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

Comments from members of the public should be monitored on an ongoing

Drivers ignoring restrictions	2
Good for pedestrians	1
Road safety	1

4. Lozells Low Traffic Neighbourhood

4.1. Commonplace

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

Respondents were asked “How do you feel about Lozells becoming a low traffic neighbourhood?”.

Respondents were asked what changes they would like to see.

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

The relevant 192 comments covered the following areas:

Parking issues in local area	64
Do not support/need scheme	48
Support for scheme	41
Scheme causes displacement of traffic/congestion	33
Too much traffic/many cars in area	26
Scheme should create one-way streets	25
Poor engagement about scheme	23
Scheme makes streets safer	19
Scheme is inconvenient to drivers	18
Road safety problems in local area	17
Request intervention in other location	15
Scheme is good for environment/reduces pollution	12
Scheme is good for cycling	10
Impact of scheme on elderly/disabled	10

Delay to implementation of scheme	2
Monitoring	1

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

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

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

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

4.2. Email correspondence

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

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

5. Kings Heath Low Traffic Neighbourhood

5.1. Commonplace

3,238 responses on Kings Heath Low Traffic Neighbourhood were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for and not . Of the 3,238 responses, 185 people did not

Respondents were asked what changes they would like to see.

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

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

Pedestrianise	4
Nicer Area	4
Health & Wellbeing	2

6. Moseley Places for People

6.1. Commonplace

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

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

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

Relevant comments	4	

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

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

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

6.2. Email correspondence

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

Other	5
Monitoring	3
Parking issues	3
Don’t want/need scheme	2
Good for pedestrians	2
Bad for business	2
Reduces traffic	2
Too much traffic/many cars in area	2
Inconvenient to drivers	2
Impact on disabled/elderly	2

Deliveries/refuse collection

7. Bournville Places for People

7.1. Commonplace

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

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

Respondents on Commonplace were asked “W

Scheme is inconvenient to drivers	39	53
Scheme is good for cycling	32	45
Road safety problems in local area	28	36
Scheme increases pollution	23	22
Other	22	25
Scheme is good for pedestrians	20	27
Questioning access for deliveries, refuse collection, emergency services	18	35
Scheme makes the area nicer	17	27
Poor engagement about scheme	17	19
Parking issues in local area	14	28
Request traffic calming/speed reduction measures	14	27
Scheme is good for environment/reduces pollution	8	10
Too much traffic/many cars in area	8	10
Impact of scheme on elderly/disabled	8	8
Scheme is good for health and w		

9. City centre segments

9.1. Commonplace

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

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

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

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

[redacted]

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

10.1. Commonplace

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

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

In response to the 84 responses on Commonplace, covered the following areas:

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

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

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

10.2. Email correspondence

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

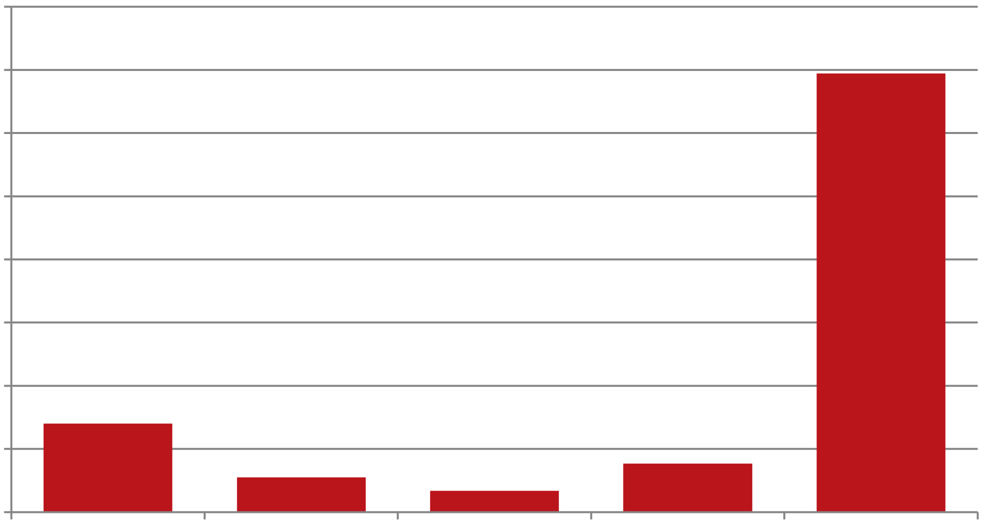
Object to one way and loss of parking on Tennyson Road/Byron Road	183
Object to one way on Bolton Road	25
Poor engagement about scheme	9
Concerns/queries re Waverley Road	5
Increase in traffic/large vehicles on Vann Close	4

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

11.1. Commonplace

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

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



In response to the 978 responses on Commonplace, covered the following areas:

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

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

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

12.1. Commonplace

25 responses on the A47 pop-up cycle route were received via Commonplace. There was no limit to the number of times someone could comment on Commonplace, so figures shown are for and not . Of the 25 responses, 2 people did not register with the site. For people who did registe3(i)5(s)11(t)-4(e)]TJETQq0.000008871 0 595.32 841.92 reW* nBT/F1 11.04 Tf1 0 0 1od

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

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

12.2. Email correspondence

Three email conversations were recorded, of which only one commented

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

13.1. Commonplace

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

Respondents were asked “W

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

14.2. Email correspondence

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

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

15.1. Commonplace

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

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

In response to the 39 responses on Commonplace, covered the following areas:

Support for scheme	26
Scheme is good for cycling	7
Do not want/need scheme	5