12

In terms of specific alternatives raised by respondents, the main alternative that respondents wanted to see was increased connectivity with the city centre, either by making the route more direct or by extending the route to New Street station. This was mentioned by 12 different respondents.

Some respondents also stated that they feel that the bus ramps by bus stops at Hingeston Street are too steep and can be difficult to ride over on a bike. 6 respondents stated that they would specifically like to see these made less steep for their own comfort and safety.

4.2.6 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 two e-mails received from members of the public specifically related to the A457 corridor proposals. These were:

- Hingeston Street should have a two-way cycle lane on the S-W side instead of with flow in each direction. Left turn movement for general traffic from Carver Street into Icknield Street should be removed.
- Will no longer be able to get lorries/vans close enough to factory/warehouse to make dispatches and deliveries.

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: 140)	Percent
Yes	121	86%
No	18	13%
Not Answered	1	1%

Of the 140 responses, 121 (86%) felt that the information provided enabled them to make an informed comment on the proposals, with just 18 (13%) stating that it had not. 1 respondent did not answer the question.

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

Of the 140 respondents, 46 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 **Error! Reference source not found..** 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: 46)	Percent
Happy about all Aspects of the Consultation	3	7%
Unhappy with some/all Aspects of the Consultation	17	38%
No Major Comments/Clear Issues	6	13%
Other Comments	18	40%
Mixed	1	2%
No response	94	-

Overall, the most common responses (with 17 and 18 responses respectively) were that the respondents were unhappy with some aspect of the consultation or they offered comments about something not relevant to the question being asked. 3 respondents (7%) were happy about all aspects of the consultation and offered no negatives, another 6 offered no major comments or clear issues, 1 had mixed feelings about the information provided, and 94 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 (46 compared to 31).

Table 5.3: What additional information would have helped respondents to comment on the proposals – Specifics

Specific	Count (Total: 31)	Percent
Want Real Photos/Projections	7	16%
Questions about the Scheme	7	16%
Timing of Consultation	4	9%
Negative about the Maps	3	7%
Lacking Broader Context	2	4%
Negative about the Drawings	2	4%
Information of Projected Usage	2	4%
Positive about the Maps	1	2%
Positive about In-Person Meetings	1	2%
Unhappy with How the Consultation was Publicised	1	2%
Want Information on Policing	1	2%

The most common issue raised was that respondents stated that they would have preferred real-world photographs or projections to get a better understanding of how the scheme will look and operate, with 7 raising this as an issue. 7 respondents asked questions about the scheme and 4 respondents raised concerns around the timing of the consultation. 3 respondents felt negatively about the maps provided and 2 were negative about the proposal drawings. 2 respondents felt that the consultation was lacking broader context in the information provided.

6. Socio-demographic breakdown of responses

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

Table 6.1: Age of all respondents

Option	Total (Count: 131)	Percent
0 - 4	0	0%
5 - 9	0	0%
10 - 14	0	0%
15 - 17	0	0%
18 - 19	1	1%
20 - 24	6	4%
25 - 29	16	11%
30 - 34	33	24%
35 - 39	17	12%
40 - 44	17	12%
45 - 49	7	5%
50 - 54	7	5%
55 - 59	11	8%
60 - 64	7	5%
65 - 69	7	5%
70 - 74	3	2%
75 - 79	1	1%
80 - 84	0	0%
85+	0	0%
Not Answered	7	5%

Table 6.2: Gender identity of all respondents

Option	Total (Count: 131)	Percent
Male	90	64%
Female	38	27%
Prefer not to say	8	6%
Not Answered	4	3%

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: 131)	Percent
Yes	15	11%
No	109	78%
Prefer not to say	11	8%
Not Answered	5	4%

Table 6.4: Sexual orientation of all respondents

Option	Total (Count: 131)	Percent
Bisexual	7	5%
Gay or Lesbian	11	8%
Heterosexual or Straight	87	62%
Other	1	1%
Prefer not to say	27	19%
Not Answered	7	5%

Table 6.5: Religion/beliefs of all respondents

Option	Total (Count: 131)	Percent
No Religion	80	57%
Christian (including church of England, Catholic, Protestant, and all other Christian denominators)	35	25%
Buddhists	1	1%
Hindu	3	2%
Jewish	0	0%
Muslim	6	4%
Sikh	0	0%
Any other religion (please specify)	5	4%
Not Answered	10	7%

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 totalling larger than the total number of respondents.

Table 6.6 Respondents' Ethnic Group

Option	Total
White: English/Welsh/Scottish/Northern Irish/British	99
Other White background (please specify)	7
Asian/Asian British	11
Black African/Caribbean/Black British	2
Mixed/multiple ethnic groups	8
Other ethnic group (please specify)	7
Not Answered	8

7. Summary

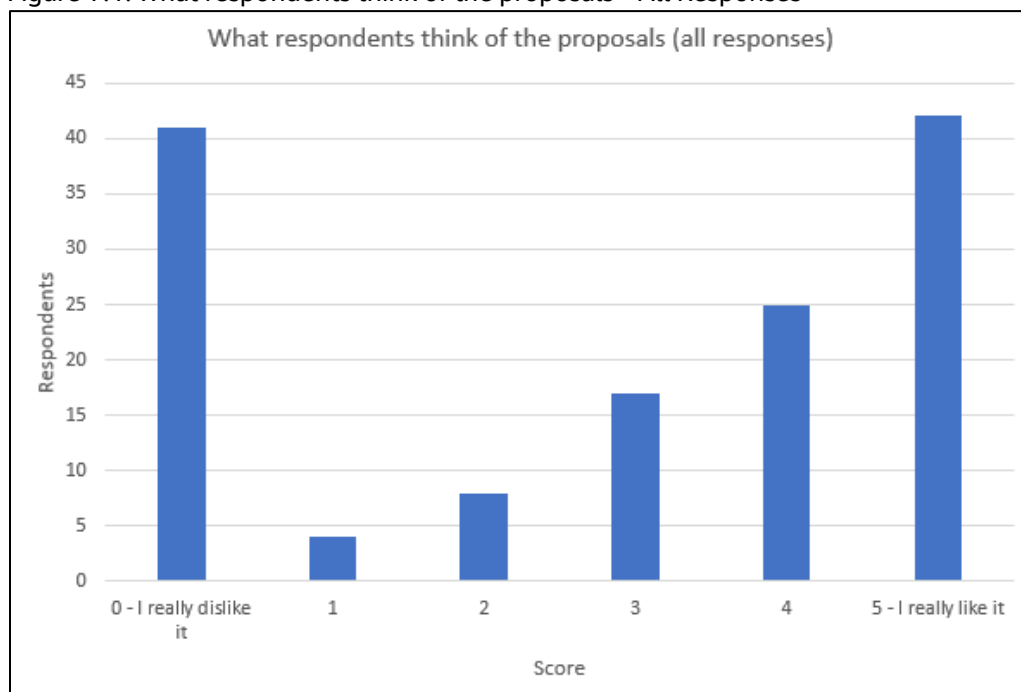
The consultation was held between **3 November and 30 November 2021**.

The online consultation received 140 responses, with 131 from individuals and 9 from representatives of groups, businesses, and organisations. 47% of respondents stated that they travel by car or van, 44% cycle in the area, with 37% walking, and 18% travelling by bus.

45% of respondents live within the area, 28% work in the area, 23% visit the area for leisure, 14% have family and friends in the area, 13% live nearby, 12% commute through the area, and 11% do their shopping in the area.

Overall, when asked to select their feelings towards the proposals from a scale of 0-5, 48% of respondents were positive in their response (selecting 4 or 5), with 30% selecting number 5 to show that they 'really like' 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 44% of cyclist respondents selecting either 4 or 5 compared to 32% of all respondents.

Encouragingly, 86% of respondents felt that the information provided in the consultation enabled them to make an informed comment.

7.1 Online Questionnaire

8. 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
Negative about 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 Pedestrians:

Less Enjoyable Walking

Negative for Safety:

Negative Cyclist Safety
Negative Pedestrian Safety
Negative Car Safety
Negative Children Safety
Litter in Cycle Lane
Perceived Safety at Night

Increased Pollution
Positive but endorses PushBikes
Refuse Collection Issues

No Impact
Non-Specific Impact
Mixed
No Comment

A.2 Qualitative Additional Information Code

Happy about all Aspects of the Consultation	Positive Overall	
	Specific Positives	<p>Maps</p> <p>Happy with chance to express feelings</p> <p>Online Info</p> <p>In-Person Meeting</p> <p>Expand the Scheme</p> <p>Drawings</p>

	Negative Overall	
Unhappy with some/all Aspects of the Consultation	Specific Negatives	<p>Maps</p> <p>Online Info</p> <p>In-Person Meetings</p> <p>Online Questions</p> <p>Information on Logic</p> <p>Lacking Broader Context</p> <p>Real Photos/Projections</p> <p>Timing of Consultation</p> <p>How the Consultation was Publicised</p> <p>Drawings</p>

No Major Comments/Clear Issues

Other Comments	Positive about the Scheme Negative about the Scheme Unclear Alternative Schemes	
	Additional Concerns	Questions about the Scheme Information of Projected Usage Information on Policing How the route will link up

9. Meeting Minutes