

## 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. The Birmingham Walking & Cycling Strategy and Infrastructure Plan<sup>1</sup> sets out proposals for a city-wide cycle network.

As part of this cycle network, BCC are now proposing to create a new cycle route linking Cannon Hill Park with Moseley. This route will then link to the A38 Bristol Road cycle route via a scheme around the junction of Pershore Road, Priory Road and Edgbaston Road, which will be built soon (more information at [Improvements to Pershore Road junction](#)).

### 1.2 The Proposal

The cycle route begins at the pedestrian and cycle access to Cannon Hill Park, opposite Cannon Hill Road. On Edgbaston Road, a two-way cycle lane will run alongside the footway, and the zebra crossing on Russell Road will be moved and upgraded to allow people travelling by foot or cycle to cross safely.

The main route then uses Park Hill, where cyclists will share space with general traffic, and Chantry Road to reach the A435 Alcester Road in Moseley. Chantry Road will become one way (from A435 to Park Hill) for general traffic, and a new two-way cycle lane will be added. On-street parking will still be possible on the north side of Chantry Road, but double yellow lines will be added on the corner opposite the entrance to SS John & Monica Catholic Primary School.

In addition, the speed limit on Salisbury Road will be reduced from 30mph to 20mph.

In Moseley, a forthcoming scheme for the local centre will link this cycle route with the proposed Places for People in Kings Heath and Moseley project (more information at [Places for People](#)). The local centre scheme will be the subject of a future consultation.

The cycle lanes will be 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. This scheme will create approximately 0.8km of new segregated cycling facilities.

The project is funded by the Active Travel Fund<sup>2</sup> and is part of the West Midlands Cycle & Walk programme<sup>3</sup>.

### 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.

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

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

<sup>3</sup> <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 permanent new cycle route linking Cannon Hill Park with Moseley.

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 [Cannon Hill park to Moseley cycle route BeHeard](#)

[Bradford Street cycle route BeHeard](#)

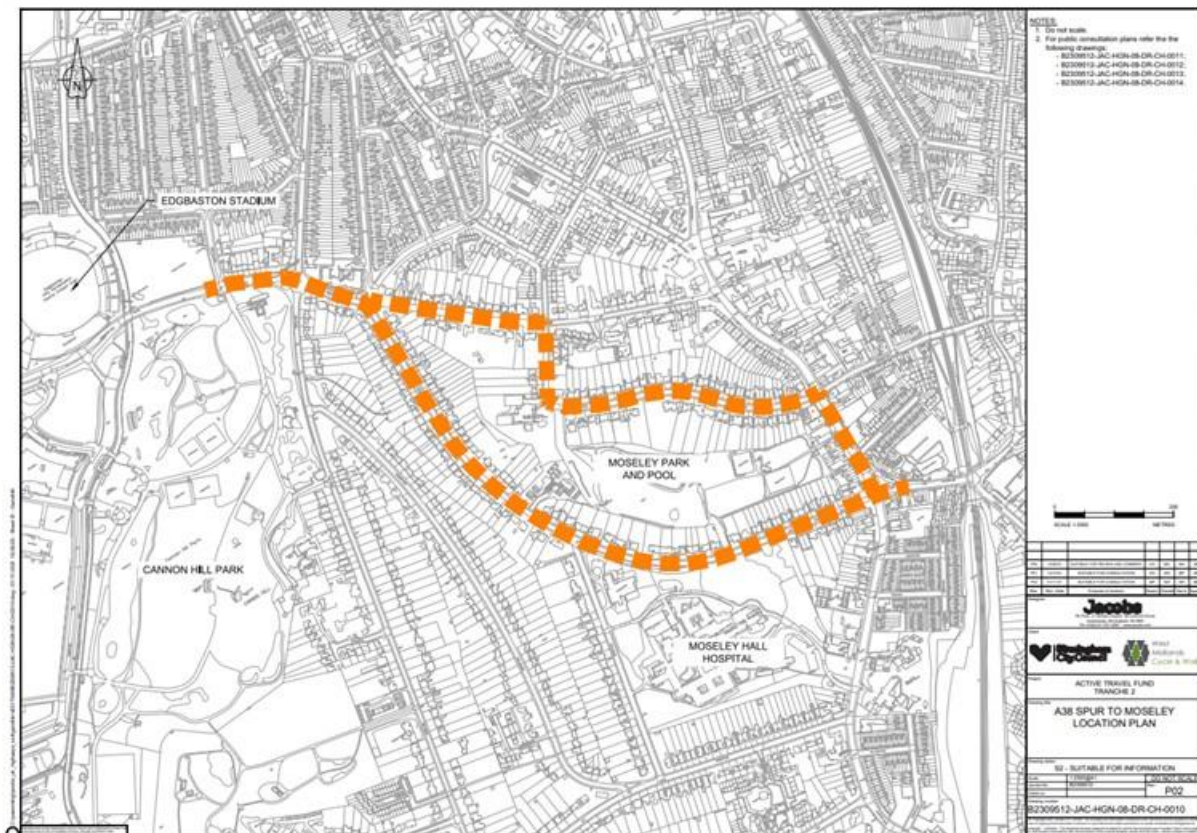


Figure 2.1: Cannon Hill and Moseley proposals (overview plan)

## 2.2 Consultation methodology

### 2.2.1 Methods of consultation and engagement

Full consultation information (including plans and survey) was available online at: [Cannon Hill park to Moseley cycle route BeHeard](#)

As part of the consultation, letters were distributed to local residents to inform them of the consultation and to 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](mailto: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 5 December 2021**.

Two events were held as part of this consultation:

- An online briefing session on Thursday 11 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 Wednesday 17 November 2021 between 4pm and 7pm, at the Moseley Exchange.

## 3. Overview of responses

The online survey received 546 responses, of which 5 came from a representative of a group, business or organisation (one organisation responded twice and therefore only 4 unique groups, businesses and organisations responded), with the remaining 541 coming from individuals. BCC also received 26 emails regarding the consultation, with 17 being about the Cannon Hill and Moseley proposals 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 541 responses from individuals, 529 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 Wolverhampton.

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

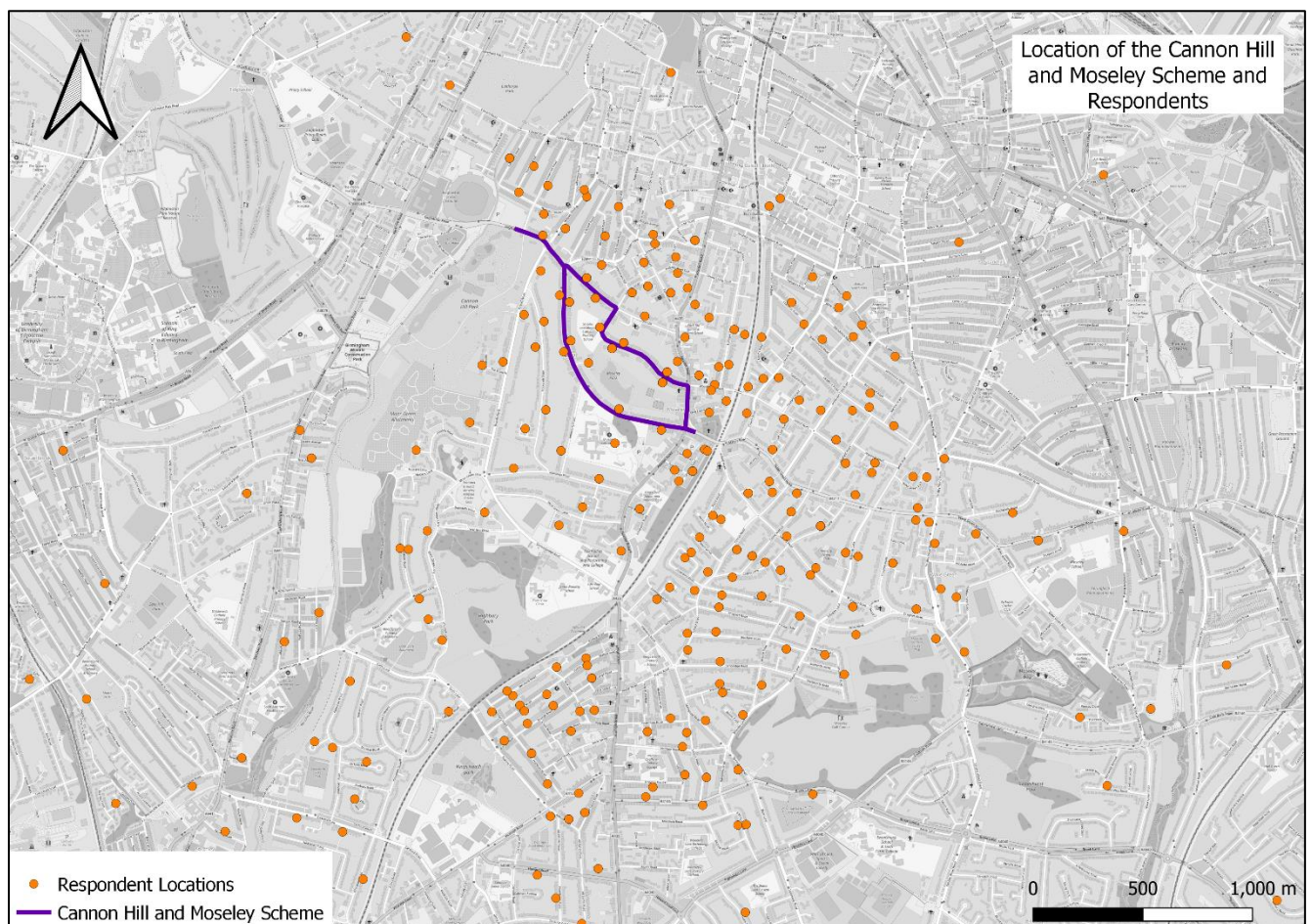




Figure 3.2: Map of Respondent Locations (Wider Birmingham Area)



## 3.2 Business and organisations

4 businesses, groups or organisations responded to the consultation, with one group offering two responses (5 total). Of these, all 4 are located in Birmingham with 2 being located along the proposed route 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 totalled and are presented in Table 3.1. 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: 541)	Percent
Walk	229	42%
Cycle	335	61%
Car or Van	284	52%
Bus	91	17%
Train	0	0%
Motorcycle	6	1%
Taxi or Private Hire	27	5%
Other	12	2%
Not Applicable	3	1%
Not Answered	10	2%

The majority of respondents (335 out of 541) cycle in the area, with the second most common form of transport being car or van with 284 individuals selecting this mode. 229 respondents walk in the area, 91 respondents stated that they travel by bus, and 27 travel in the area 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: 541)	Percent
I live here	318	59%
I work here	86	16%
I study here	13	2%
I live nearby	120	22%
I own a business here	8	1%
I do the school run here	39	7%
I'm here for leisure	126	23%
I commute through here	126	23%
I do my shopping here	93	17%
I make deliveries here	5	1%
I have family and friends here	94	17%
Other	10	2%
Not Answered	9	2%

318 respondents (59%) live in the area with 120 (22%) living nearby. 23% said that they use the area for leisure. 23% of respondents said that they commute through the area, and 16% of respondents stated that they work in the area.

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

Table 3.3: How often Individuals Travel to or in Birmingham City Centre

Option	Total (Count: 541)	Percent
5 days per week	190	35%
2-4 days per week	172	32%
Once per week	97	18%
Once per month	46	9%
Less than once a month	24	4%
Never	4	1%
Not Answered	13	2%

35% of respondents stated that they travel to or in Birmingham City Centre 5 days per week. The vast majority of respondents (85%) travel to or in Birmingham City Centre at least once per week, with 9% travelling to or in Birmingham City Centre once per month. 4% travelled to or in Birmingham City Centre less than once a month, 4 respondents selected 'Never' and 13 did not answer the question.

## 4. Feedback to Cannon Hill and Moseley Proposal

Respondents were asked to give their feedback on the Cannon Hill and Moseley 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 between Cannon Hill Park and Moseley 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	Total (Count: 546)	Percent
0 - I really dislike it	90	16%
1	29	5%
2	16	3%
3	48	9%
4	95	17%
5 - I really like it	262	48%
Don't know/no opinion	4	1%
Not Answered	2	0%

The majority of respondents responded positively in relation to the proposed cycle route, with 65% of respondents selecting either 4 or 5. 5 was the most selected response with 48% of responses. 16% of respondents (90 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, businesses in the area and respondents with disabilities, 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	Total (Count: 335)	Percent
0 - I really dislike it	20	6%
1	12	4%
2	10	3%
3	29	9%
4	67	20%
5 - I really like it	194	58%
Don't know/no opinion	1	0%
Not Answered	2	1%

Overall, cyclists selected a positive response more often than general individuals, with 78% of cyclist respondents selecting either 4 or 5 compared to 65% 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	Total (Count: 318)	Percent
0 - I really dislike it	71	22%
1	22	7%
2	12	4%
3	35	11%
4	51	16%
5 - I really like it	142	45%
Don't know/no opinion	0	0%
Not Answered	2	1%

Again, the majority of responses were positive about the proposals with 71% selecting either 4 or 5, and 45% selecting 5 specifically. These figures are both higher than for all respondents combined. A higher proportion of respondents living in the area selected 0 when compared to all respondents overall (22% compared to 16% overall).

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 546 respondents, 62 stated that they have a physical or mental health condition or illness lasting or expected to last for 12 months or more. Of these 62 respondents, 31 (50%) selected number 5 to represent that they really like the scheme, 13 (21%) selected number 4, 9 (15%) selected number 3, 6 (10%) selected number 2, 6 (10%) selected number 1, and 14 (23%) selected number 0 to show a strong disliked.

Finally, 4 businesses, groups or organisations responded to this consultation. Of these, 1 selected 5, 1 selected 4, and 1 selected 0, and 1 selected that they did not know or had no opinion.

## 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 Appendix C.

### 4.2.1 Overall opinion

446 respondents (82% of the total number of respondents) provided feedback on what they thought about the scheme. The overall opinions for the Cannon Hill to Moseley proposals are shown below.

Table 4.4: Qualitative Feedback Responses - Overall Opinions

Overall Opinion	Count (Total: 446)	Percent
Positive	205	46%
Negative	127	28%
No Impact	1	0%
Non-specific response (neither positive nor negative)	15	3%
Mixed response (both positive and negative)	78	17%
No Comment (i.e. N/A)	0	0%
Agree with PushBikes Birmingham's Response (generally positive with some specific issues raised)	20	4%
No response	100	-

Overall, the level of support for the proposals broadly matches what was seen in the quantitative question, with 46% recording a positive response in the qualitative question compared to 48% selecting 5 in the quantitative question. 28% were negative in their qualitative response compared to 24% of respondents selecting either 0, 1, or 2 for the quantitative question. 17% 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 (4%) 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: [Consultation: Cannon Hill Park to Moseley Cycle Route. Pushbikes.](#)

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:

- Cannon Hill Park Entrance
- Russell Road Crossing
- Edgbaston Road / Salisbury Road Junction
- Chantry Road
- Salisbury Road

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

## 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: 446)	Percent
Positive Design	213	48%
Negative Design	199	45%
Improved Safety	114	26%
Negative for Cars	110	25%
Positive Environmental	86	19%
Negative for Safety	52	12%
Expand the Scheme	39	9%
Fundamentally Opposed	33	7%
Increased Pollution	7	2%
Positive but endorses PushBikes	4	1%
Negative for Pedestrians	3	1%
Negative for PT	1	0%

The two most common sub-categories mentioned were respondents either feeling positively about an aspect of the scheme design (48%) or feeling negatively about a specific aspect of the scheme design (45%). The specific design issues mentioned will be discussed in Section 4.2.3.

114 respondents felt as though the scheme improved safety for one or more groups, with 52 respondents conversely saying that they felt that safety would actually be worsened by the proposals. 39 responses mentioned that they would like to see the scheme be expanded either in the area or Birmingham overall. 110 responses mentioned that they feel the proposals would have a negative impact on car travel. Finally, 86 respondents spoke about positive environmental impacts the proposal may have.

### 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

Specific	Count (Total: 446)	Percent
<b>Safety for Cyclists</b>	<b>113</b>	<b>25%</b>
<b>Positive about Cycle Lanes Overall</b>	<b>110</b>	<b>25%</b>
<b>Oppose the Lane Placement</b>	<b>110</b>	<b>25%</b>
<b>Positive Placement</b>	<b>92</b>	<b>21%</b>
<b>Negative for Parking</b>	<b>86</b>	<b>19%</b>
<b>Encourages Cycling</b>	<b>74</b>	<b>17%</b>
<b>Feels not enough is being done</b>	<b>65</b>	<b>15%</b>
<b>Positive for Cyclists</b>	<b>50</b>	<b>11%</b>
<b>Negative for Traffic</b>	<b>39</b>	<b>9%</b>
<b>Want more in the Area</b>	<b>33</b>	<b>7%</b>
<b>Negative Cyclist Safety</b>	<b>27</b>	<b>6%</b>
<b>Want more in Birmingham</b>	<b>26</b>	<b>6%</b>
<b>Positive about Segregation</b>	<b>25</b>	<b>6%</b>
<b>Oppose the One Way</b>	<b>25</b>	<b>6%</b>
<b>Discourages Cars</b>	<b>19</b>	<b>4%</b>
<b>Issues with Crossings</b>	<b>19</b>	<b>4%</b>
<b>Dislike Speed Limits</b>	<b>18</b>	<b>4%</b>
<b>Business Impacts</b>	<b>18</b>	<b>4%</b>
<b>Safety for Children</b>	<b>16</b>	<b>4%</b>
<b>Negative Pedestrian Safety</b>	<b>16</b>	<b>4%</b>
<b>Less Air Pollution</b>	<b>15</b>	<b>3%</b>
<b>Oppose the Cycle Lanes</b>	<b>15</b>	<b>3%</b>
<b>Won't be used enough</b>	<b>15</b>	<b>3%</b>
<b>Negative for Access</b>	<b>13</b>	<b>3%</b>
<b>Positive about Speed Limits</b>	<b>12</b>	<b>3%</b>
<b>Positive about One Ways</b>	<b>10</b>	<b>2%</b>
Emergency Vehicle Impacts	7	2%
Negative for Journey Time	7	2%
Dislikes Discouraging Cars	5	1%
Parking in Cycle Lanes	5	1%
Opposed to the promotion of cycling	4	1%
Negative Children Safety	4	1%
Oppose the Parking Provision	3	1%
Less Enjoyable Walking	3	1%
Less Traffic	2	0%
Safety for Pedestrians	2	0%
Dislikes any Cycling Provision	2	0%
Negative Car Safety	2	0%
Positive for Pedestrians	1	0%
Positive about Reduced Parking	1	0%
Issue with Bus Stop Placement	1	0%



Specific	Count (Total: 446)	Percent
Safety for Cyclists	113	25%
Positive about Cycle Lanes Overall	110	25%
Oppose the Lane Placement	110	25%
Positive Placement	92	21%
Negative for Parking	86	19%
Encourages Cycling	74	17%
Feels not enough is being done	65	15%
Positive for Cyclists	50	11%
Negative for Traffic	39	9%
Want more in the Area	33	7%
Negative Cyclist Safety	27	6%
Want more in Birmingham	26	6%
Positive about Segregation	25	6%
Oppose the One Way	25	6%
Discourages Cars	19	4%
Issues with Crossings	19	4%
Dislike Speed Limits	18	4%
Business Impacts	18	4%
Safety for Children	16	4%
Negative Pedestrian Safety	16	4%
Less Air Pollution	15	3%
Oppose the Cycle Lanes	15	3%
Won't be used enough	15	3%
Negative for Access	13	3%
Positive about Speed Limits	12	3%
Positive about One Ways	10	2%
PT Journey Delays	1	0%

The most common response is that the proposals would improve safety for cyclists, with 113 responses. 110 respondents said that they felt positively about cycle lanes overall, but 110 other respondents stated that they oppose the specific placement of lanes in these proposals. However, 92 respondents specifically mentioned that they feel positively about one or more aspects of the placement of features. 74 respondents stated that the scheme encourages cycling with 50 stating that it is positive for cyclists. 65 respondents feel that not enough is being done in the proposals and often called for more infrastructure.

#### 4.2.4 Responses from cyclists

If looking only at responses from respondents who identify themselves as cyclists, the results change slightly. 55% of cyclists (157 out of 284) gave positive feedback on the proposals compared to 46% of all respondents. 17% gave a negative response compared to 28% of all respondents, however 19% of cyclist respondents gave a mixed response compared to 17% of all respondents. The most common positive specifics listed by cyclists were that that the scheme improved safety for cyclists (31%), they were positive about cycle lanes overall (27%), they were positive about one or more aspects of the placement of features (26%), felt that the scheme was positive for cyclists (14%), and that they wanted to expand the scheme in the area (8%) and Birmingham overall (7%). The most common negative specifics were: negative about the placement of the lanes (23%), that not enough

was being done (18%) and that the scheme is negative for parking (11%). 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: 73)	Percent
<b>Safety for Cyclists</b>	<b>88</b>	<b>31%</b>
<b>Positive about Cycle Lanes Overall</b>	<b>78</b>	<b>27%</b>
<b>Positive Placement</b>	<b>75</b>	<b>26%</b>
<b>Oppose the Lane Placement</b>	<b>65</b>	<b>23%</b>
<b>Feels not enough is being done</b>	<b>51</b>	<b>18%</b>
<b>Encourages Cycling</b>	<b>50</b>	<b>18%</b>
<b>Positive for Cyclists</b>	<b>41</b>	<b>14%</b>
<b>Negative for Parking</b>	<b>32</b>	<b>11%</b>
<b>Want more in the Area</b>	<b>24</b>	<b>8%</b>
<b>Want more in Birmingham</b>	<b>20</b>	<b>7%</b>
<b>Positive about Segregation</b>	<b>19</b>	<b>7%</b>
<b>Issues with Crossings</b>	<b>17</b>	<b>6%</b>
<b>Negative Cyclist Safety</b>	<b>17</b>	<b>6%</b>
<b>Safety for Children</b>	<b>14</b>	<b>5%</b>
<b>Dislike Speed Limits</b>	<b>13</b>	<b>5%</b>
<b>Negative for Traffic</b>	<b>13</b>	<b>5%</b>
<b>Discourages Cars</b>	<b>12</b>	<b>4%</b>
<b>Negative Pedestrian Safety</b>	<b>11</b>	<b>4%</b>
<b>Positive about Speed Limits</b>	<b>9</b>	<b>3%</b>
<b>Less Air Pollution</b>	<b>9</b>	<b>3%</b>
<b>Oppose the One Way</b>	<b>9</b>	<b>3%</b>
<b>Positive about One Ways</b>	<b>8</b>	<b>3%</b>
<b>Negative for Access</b>	<b>5</b>	<b>2%</b>
<b>Oppose the Cycle Lanes</b>	<b>4</b>	<b>1%</b>
<b>Business Impacts</b>	<b>4</b>	<b>1%</b>
<b>Parking in Cycle Lanes</b>	<b>4</b>	<b>1%</b>
<b>Won't be used enough</b>	<b>3</b>	<b>1%</b>
<b>Safety for Pedestrians</b>	<b>2</b>	<b>1%</b>
Oppose the Parking Provision	2	1%
Negative Children Safety	2	1%
Positive for Pedestrians	1	0%
Positive about Reduced Parking	1	0%
Less Traffic	1	0%
Dislikes Discouraging Cars	1	0%
Negative for Journey Time	1	0%
Less Enjoyable Walking	1	0%
Negative Car Safety	1	0%

## 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. Alternative scheme suggestions are then presented in Table 4.9.

Table 4.8 Specific Issues with the Proposals Raised by Respondents

Location	Specific Issue	Respondents
Chantry Road	Some respondents had concerns about the loss of parking on Chantry Road. Feeling that there is already limited parking in the area, and that Chantry Road is a key parking location for nearby schools and businesses.	77
	Some respondents feel that any measures introduced along Chantry Road may be unnecessary as they deem the road to be safe enough as it is.	57
	Some respondents feel that the proposals along Chantry Road will have a major impact on safety during school pick-up and drop-off times due to the removal of parking spaces.	27
	Some respondents raised concerns about how appropriate Chantry Road is for cycle facilities. They claimed that the road is too steep and therefore had concerns that it would be difficult for beginners even with a cycle lane.	16
	Some respondents worry that by removing parking spaces along Chantry Road, that driveways will more consistently be blocked by cars parking along the one side, therefore limiting their ability to use their car at certain times.	12
	Some respondents raised concerns around servicing/delivery vehicles along Chantry Road if parking was reduced, and questioned how they would access properties, especially those in the conservation area that require frequent maintenance.	10
	Some respondents worry about safety when exiting their driveways along Chantry Road, as they worry that if they were to reverse off of their drive across the cycle lane they may have a collision with a cyclist in their blind spot.	7
	Some respondents feel that Chantry Road could be made more attractive to cyclists by working on the road surface and fixing potholes as opposed to adding a cycle lane.	6
Salisbury Road	While many respondents are happy with the implementation of speed limits along the road, others raise concerns around how the limit will be enforced.	30
Alcester Road	Some respondents raised concerns about the Alcester Road Junction at the end of Chantry Road and whether this would be safe enough for cyclists to use as proposed.	38
Various Locations	Some respondents dislike the areas of the scheme design where cyclists and pedestrians will share spaces.	18
	Some respondents felt that the lanes were positive but would require consistent cleaning, as they feel that cycle lanes in Birmingham are frequently covered by leaves or other debris and therefore are difficult to use.	12



Table 4.9 Specific Alternatives Raised by Respondents

Location	Specific Alternative	Respondents
Cannon Hill Park	Raised in the PushBikes response, some respondents worry about the expectation that cyclists will have to travel over cobbles at the Cannon Hill Park Entrance and feel that this may compromise cyclist safety. Therefore, they feel that it would be best if the route ran along the tarmac surface and not the cobbles.	3
Russell Road	Again, mentioned by PushBikes, some respondents raised concerns over the crossing on Russell Road, in particular that the cycle track did not appear to continue right up to the parallel crossing in plans. They worried that this would lead to some conflict between pedestrians and cyclists.	15
Salisbury and Chantry	Some respondents asked questions around why Chantry Road was designated to received the most cycle infrastructure and why more wasn't being done to Salisbury Road.	30

## 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 16 e-mails received from members of the public specifically related to the Cannon Hill and Moseley proposals. These were:

- Two queries relating to the consultation itself – one query about consultation plans and one person was unable to join the consultation online.
- Objects to the cycle route crossing dropped kerb, directly being adjacent to boundary fence line and taking footpath away.
- A question around what the proposed solution is for people to cycle across Alcester Road to Forest Road.
- Agrees with need for proposals. No need to change anything on Park Hill/Chantry Road as both relatively quiet. Formal cycle lanes and one way system unnecessary. Safer route linking Park Hill and Pershore is great.
- Object to removal of bollard at bottom of Park Hill- will become a racetrack as it was before.
- Query around surfacing on Chantry Road and when installation will begin.
- Lots of elderly patients who come to local opticians by car, and are finding it difficult to arrive due to lack of parking. Has noticed reduced footfall in the area in the day.
- Query around the council making provision for heavy lorry deliveries and also giving some thought to the top of Park Hill (already narrow and overcrowded). Would a one way up Park Hill help?
- The width of the road varies at different parts of Chantry Road. Residents have measured the width of the road and believe it is different to that in the consultation. Would have to reduce the width of the

pavements, potentially having to move streetlamps. Request to clarify what the proposal would be, in these circumstances.

- Proposed cycle route would make Chantry Road one-way, entered from the main road, and would direct all traffic leaving Chantry Road up Park Hill. Park Hill would remain two-way. Petrol station entrance lies on the Park Hill side of the give way line at the Alcester Road, but most people ignore that so they cross that line in the wrong direction - an implicitly dangerous situation. Some suggestions to improve the scheme were recorded.
- Changes to the toucan crossing outside a local resident's home will be made as part of the scheme. The local resident wanted to remind BCC of the agreement that the toucan will be silent after 10pm to avoid disturbance. Also, in relation to the gate for pedestrian access to the property from Edgbaston Road, it is felt better for this to open onto the footway.
- Objection to the possibility of digging up cobble stone entrance to Cannon Hill Park on Edgbaston Road.
- Propose a new parallel crossing is situated at the bottom of Salisbury Road instead of two on Edgbaston Road. Where Park Hill meets Alcester Road, propose the junction is converted into a roundabout.
- Concerns around severe parking pressure in Chantry Road, large deliveries, increased speeding in Chantry Road and increased traffic and extra parking pressure in Park Hill.

An e-mail was also received from someone working on behalf of the Residents' Association for Chantry Rd and Park Hill who was trying to put the finishing touches to the Residents' Association's representations, for comment by the 220 households on the roads. Two specific questions were raised, and a response was issued.

## 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: 541)	Percent
Yes	505	92%
No	36	7%
Not Answered	5	1%

Of the 541 responses, 505 (92%) felt that the information provided enabled them to make an informed comment on the proposals, with 36 (7%) stating that it had not. 5 respondents did not answer the question.

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

Of the 546 respondents, 187 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.** 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: 187)	Percent
Happy about all Aspects of the Consultation	24	13%
Unhappy with some/all Aspects of the Consultation	82	44%
No Major Comments/Clear Issues	19	10%
Other Comments	62	33%
No response	359	-

Overall, the most common response (with 82 respondents) was that the respondents were unhappy with some aspect of the consultation. 62 respondents offered comments about something not relevant to the question being asked. 24 respondents were happy about all aspects of the consultation and offered no negatives, another 19 offered no major comments or clear issues. 359 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 (187 compared to 137).

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

Specific	Count (Total: 187)	Percent
Questions about the Scheme	28	15%
Lacking Broader Context	16	9%
Real Photos/Projections	16	9%
Negative about Online Info	14	7%
Information on Logic	14	7%
How the route will link up	14	7%
Negative about Maps	11	6%
Negative about Drawings	9	5%
Information on Policing	4	2%
Negative about Face-to-Face Meetings	3	2%
Positive about Drawings	2	1%
Alternate Routes	2	1%
Information of Projected Usage	2	1%
Representation of less mobile	1	1%
Agree with PushBikes	1	1%

The most common response was respondents raising questions about the scheme and specific aspects of the scheme they were unsure about, with 28 respondents asking these questions. 16 respondents said that the consultation was lacking broader context, and another 16 stated that they would have liked to have seen some real photos or projections to give them a better idea about how the proposals will look and function. Respondents reacting negatively to the online information, wanting more information on the logic behind the scheme, and wanting more information on how the route will link up each received 14 responses. 11 respondents were negative about the online maps, with another 9 being negative about the scheme drawings.



## 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: 546)	Percent
0 - 4	0	0%
5 - 9	1	0%
10 - 14	1	0%
15 - 17	2	0%
18 - 19	4	1%
20 - 24	14	3%
25 - 29	44	8%
30 - 34	48	9%
35 - 39	63	12%
40 - 44	87	16%
45 - 49	66	12%
50 - 54	62	11%
55 - 59	32	6%
60 - 64	29	5%
65 - 69	31	6%
70 - 74	22	4%
75 - 79	11	2%
80 - 84	0	0%
85+	1	0%
Not Answered	28	5%

Table 6.2: Gender identity of all respondents

Option	Total (Count: 546)	Percent
Male	286	52%
Female	216	40%
Prefer not to say	26	5%
Not Answered	18	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: 546)	Percent
Yes	62	11%
No	440	81%
Prefer not to say	26	5%
Not Answered	18	3%

Table 6.4: Sexual orientation of all respondents

Option	Total (Count: 546)	Percent
Bisexual	18	3%
Gay or Lesbian	26	5%
Heterosexual or Straight	367	67%
Other	5	1%
Prefer not to say	101	19%
Not Answered	29	5%

Table 6.5: Religion/beliefs of all respondents

Option	Total (Count: 546)	Percent
No Religion	297	54%
Christian (including church of England, Catholic, Protestant, and all other Christian denominators)	133	24%
Buddhists	10	2%
Hindu	4	1%
Jewish	5	1%
Muslim	33	6%
Sikh	7	1%
Any other religion (please specify)	13	2%
Not Answered	44	8%

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	388
Other White background (please specify)	45
Asian/Asian British	51
Black African/Caribbean/Black British	8
Mixed/multiple ethnic groups	25
Other ethnic group (please specify)	8
Not Answered	33

## 7. Summary

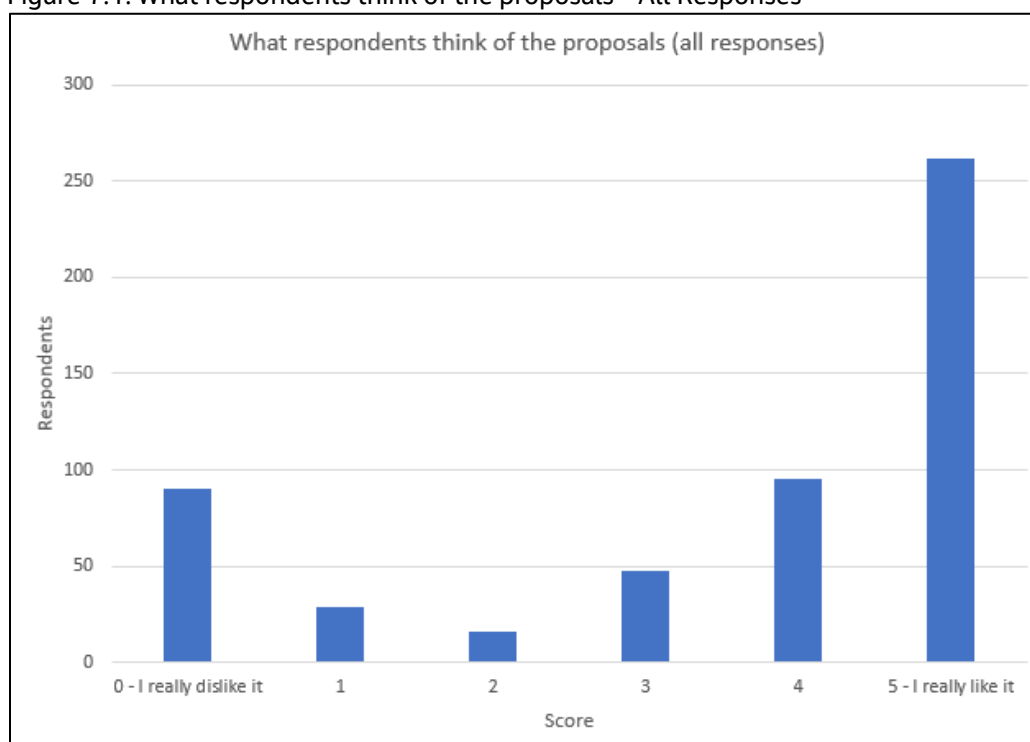
The consultation was held between **3 November and 5 December 2021**.

The online consultation received 546 responses, with 541 from individuals and 5 from representatives of groups, businesses, and organisations. 61% of respondents stated that they cycle in the area, 52% travelling by car or van, with 42% walking, and 17% travelling by bus.

58% of respondents live within the area, and 23% use the area for leisure, another 23% commute through the area, 22% live nearby, and 16% work in the area.

Overall, when asked to select their feelings towards the proposals from a scale of 0-5, 65% of respondents were positive in their response (selecting 4 or 5), with 48% 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 78% of cyclist respondents selecting either 4 or 5 compared to 65% of all respondents.

Encouragingly, 92% of respondents felt that the information provided in the consultation enabled them to make an informed comment.

## **8. Online Questionnaire**

### **8.1 Qualitative Feedback Code**



## Positive

Positive Design	<p>Positive about Cycle Lanes Overall</p> <p>Positive about Segregation</p> <p>Positive for Pedestrians</p> <p>Positive for Cars</p> <p>Positive for Cyclists</p> <p>Positive about Bus Stop Placement</p> <p>Positive Placement</p> <p>Positive about Reduced Parking</p> <p>Positive about One Ways</p> <p>Positive about Speed Limits</p> <p>Aesthetics</p>
Positive Environmental	<p>Encourages Cycling</p> <p>Discourages Cars</p> <p>Less Air Pollution</p> <p>Less Noise Pollution</p> <p>Less Traffic</p>
Improved Safety	<p>Safety for Cyclists</p> <p>Safety for Pedestrians</p> <p>Safety for Cars</p> <p>Safety for Children</p>
Expand the scheme	<p>Want more in the Area</p> <p>Want more in Birmingham</p>

## Negative

Negative Design	<p>Oppose the Cycle Lanes</p> <p>Oppose the Parking Provision</p> <p>Oppose the Lane Placement</p> <p>Oppose Pedestrian Provisions</p> <p>Dislike the Bus Ramps</p> <p>Dislike Speed Limits</p> <p>Oppose the One Way</p> <p>Issue with Bus Stop Placement</p> <p>Won't be used enough</p> <p>Issues with Crossings</p> <p>Feels not enough is being done</p> <p>Aesthetics</p>
Fundamentally Opposed	<p>Dislikes any Cycling Provision</p> <p>Dislikes Discouraging Cars</p> <p>Business Impacts</p> <p>Emergency Vehicle Impacts</p> <p>Opposed to the promotion of cycling</p>
Negative for Cars	<p>Negative for Traffic</p> <p>Negative for Parking</p> <p>Negative for Journey Time</p> <p>Negative for Access</p>
Negative for PT	<p>Less Road Space</p> <p>PT Journey Delays</p>

Negative for Pedestrians	Less Enjoyable Walking
Negative for Safety	Negative Cyclist Safety Negative Pedestrian Safety Negative Car Safety Negative Children Safety Parking in Cycle Lanes Perceived Safety at Night
Increased Pollution	
Positive but endorses PushBikes	

## A.1 Qualitative Additional Information Code

### Happy about all Aspects of the Consultation

Specific Positives	Positive about Maps Happy with chance to express feelings Positive about Online Info Positive about Face-to-Face Meetings Expand the Scheme Positive about Drawings
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**Unhappy with some/all Aspects of the Consultation**

Specific Negatives	<p>Negative about Maps</p> <p>Negative about Online Info</p> <p>Negative about Face-to-Face Meetings</p> <p>Negative about Online Questions</p> <p>Information on Logic</p> <p>Lacking Broader Context</p> <p>Real Photos/Projections</p> <p>Negative about Drawings</p>
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**Other comments**

Additional Concerns	<p>Alternate Routes</p> <p>Questions about the Scheme</p> <p>Information of Projected Usage</p> <p>Information on Policing</p> <p>Representation of less mobile</p> <p>Agree with PushBikes</p> <p>How the route will link up</p>
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