

Places for People: Bournville and Cotteridge Consultation Feedback Report

Document no: 1

Revision no: v1

Birmingham City Council

Bournville and Cotteridge Places for People
August 17, 2023



Consultation Feedback Report

Client name: Birmingham City Council

Project name: Bournville and Cotteridge Places for People

Document no: B2309521/REP/005

Project no: B2309521

Revision no: V2

Project manager: RL

Date: August 17, 2023

Prepared by: LS, DS, EG

Doc status: FINAL

File name: Places for People BC Consultation Feedback

Summary Report Final Version

Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
V1	24/07/23	DRAFT	LG/DS/EG	LG	HT	RL
V2	17/08/23	Final draft following client comments	LG	LG	HT	RL

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1. Introduction

1.1 Background

In October 2021, Birmingham City Council (BCC) adopted the Birmingham Transport Plan 2031 (BTP), in which one of the core aims is 'Prioritising active travel in local neighbourhoods', where cars will no longer dominate street life around homes and schools and a limit of 20mph will be standard on all local roads. Ultimately, residential neighbourhoods and local centres will be places where people are put first.

Currently, residents in many parts of Birmingham find that the streets outside their homes are dominated by motor traffic as residential roads are used to avoid congestion on main roads. During the Covid-19 pandemic, changes to working patterns resulted in residents experiencing quieter and less congested roads. Through the Emergency Active Travel Fund (funded by the Department for Transport (DfT) in June 2020) BCC gained an opportunity to rapidly introduce schemes to maintain these benefits by piloting Places for People (PfP) in areas across Birmingham.

BCC's PfP programme aims to reduce the amount of traffic and car reliance in residential neighbourhoods so that it is safer for people to walk and cycle, nicer to be outside for children to play and neighbours to chat. As part of PfP, residents can continue to drive onto their street, but it makes it harder for traffic to drive through the area. When traffic is reduced, the neighbourhood becomes quieter, the air is cleaner and streets feel safer.

1.2 The story so far

In 2020, temporary measures were introduced as part of the Emergency Active Travel Fund within the Bournville and Cotteridge ward consisting of two modal filters, one on Franklin Road and another on Oak Tree Lane to prevent motorised vehicles from using these side streets to cut through and avoid main roads. Following the implementation, feedback has been received from residents on a number of occasions, between 2020 and 2022. The two initial modal filters were made permanent in April 2022.

The initial 2020 consultation feedback can be summarised as 38% positive, 7% mostly positive, 10% neutral, 12% mostly negative and 33% negative. Common issues that were raised centred around safety, traffic reduction, pavement parking, improved cycle infrastructure and creating a better environment for walking. Feedback relating to the modal filters was generally mixed with positive comments stating that the modal filters have helped to create a nicer environment. However, the negative comments highlighted concerns over traffic diversions onto other roads. From this feedback the residents of Bournville and Cotteridge identified the need for a safer and more accessible environment for all road users, including pedestrians, cyclists and motorists.

Further engagement from residents and groups was received by BCC in the form of email correspondence and a petition. Site visits have also been carried out by BCC officers.

Further development of the PfP scheme commenced in summer 2022, aiming to build on the initial measures to deliver a more holistic scheme with further interventions to sustain and encourage uptake in active travel, encourage behavioural change towards more sustainable modes and deliver efficient network management within the local area.

Street surgeries took place in August and September 2022 to engage with residents to help inform the initial development of options proposed for the scheme and to capture any changes to travel patterns during the post-covid recovery. The comments most frequently noted are summarised below:

- Support for an area-wide 20 mph zone across the study area;
- Concerns over Linden Road and Franklin Road junction;
- Impact of existing modal filters and modal filters in general;
- Need for improved connectivity and infrastructure for cyclists; and
- Create a more holistic approach to traffic calming.

The street surgeries proved useful in starting to understand some of the key concerns and desires of residents in the area and helped to inform a holistic approach to the proposed option development that was taken to public consultation.

1.3 Public consultation

Bringing together results from previous engagement and further local feedback received since then, BCC consulted on proposals for the next phase of Places for People in Bournville and Cotteridge between Saturday 3 June 2023¹ and Sunday 2 July 2023.

This included a proposed concept design, meaning that the plan shows where a measure might be placed but does not include the detailed design of exactly how it would be arranged. From this consultation, BCC wanted to understand what residents and businesses liked and disliked about the interventions proposed.

This was a consultation to inform and develop the most appropriate design for the next stage of the project.

¹ As leaflets were delivered from Saturday 3rd June 2023, BCC took the decision to open the online consultation questionnaire on Saturday 3rd June 2023.

1.4 Next Steps

Following the consultation, feedback has been analysed (as detailed in this report) and will inform future development of the Bournville and Cotteridge Places for People scheme along with any proposed designs for this. Further engagement is expected to be required with residents and other key stakeholders to explore issues and potential options at a more local level and develop alternative interventions where appropriate. It will then be determined as to whether public consultation is required on any revised proposals before progressing to the detailed design stage.

2. Consultation strategy and methodology

2.1 Consultation

The aim of the consultation was to engage with both individuals and businesses/ organisations to understand what these groups thought about the proposed option.

Figure 2-1 shows the proposed option, detailing the proposed measures and identifying existing modal filters, one-way roads, traffic calming and cycle routes both on- and off-road. It illustrates the proposed locations for each measure, for which the qualitative (open-ended) questions allow for greater analysis to be conducted on an intervention level.

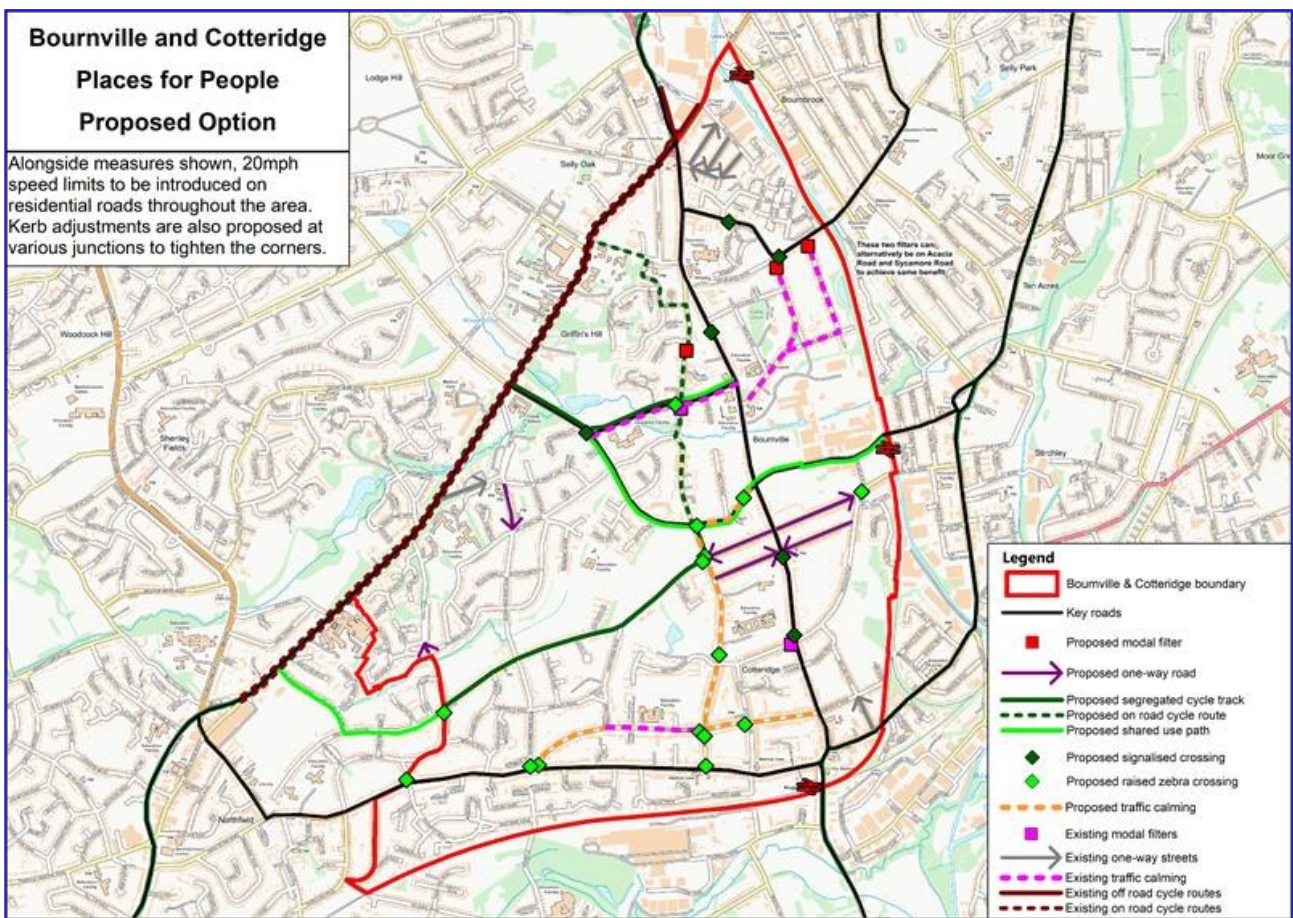


Figure 2-1: Bournville Places for People: Proposed Option

2.2 Consultation methodology

2.2.1 Methods of consultation and engagement

The full consultation information (including plans and an online questionnaire) was made available online at: [Birmingham BeHeard - Bournville Cotteridge PfP](#).

The webpage included an overview of the key aims of the wider PfP scheme, the story so far, descriptions of interventions that have been included as part of the proposed option as well as the map of the proposed option.

In addition, key documents were also made available, including:

- [Bournville and Cotteridge Scheme Leaflet](#)
- [Bournville Transport Study](#)
- [Draft Birmingham Transport Plan](#)
- [Frequently asked questions](#)

Further information was circulated informing residents and businesses/organisations about the consultation, including:

- Printed leaflets (delivered to properties inside the ward boundary during the first few days of the consultation);
- Paper copies of the questionnaire;
- Social media; and
- Existing stakeholder/community contacts and networks.

A number of in-person and virtual events were held to present consultation information and to enable conversations with the project team. Residents and businesses/organisations that attended the events were pointed in the direction of the online or paper questionnaire to ensure that their views were also included in the analysis of this report. Section 2.3 below summarises the schedule of events.

The online questionnaire sets out a series of open and closed questions which sought to understand what respondents thought about each measure proposed, which are listed below:

- Traffic calming;
- Modal filters;
- One-way roads;
- Cycle routes (segregated, on road and shared use); and
- Signalised/raised zebra crossings.

2.2.2 Response channels

Responses were primarily collected online via 'Be Heard'. However, to account for residents and businesses/organisations who may not have access to the internet, paper copies of the questionnaire were made available at The Bookshop on the Green.

An email address (connected@birmingham.gov.uk) was made available for any queries about the proposed scheme or the consultation. Comments that were received via email have been included in this report, as detailed in section 9. Where contact was made via a channel other than Be Heard, respondents were strongly encouraged to also complete the questionnaire online or on paper, if they were able to do so.

2.3 Programme and schedule of events

The consultation ran between Saturday 3 June² and Sunday 2 July 2023. All response channels were open during this period for respondents to share their views on the scheme.

2.3.1 Events

Three events were held as part of the consultation to present information and enable conversations with the project team. The events were organised by BCC with support from Jacobs. Local Councillors were also present at one of the in-person events.

One event was virtual and was held as a Microsoft Teams Live event, with the other two events held in-person. Table 2-1 summarises the schedule of events. The events were made up of weekdays, weekends and virtual meetings to help improve accessibility to the events for anyone who wanted to drop in.

Table 2-1: Summary of schedule of events

Event	Audience	Date/Time
Teams live event	Primarily local residents, but anyone could register to attend	Wednesday 14 June 2023 between 5.30 – 6.30 pm
Selly Oak Methodist Church public drop-in	Primarily local residents, but anyone was able to attend	Tuesday 20 June 2023 between 4.00 – 7.00 pm
Dame Elizabeth Hall public drop-in	Primarily local residents, but anyone was able to attend	Saturday 24 June 2023 between 10.00 am – 1.00 pm

² As leaflets started to be delivered from Saturday 3rd June 2023, BCC took the decision to open the online consultation questionnaire on Saturday 3rd June 2023.

All of the in-person events had printed maps, the frequently asked questions document, the scheme leaflet and paper copies of the questionnaire.

Officers and Councillors at the events compiled the main themes of feedback they received into a post-event briefing note. Whilst it was not possible to record everything that was said, the main topics and issues were identified and can be found in section 8 of this report. During the events, attendees were also encouraged to respond to the online questionnaire or were given a paper version to ensure their views were accurately recorded.

3. Overview of responses

The online questionnaire received 1,217 responses, with an additional 21 paper questionnaire responses. These responses were analysed alongside each other, therefore going forward the combined total number of 1,238 responses has been used for analysis.

Of these responses, 13 came from a representative of a group, business or organisation, with the remaining 1,225 coming from individuals.

BCC received over 100 emails which included questions and information requests from residents, these were responded to directly by BCC officers. BCC also received 34 emails providing comments in response to the consultation, which have been included in the consultation feedback. BCC encouraged those who emailed to complete the BeHeard questionnaire online. There were also written and printed letters left at the Bookshop on the Green, the majority were paper copies of emails sent to BCC and have therefore been analysed as part of the email correspondence, with an additional two letters reviewed and summarised in this report.

3.1 Individuals

The locations of the 1,225 individual respondents have been mapped and are shown in Figure 3-1. The size of the blue circles represents the scale of respondents at each location.

The majority of people that completed the questionnaire responded from inside the study area, with 1,001 (82%) of the responses coming from within the Bournville and Cotteridge Ward. Other responses were received from the immediate surrounding areas of Stirchley, Northfield and Kings Norton with a few exceptions further north of Birmingham. Specifically, there is a cluster of responses to the southwest of the scheme area in the Northfield ward area. Going forward, this area is likely to be included in further engagement as part of the scheme development.

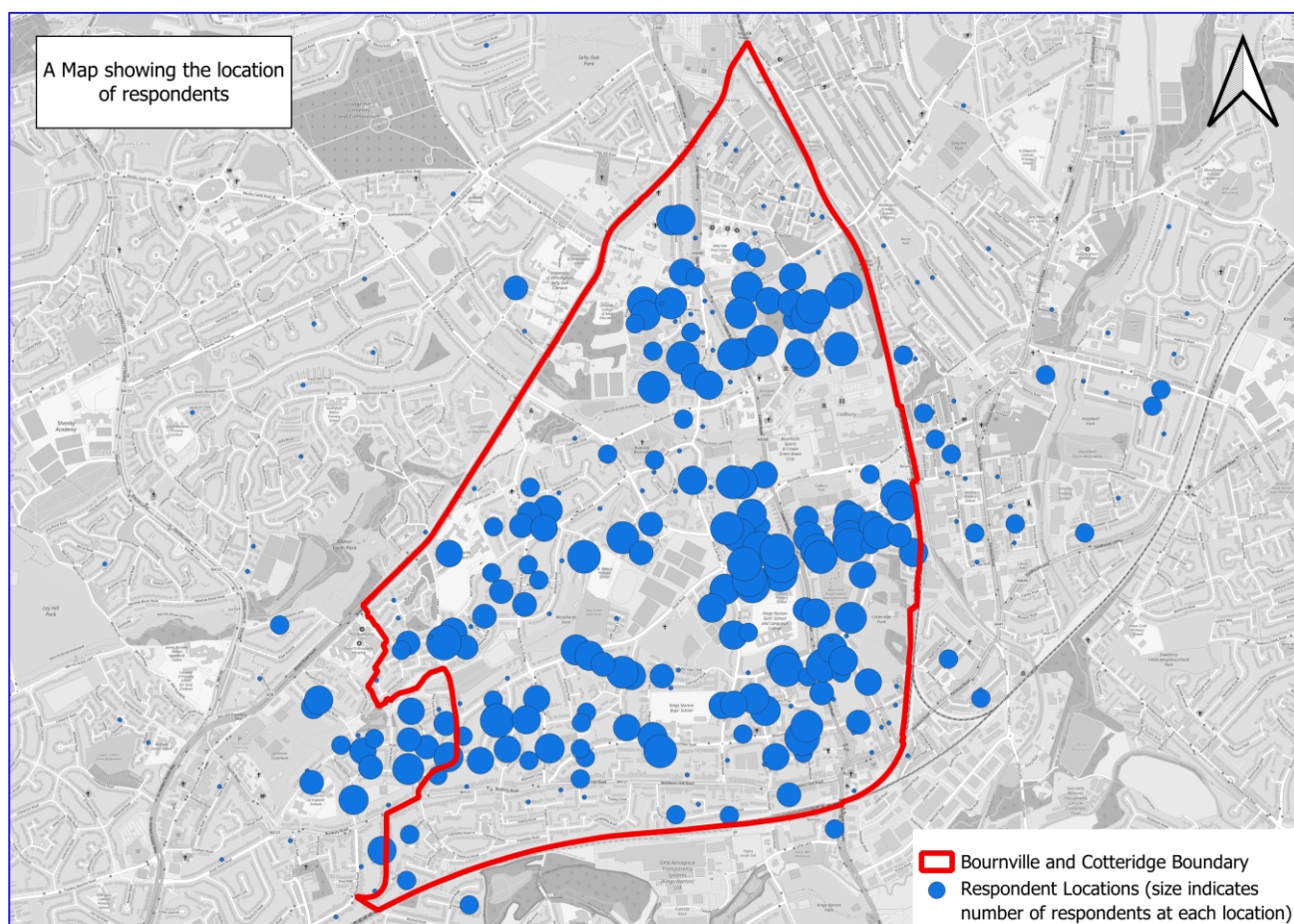


Figure 3-1: A map of the respondents (individuals) in proximity to the study area

3.2 Businesses/organisations

The locations of the 13 businesses/organisations that responded to the consultation are listed below with the exception of one business/organisation that did not state their name.

- Langley's Road, Bristol Road and Oak Tree Lane Neighbourhood Watch;
- Kafenion;
- Dudley Lodge;
- Rowheath Pavilion;
- Hay Green Allotment Association;
- Bournville Village Primary School;
- Northfield Stroke Club;
- Kings Norton Boys School;

- Better Streets for Birmingham;
- Our Bournville;
- Transport for West Midlands; and
- Birmingham Bike Foundry.

3.3 Respondents' connection and travel within the scheme area

Respondents were asked how they usually travelled within the area. Respondents were able to select multiple different options to show their travel habits in and around Bournville and Cotteridge. These responses have been totalled and are presented in Figure 3-2.

Respondents were able to select multiple answers, therefore percentages do not total 100.

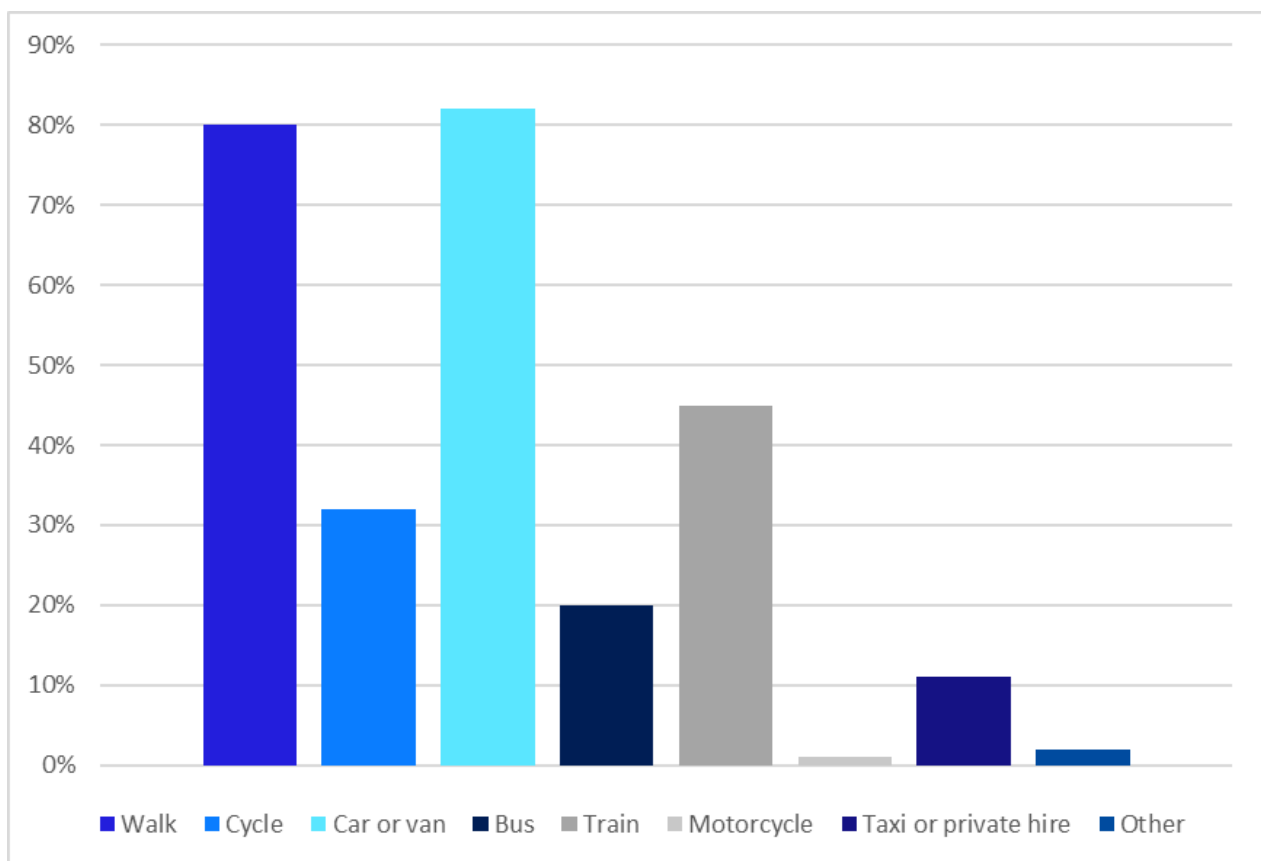


Figure 3-2: How do you usually travel in the area? – All respondents

The majority of respondents travel through the area by either car or van (82%) or walking (80%). Additionally, 45% of respondents stated that they travelled by train. Nearly a third of respondents (32%) said they cycled within and through the area, with 20% stating that they travel by bus in the area.

Similarly, respondents were asked about their connections to Bournville and Cotteridge and their responses are shown in Figure 3-3. Respondents were able to select multiple answers, therefore percentages do not total 100.

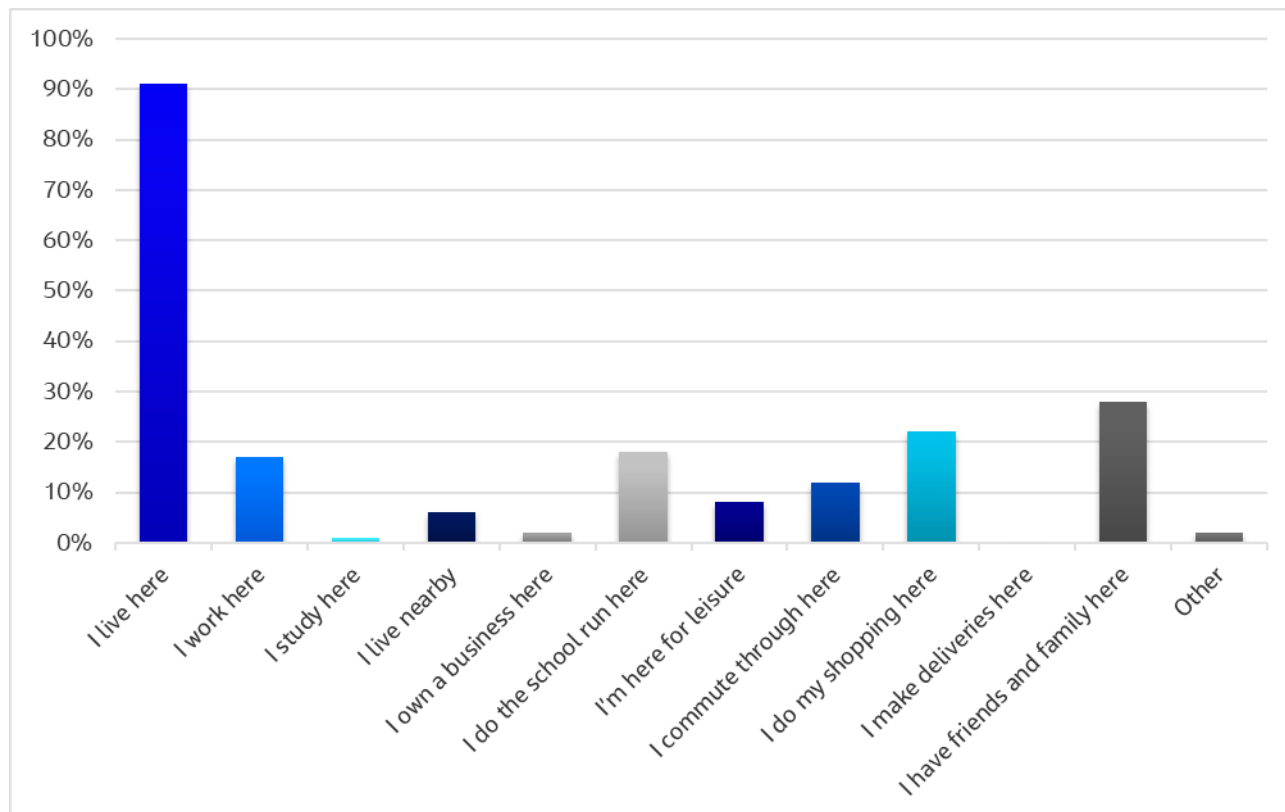


Figure 3-3: What is your connection to the area? – All respondents

The most common connection to the area was living within the Bournville and Cotteridge ward (91%). Additionally, 28% of responses indicated that they have friends and family in the area and 22% of responses stated that they used Bournville and Cotteridge for shopping. Other connections to the area included doing the school run (18%), working in the area (17%) and commuting through the area (12%).

3.4 Respondents with disabilities

In order to understand if the scheme would have specific implications on any protected characteristics, respondents were asked demographic questions (reported in section 7) and whether they considered themselves to have any disabilities, with 10% of respondents answering 'yes', 88% stating 'no' and 2% not answering the question.

Respondents who answered 'yes' were then asked if their disability affected how they were able to travel and the responses are shown in Table 3-1. It must be noted that some respondents answered this question without answering 'yes' to the previous question, hence the slight difference in figures.

Table 3-1: Does your disability affect how you travel?

Response	Count (Total: 1,238)	%
Yes	102	8%
No	23	2%
Not Answered	1113	90%

Respondents who answered yes were then asked how their disability affected their ability to travel. These responses were categorised, with the counts shown in Table 3-2.

Table 3-2: Please tell us how your disability affects how you are able to travel.

Response	Count (Total: 126)	%
Mobility	71	64%
Reliant on a Car	19	17%
Other non-mobility disabilities	13	12%
Mental Health	10	9%
Unable to Drive	2	2%
Visual Impairment	2	2%
Public Transport Issues	1	1%
Other Comment	8	7%

The majority of respondents to this question (64%) stated that their disability related to mobility, which limited their ability to walk or cycle. Many of the respondents felt that this meant that they would miss out on key benefits of the proposals. Respondents who discussed disabilities relating to mental health (9%) often stated that they felt their travel options were limited and that they felt uncomfortable on public transport.

Following this, respondents were asked how their travel has been and may possibly be affected by the Places for People proposals. These responses were categorised as travel

being made better, worse or the impact being non-specific (neither better nor worse). These results are summarised in Table 3-3.

Table 3-3: How your travel is/will be affected by the Places for People proposals?

How your travel is/will be affected by the Places for People proposals?	Count (Total: 122)	%
Better	17	15%
Worse	99	81%
Non-specific impact (neither better nor worse)	5	4%

Of those who claimed that their travel would be improved by the Places for People proposals, two responses claimed that it would make their car travel better and one claimed that it would make public transport trips better. Further to this, 12 responses said that it would be better for walking and cycling in the area and four stated that it would be better for other reasons such as reducing noise pollution or allowing individuals to feel they can safely travel independently.

Of those who claimed that their travel would be made more difficult by the Places for People proposals, 77 respondents said that the proposals would make it more difficult to travel by car, four said that it would make using public transport worse, nine stated that it would be worse for walking and cycling in the area, 33 worried that it may adversely affect their health and 25 discussed other issues, such as concerns for local business closures.

Respondents were also asked if they held a blue badge for disabled parking and these responses are shown in Table 3-4.

Table 3-4: Do you hold a blue badge for disabled parking?

Response	Count (Total: 1,238)	%
Yes	40	3%
No	86	7%
Not Answered	1,112	90%

4. Principles of Places for People

All respondents (both individual and business/organisations) were asked how they felt about Bournville and Cotteridge being part of the Places for People project. The responses have been summarised in Figure 4-1.

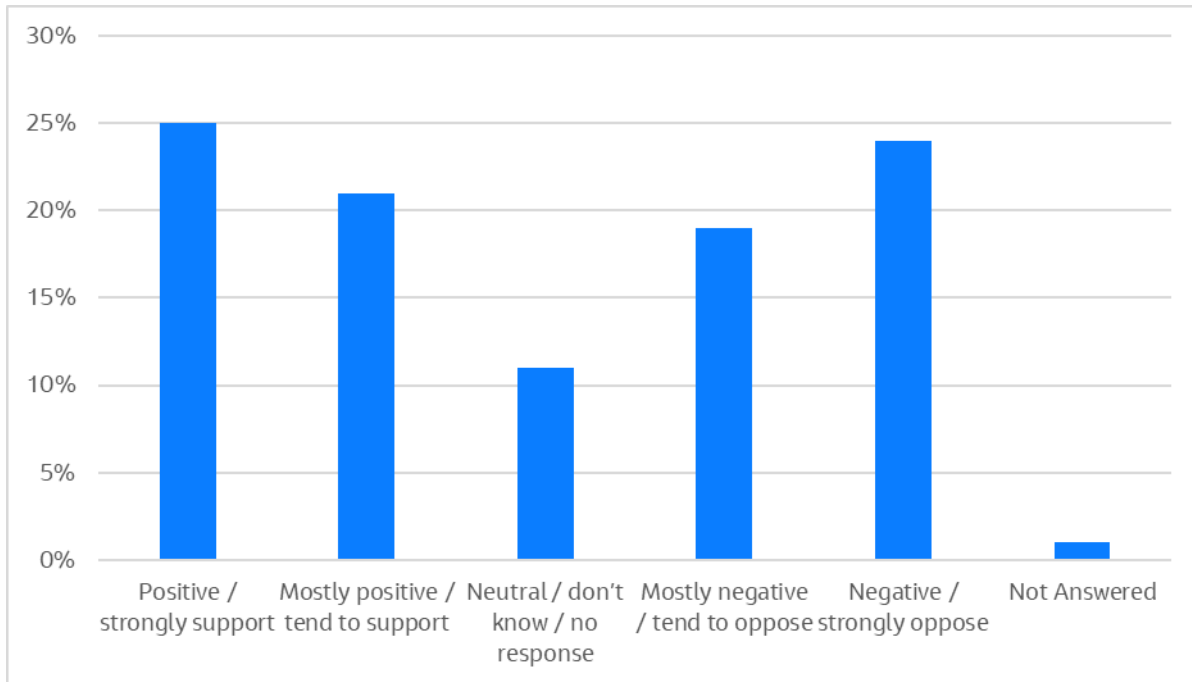


Figure 4-1: How do you feel about Bournville and Cotteridge being part of the Places for People project? All respondents

Overall, 46% of respondents felt positive or mostly positive about the inclusion of Bournville and Cotteridge in the Places for People scheme, with 43% feeling mostly negative or negative about the scheme. Of these, 25% stated that they strongly supported Bournville and Cotteridge being included, with 24% strongly opposing its inclusion.

The responses from businesses have been analysed separately to provide an understanding of support from local businesses. Due to the smaller number of businesses and organisation responses when compared to the overall response rate, the results may be more polarised. However, 61% of business/organisation respondents felt positive or mostly positive about the inclusion of Bournville and Cotteridge in the Places for People scheme, with 38% feeling mostly negative or negative about the scheme. Of these, 38% stated that they strongly supported Bournville and Cotteridge being included as opposed to 23% strongly opposing its inclusion.

5. Bournville and Cotteridge Places for People Proposed Option

5.1 Quantitative (closed-question) responses

The following section covers the analysis of the quantitative (closed) questions asked to the respondents.

5.1.1 What elements do you like/dislike about the proposed option?

Respondents were asked to identify the elements of the proposed option which they like and dislike. These were two separate questions in the questionnaire but have been analysed together to provide a direct comparison. Respondents were able to select multiple answers, therefore percentages do not total 100. The responses are shown in Figure 5-1.

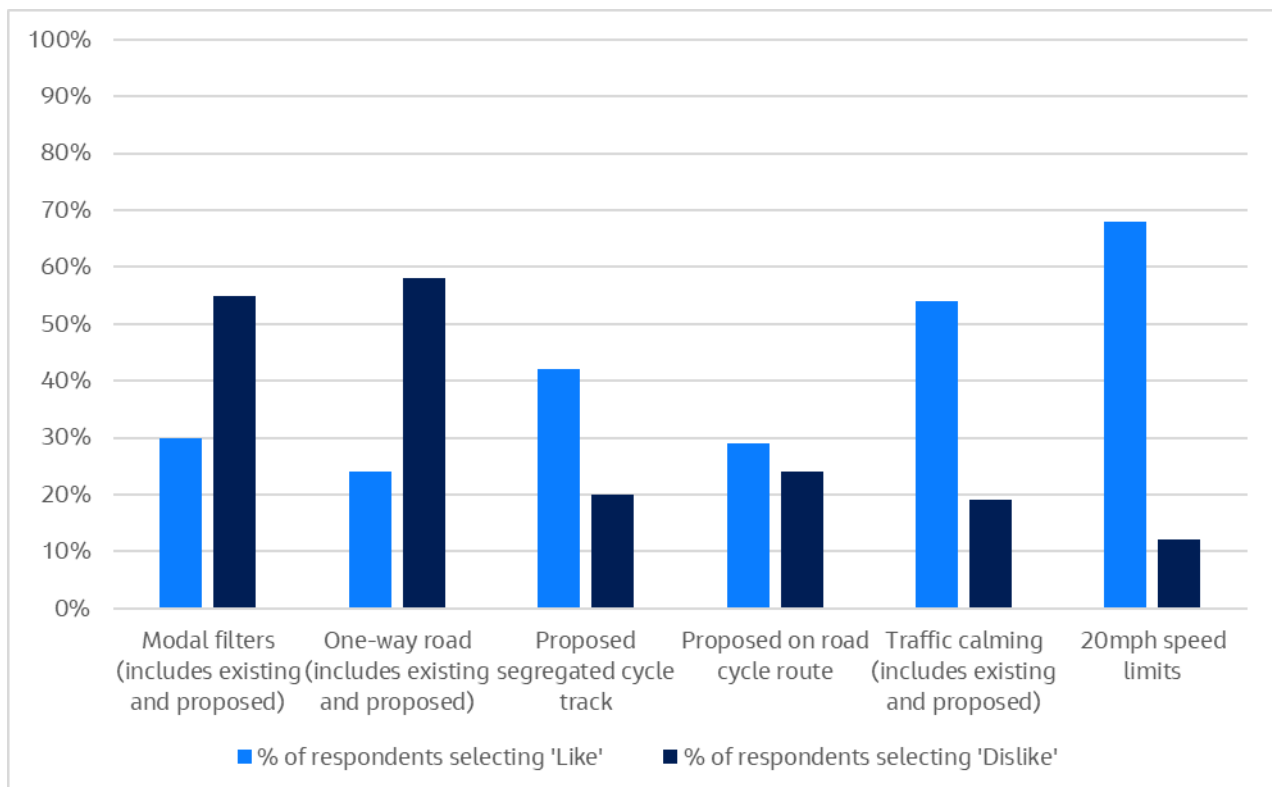


Figure 5-1: What elements do you like about the proposed option?

The most popular interventions included the introduction of 20mph speed limits (68% of responses liked this measure) and implementation of traffic calming (54% of responses liked this measure). No other intervention was selected as being liked by more than 50% of respondents.

The least popular proposed interventions were one-way roads, (58% of responses disliked this measure) and modal filters (55% of respondents disliked this measure). No other intervention was selected as being disliked by more than a third of respondents.

5.1.2 How do you feel about the proposed one-way sections along Mary Vale Road, Beaumont Road, Hole Lane and Cob Lane?

To provide a more detailed understanding of the opinions towards the different proposed elements, respondents were asked to identify their sentiment towards specified elements of the proposed option.

Respondents were first asked to select their feelings towards the proposed one-way sections in Mary Vale, Beaumont Road, Hole Lane and Cob Lane. Respondents could select from one of five options, with the results shown in Figure 5-2.

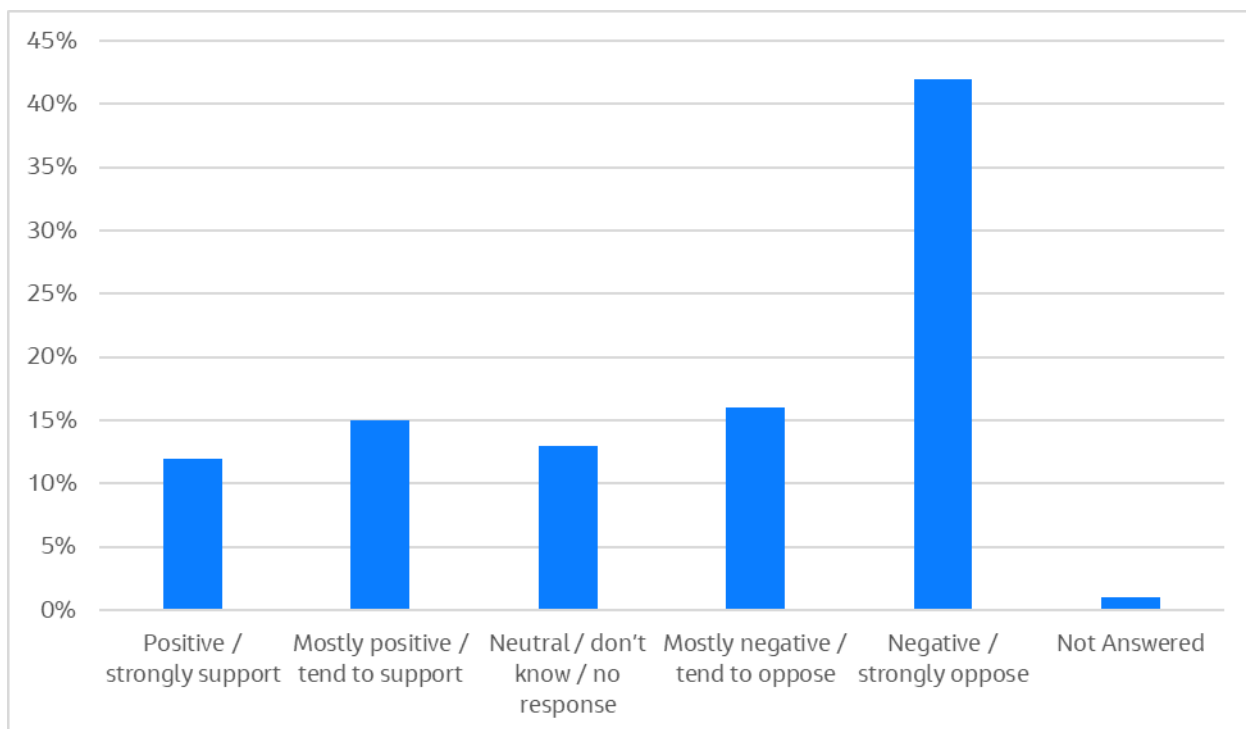


Figure 5-2: How do you feel about the proposed one-way sections along Mary Vale Road, Beaumont Road, Hole Lane and Cob Lane?

Overall, 58% of respondents tend to oppose or strongly oppose the proposed one-way roads, with 27% of respondents tending to support or strongly support this element. Of these, 42% stated that they strongly opposed this element, with 12% of respondents strongly supporting the proposed one-way roads.

Individual responses on Mary Vale Road, Beaumont Road, Cob Lane and Hole Lane have been analysed to understand how residents who live on these roads felt about the proposed one-way roads.

5.1.2.1 Beaumont Road and Mary Vale Road

From Beaumont Road, 80% of residents who responded, strongly opposed the one-way roads outlined in the proposed option. Mary Vale Road residents were more favourable with 35% of residents strongly supporting and 24% tending to support the proposed intervention. However, 20% of residents living on Mary Vale Road strongly opposed the one-way roads proposed in the option.

5.1.2.2 Cob Lane and Hole Lane

For Cob Lane and Hole Lane, residents tended to oppose the one-way roads with 67% of Cob Lane and 52% of Hole Lane residents strongly opposing the one-way roads.

5.1.3 How do you feel about the proposed cycle infrastructure (segregated and on-road routes) included within the proposed option?

Respondents were then asked to outline if they liked or disliked the proposed cycle infrastructure. As above, respondents could select from one of five options, with the results shown in Figure 5-3.

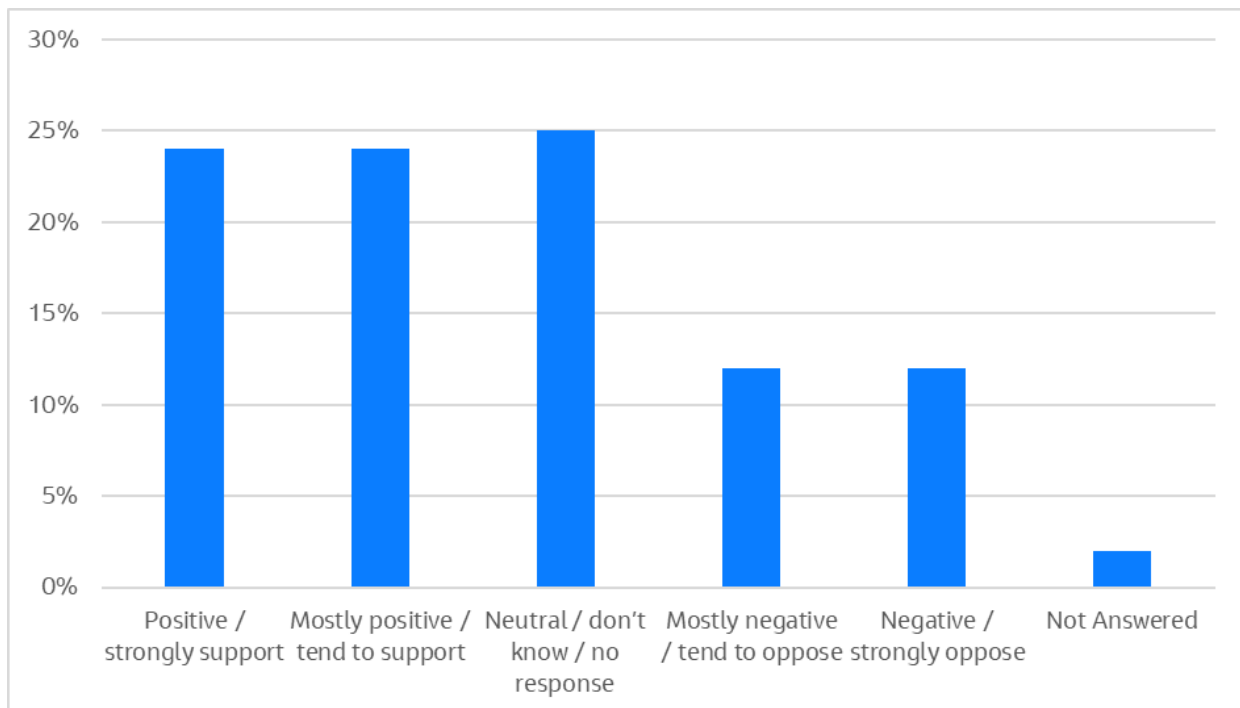


Figure 5-3: How do you feel about the proposed cycle infrastructure (segregated and on-road routes) included within the proposed option?

Overall, 48% of respondents felt positive or mostly positive about the proposed cycle infrastructure, with 24% feeling negative or mostly negative about this element. Additionally, 25% of respondents selected neutral/don't know/no response towards the proposed cycle infrastructure.

5.1.4 How do you feel about the proposed modal filters included within the proposed option?

Respondents were asked to identify their sentiment towards the proposed modal filters, the results are shown in Figure 5-4. Overall, 55% of respondents tend to oppose or strongly oppose the proposed modal filters, with 30% who tend to support or strongly support this element. Of these respondents, 42% stated that they strongly opposed this element, with 17% of respondents strongly supporting the proposed modal filters.

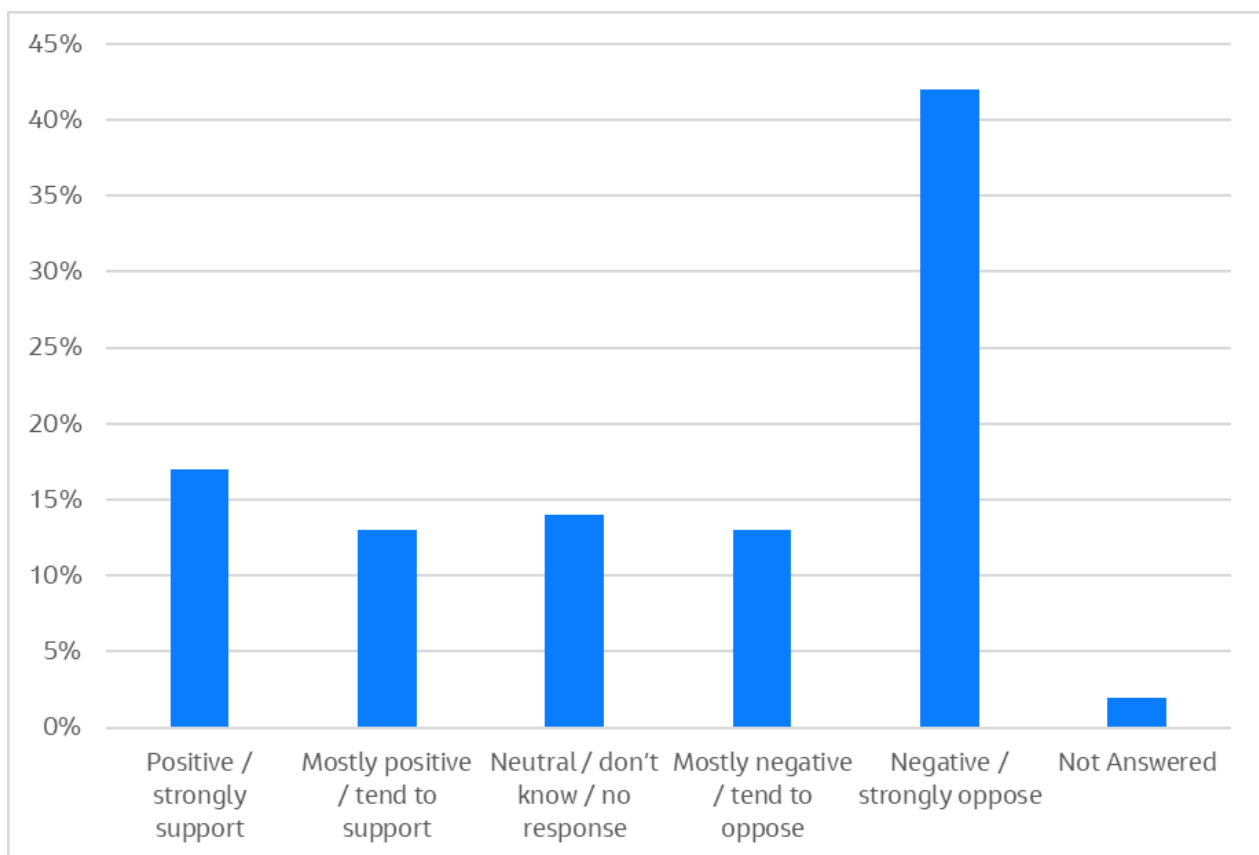


Figure 5-4: How do you feel about the proposed modal filters included within the proposed option?

5.1.4.1 Modal filters on Elm Road and Willow Road

Responses from residents of Elm Road, Willow Road, Acacia Road, Sycamore Road, Laburnum Road and Maple Road have been analysed to understand the feelings towards the proposed Elm Road and Willow Road modal filters.

For Elm Road residents, 75% strongly opposed the proposed modal filters. Whilst residents from Willow Road felt mainly positive towards the proposed modal filters with 48% strongly or mostly supporting the proposed modal filters. Additionally, 34% of Willow Road residents felt neutral towards modal filters.

For Acacia Road, 67% of respondents were opposed or strongly opposed to the proposed modal filters, with 33% supporting or strongly supporting the modal filters.

For Sycamore Road residents, 67% of respondents opposed or strongly opposed the modal filters, with the majority (60%) strongly opposing them. Around 20% of Sycamore Road residents supported or strongly supported the modal filters.

For Laburnum Road, 70% of respondents opposed or strongly opposed the modal filters, with the majority (62%) strongly opposing them. Around 30% of Laburnum Road residents supported or strongly supported the modal filters. For Maple Road, 76% of respondents opposed or strongly opposed the modal filters. Around 13% of Maple Road residents supported or strongly supported the modal filters.

5.1.4.2 Modal filter on Oak Tree Lane

Over half of respondents from residents of Oak Tree Lane (67%) either strongly support (50%) or mostly support modal filters. Additionally, a third (33%) of residents strongly oppose (25%) or tend to oppose (8%) modal filters.

5.1.5 How do you feel about the proposed traffic calming included within the proposed option?

Respondents were asked to select how they felt towards the proposed traffic calming, with the results shown in Figure 5-5. Overall, 57% of respondents tend to feel positive or mostly positive towards the proposed traffic calming, with 22% who felt negative or mostly negative towards this element. Of these, 25% stated that they felt positive about this element, with 11% of respondents feeling negative towards the proposed traffic calming.

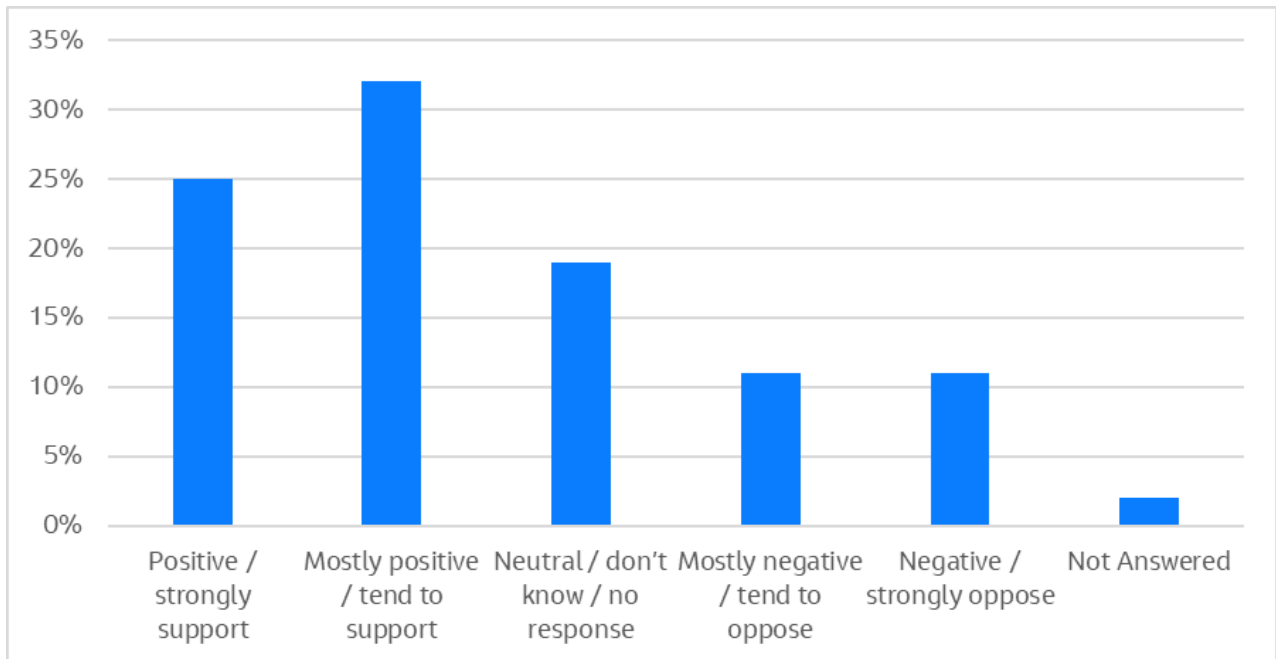


Figure 5-5: How do you feel about the proposed traffic calming included within the proposed option?

5.1.6 How do you feel about the proposed crossing facilities (zebra/parallel and signalised) included within the proposed option?

Respondents were asked to identify their sentiment towards the proposed crossing facilities, with the results shown in Figure 5-6. Overall, 74% of respondents supported or strongly supported the proposed crossing facilities, with 8% opposed or strongly opposed this element. Of these, 39% stated that they strongly supported this element, with 4% of respondents strongly opposing the proposed crossing facilities.

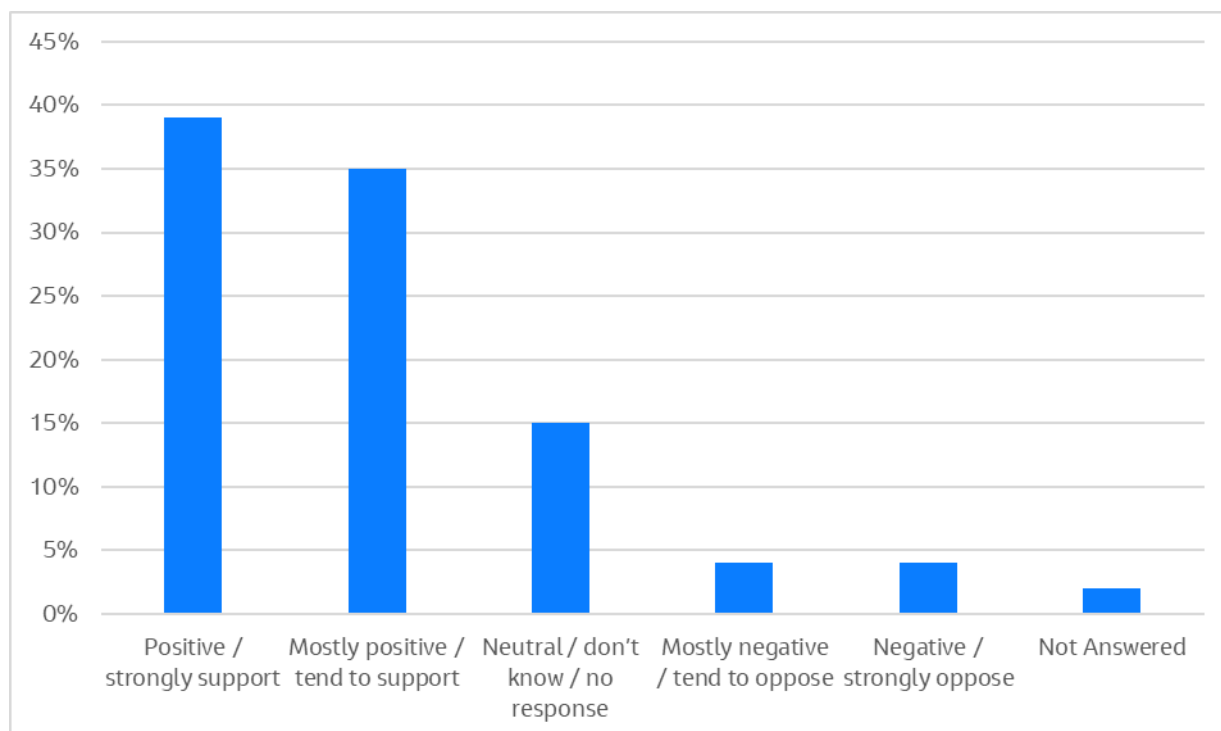


Figure 5-6: How do you feel about the proposed crossing facilities (zebra/parallel and signalised) included within the proposed option.

5.1.7 Summary

In summary, there is clear support for traffic calming measures and the proposed area-wide 20mph speed limit, with these interventions favoured by the majority of respondents and limited strong opposition. However, a considerable number of respondents raised concerns regarding the proposed modal filters and one-way roads. The reasons for this opposition is explored in the next section of the report, which provides analysis of the qualitative (open question) responses.

5.2 Qualitative Responses

The following section covers the analysis of the qualitative (open-ended) questions asked to the respondents.

These responses have been coded first by overall sentiment, then by sub-category and finally by the specific likes/dislikes they raised. Each response was given one overall sentiment but could have multiple sub-categories and specific likes and dislikes captured in one response, this allowed for more in-depth analysis to capture the nuances about the proposed interventions. It should be noted 'non-specific/neutral' coded comments refer to responses that were neither negative nor positive.

5.2.1 Do you have any other comments about the proposed one-way roads?

Respondents were asked if they had any other comments about the proposed one-way roads as part of the proposed option. This open question received 673 responses, approximately 54% of all respondents (1,238). The overall sentiment of each of the responses have been categorised to help understand the general thoughts and attitudes towards the proposed one-way roads. The analysis then recorded the specific likes and dislikes of each response. The overall sentiments of the responses are identified in Table 5-1.

Table 5-1: Do you have any other comments about the proposed one-way roads? - Overall sentiment

Overall sentiment	Count (Total: 1,238)	%
Negative comments	493	39%
Positive comments	95	8%
Non-specific/neutral comments	71	6%
Comments about the Consultation	14	1%
Not Answered	565	46%

Table 5-1 identifies that of those respondents who answered the question, 493 expressed negative comments towards one or more of the proposed one-way roads, with only 95 respondents providing positive comments about one or more of the proposed one-way roads. If the overall sentiment did not fall into positive or negative categories exclusively, they were identified as non-specific/neutral, with 71 responses falling into this category. Further to this, 14 respondents commented on the consultation.

It is important to note that whilst responses have been categorised by their overall sentiment, not all comments were wholly positive or negative. Therefore, to capture the more detailed comments, where respondents outlined specific likes (positive) and dislikes (negative) about the proposed one-way roads, these have been further categorised by the number of instances in which the sub-category was mentioned and not the number of respondents who mentioned it.

Responses were also analysed to identify any other interventions that respondents would prefer as part of the proposed scheme, as well as any alternative/additional locations where respondents felt one-way roads could be featured. There were 135 responses suggesting additional/alternative interventions or comments (summarised in Table 5-2) and 15 responses including additional locations (road names) that respondents felt would benefit from one-way roads.

What people stated they liked about each one-way road in the proposed option has been broken down by location. Beaumont Road received the most positive responses (21) followed by Mary Vale Road (17), Hole Lane (10) and Cob Lane (eight).

Other positive responses comprised of general support for the scheme (58) and the potential impacts of one-way roads, including improvements for active mode movement (four responses), safety for non-motorised users (NMUs) (three responses), the environment (two responses) and safety from speeding (one response).

What people stated they disliked about each one-way road in the proposed option has been identified, with the most common concern about traffic redirection/redistribution (163), particularly on neighbouring roads. The analysis also considered the perceived impacts of the proposed one-way roads, with concerns raised about negative impacts on safety due to speeding (112), increased congestion (101), concerns over air quality (45), safety to NMUs (42), negative impact to active mode movement (31), detriment to other roads (12) and concerns for emergency vehicle access (9).

The negative responses were also considered by the location of the one-way roads identified in the proposed option. Mary Vale Road and Beaumont Road one-ways received the most negative responses overall (129 and 128, respectively). Hole Lane received 35 negative responses and Cob Lane received 29 negative responses.

Overall, the main concerns around one-way roads are regarding Mary Vale Road and Beaumont Road, as well as the potential for traffic redirecting through neighbouring roads, resulting in increased congestion and negative impacts on air quality and the local environment. It was also noted by respondents that the nature of one-way roads would result in speeding, leading to more dangerous conditions for people walking and cycling.

5.2.1.1 Additions and Alternatives

Responses were analysed to identify any other interventions that respondents would prefer as part of the proposed scheme, as well as any alternative/additional locations where respondents felt one-way roads could be featured.

Table 5-2: Proposed one-way roads – additional interventions or comments.

Additions to the proposed interventions	Count (Total: 135)
One-way roads need to work with additional traffic calming	48
Impact on on-street parking	31
One-way roads need to include contraflow cycle routes	29
One-way roads need to work with modal filters	12
Consider directions of Mary Vale and Beaumont Roads	6
Impact to house prices	5

Additional locations suggested by respondents for one-way roads include Franklin Road (five) and Bournville Lane (three). Additionally, single mentions were made regarding Middleton Hall Road, Langleys Road, Midland Road and Oak Tree Lane within the scheme area, as well as St Laurence Road which is not in the proposed scheme area.

To get a better understanding of how the proposed interventions were received the following section looks at the responses from the streets where one-way roads have been proposed, as these residents are likely to be impacted by any potential changes.

5.2.1.2 Mary Vale Road and Beaumont Road Residents

Whilst there was some support for the proposed one-way roads, a greater number of respondents shared their concerns regarding the Mary Vale and Beaumont Road one-way roads. Those who live on Beaumont Road and responded to this question were generally supportive of one-way roads in isolation. However, residents showed opposition to the one-way road system with Mary Vale Road due to concerns over congestion and traffic redirection. The responses from residents that live on Mary Vale Road and Beaumont Road were analysed and the key points and most common responses have been listed below:

- **Traffic redirection** – Responses highlighted concerns over traffic redirection. This was analysed to be a particular issue for Beaumont Road with more traffic likely to be using this road than currently (diverted from Mary Vale Road).
- **Speeding and safety** – For both roads, residents felt that one-way roads would encourage speeding and dangerous driving as two-way traffic will no longer naturally slow down the speed of vehicles. Particularly, it was felt that Beaumont Road would become a permanent cut-through. It was noted that Beaumont Road is used by many children and families walking to primary and secondary schools located on Selly Oak Road and speeding cars would be a particular safety concern for them.
- **Concerns over carriageway space** – Beaumont Road respondents expressed concerns over the width of Beaumont Road not being suitable for the proposed intervention. Respondents stated that the narrow residential road is unlikely to accommodate an increased level of traffic, including HGVs, creating a dangerous environment for pedestrians and cyclists who frequently use the road.
- **Increased congestion** – Respondents identified concerns around an increase in congestion along Beaumont Road, which would result in poorer air quality for residents. As well as concerns over congestion on Beaumont Road, it was also stated that it would increase congestion on neighbouring roads including, Bournville Lane, Linden Road and Selly Oak Road. Respondents felt that congestion along this road would increase journey times, especially around school pick-up and drop-off times as it forms part of routes to local schools in the area.
- **Road characteristics** – It was reported by respondents that Mary Vale Road and Beaumont Road have different road characteristics, in terms of width, existing traffic numbers, land use, types of vehicles and number of pedestrians and cyclists. Respondents felt that this should be taken into consideration when looking at one-way roads in this area, particularly as traffic from Mary Vale Road would be diverted down Beaumont Road and the width of the road is unlikely to support such an increase in traffic.
- **Bournville Lane** – There were a number of concerns around increased congestion on Bournville Lane as a result of these one-way systems. This was a particular concern for Beaumont Road residents.
- **Traffic calming** – Respondents outlined that the proposed one-way systems could potentially work well in conjunction with additional traffic calming and modal filters. Some respondents suggested that Beaumont Road would benefit from a modal filter to improve safety for NMUs as it is largely a residential road frequented by cyclists including children travelling to school.

- **Negative impacts from modal filters** – It was reported that these roads have already seen an increase in traffic numbers and congestion as a result of the existing Franklin Road modal filter and any additional interventions would further add to the congestion on Mary Vale Road and Beaumont Road.

Alternatives:

- The most common alternative suggested was that the one-way roads should incorporate traffic calming measures and cycle lanes. Additionally, residents suggested permit parking be implemented with the one-way roads.
- Suggestions also outlined the potential for modal filters instead of one-way roads, including the introduction of a modal filter between Franklin Way and Franklin Road instead of one-way roads.
- Respondents suggested that the direction of the one-way roads should be changed with the proposed directions to be reversed. Some respondents stated that Mary Vale didn't need to be one-way as it is large enough to accommodate two-way traffic, whilst others suggested that Beaumont Road was narrow and should be retained as one-way in the proposal. However, there were also concerns about the safety of pedestrians along Beaumont Road.

5.2.1.3 Cob Lane and Hole Lane Residents

The majority of responses from residents who live on Cob Lane and Hole Lane were negative towards the introduction of one-way roads. The most common concerns were around feeling isolated and cut off from the Bournville community and being redirected onto the A38 for vehicle access to Bournville. A list of the concerns from respondents is detailed below:

- **Isolation** – Residents of Hole Lane, whilst they supported the concept of one-way roads, they felt that ultimately the proposals would cut them off from Bournville, their community and their neighbours. This is also the sentiment of residents from Jervoise Drive who responded to this consultation.
- **Redirection** – Residents felt that the proposals would require them to make all journeys northwards up to the A38 dual-carriageway every day, sometimes having to cross the carriageway twice.
- **Negative Impact on Active Modes** – There were concerns over cycling becoming more dangerous, particularly for children if they were forced to use the A38. The service road located on Cob Lane is currently used as a footpath by pedestrians, as well as a place to play for local children. Respondents felt that making the road one-way would encourage drivers to use the service road to turn around making a more dangerous environment for pedestrians and residents.

- **Traffic calming** – It was suggested that if one-way roads were to go ahead, they need to be complemented by traffic calming measures to reduce speeding.

Alternatives:

- It was suggested that the one-way roads should be moved to where Hole Lane meets Bristol Road as this would prevent traffic from coming up and turning around on Hole Lane and using the service road. It was also suggested that this would prevent traffic potentially going through the short section of one-way.
- Instead of Cob Lane, the western part of Hay Green Lane was suggested as an alternative.

5.2.2 Do you have any other comments about the proposed cycle infrastructure (segregated and on-road routes)?

Respondents were asked if they had any comments about the proposed cycle infrastructure as part of the proposed option. This question received 509 responses, approximately 41% of all respondents. The overall sentiment of each of the responses were categorised to help understand the general thoughts and attitudes towards the proposed cycle infrastructure. The analysis then recorded the specific likes and dislikes of each response. The overall sentiments of the responses are identified in Table 5-3.

Table 5-3: Do you have any other comments about the proposed cycle infrastructure (segregated and on-road routes)? - Overall Sentiment

Overall Sentiment	Count (Total: 1,238)	%
Negative	198	16%
Positive	190	15%
Non-Specific/Neutral Comments	81	7%
Comments about the Consultation	12	1%
Not Answered	755	61%

Table 5-3 identifies that of those respondents who answered the question, 198 negative comments were expressed towards the proposed cycle infrastructure, with 190 responses providing positive comments about the proposed cycle infrastructure. If the overall sentiment did not fall into positive or negative categories exclusively, they were identified as non-specific/neutral, with 81 responses falling into this category. Further to this, 12 respondents commented on the consultation.

As previously outlined, responses have been categorised by their overall sentiment, but not all comments were wholly positive or negative. Therefore the further categorisation of responses is by the number of instances in which the sub-category was mentioned and not the number of respondents who mentioned it.

Responses were also analysed to identify any other interventions that respondents would prefer as part of the proposed scheme, as well as any alternative/additional locations where respondents felt cycle infrastructure could be featured. There were 152 responses suggesting additional interventions or comments (summarised in Table 5-4) and 48 responses including additional locations (road names) that respondents felt would benefit from one-way roads.

When looking at the breakdown of responses the most common response (104) was positive. The positive responses comprised of general support for cycle infrastructure, there was particular support for segregated routes (70 responses) over on-road (six responses) and shared-use (two responses). Other positive comments showed support for cycle infrastructure due to positive impacts on safety (34 responses) and the environment (two responses).

What people stated they disliked about the proposed cycle infrastructure has been analysed and the most common concern raised was around safety (82 responses), particularly around the proposed shared-use cycle infrastructure creating dangerous environments for pedestrians, this is reflected in the 29 responses that showed opposition to shared-use routes compared to only seven and six responses, respectively for both on-road and segregated cycle routes. The negative responses were broken down by the location of the proposed cycle infrastructure detailed in the proposed option. Out of all of the locations, the segregated cycle track on Heath Road received the most negative responses (18 responses) closely followed by the Bournville Lane segregated cycle route (nine responses). Looking at the other locations, the proposed shared use cycleway on Bournville Lane received eight negative responses with all other locations receiving a few negative responses.

Further to the locations, other negative responses received included the perceived impact of the proposed cycle infrastructure. Many respondents raised concerns about the limited connectivity that the proposed routes currently provide (35 responses), negative impacts on the environment, specifically, concerns over tree removal, (26 responses) concerns around costs (11 responses) and increased congestion (12 responses) because of the intervention.

The non-specific/neutral responses were also analysed and the most common involving the ongoing maintenance of the proposed routes (21 responses), considerations for on-road parking (19 responses), not enough cyclists to warrant the intervention (17 responses) and segregated routes needing to have a physical divider between the route and the traffic (16 responses). Responses about needing to have a physical divider links

back to the 82 responses that felt negative about the safety of cycle routes. These details regarding the cycle routes are considered as part of future design development stages following this consultation.

Overall, there is support for the proposed cycle infrastructure, particularly segregated routes. However, respondents raised concerns about the connectivity to existing infrastructure and key trip attractors of the segregated routes detailed in the concept design. It is also noted that due to the concept stage of the design, there was limited information available to give at the time of the consultation which may have resulted in some respondents choosing a more negative sentiment or other comments.

Other comments and concerns frequently expressed by respondents were the division and conflicts created between cyclists and private car users as a result of the intervention (14), a need for cycle parking along the routes (10), considerations for wheelchair users and 13 responses stating that the current conditions are sufficient.

Overall, the majority of respondents were concerned about maintenance, on-road parking and physical segregation between the carriageway and the cycle route. It should also be noted that some respondents stated that the term 'segregated' felt derogatory and would prefer for these routes to be termed 'protected' instead.

5.2.2.1 Additions and Alternatives

Additional locations that respondents suggested for cycle routes were analysed and are shown in Table 5-4. Overall, the most common roads favoured for cycle routes were Mary Vale Road and Linden Road. The analysis also showed that respondents would like cycle routes to utilise green space and parks, as well as provide connections to the canal and Rea Valley cycle routes wherever possible.

Table 5-4: Do you have any other comments about the proposed cycle infrastructure (segregated and on-road routes)? - Additional Locations

Additional Locations	Count (Total: 48)
Needs to utilise green space/ parks	11
Needs to connect to the canal	8
Add to Mary Vale Road	9
Add to Linden Road	6
Add to St Laurence Rd (not in scheme area)	3

Additional Locations	Count (Total: 48)
Add to Beaumont Road	3
Add to Hole Lane	1

To get a better understanding of how the interventions were received the following section will look at the responses from the roads that cycle routes have been proposed on as these residents are likely to be impacted by any potential changes.

5.2.2.2 Bournville Lane

Generally, respondents from Bournville Lane felt that shared-use paths would not work along their road and that fully segregated routes would be favoured.

- **Safety** – Respondents from Bournville Lane felt that the proposed shared-use cycle path would create a dangerous environment for pedestrians. Respondents felt that segregated routes would work better as long as they have a physical barrier to separate them from motorists on the road.
- **Pavement conditions** – Respondents highlighted that Bournville Lane has narrow footpaths with many trees located along the footpath. Residents were concerned about tree removal.

5.2.2.3 Heath Road

Overall, residents on Heath Road were split between supporting and opposing the cycle routes. The main concern is detailed below:

- **Aesthetics** – the main concern for Heath Road residents was that no trees or green space were removed to implement cycle routes. Residents also stated that cycle routes should take advantage of Bournville’s green space.

5.2.2.4 Oak Tree Lane

Residents of Oak Tree Lane were split between supporting and opposing the cycle routes. The main concerns were similar to that of Heath Road and are listed below:

- **Space** – there were concerns from residents who felt that the roads were too narrow. However, there was overall support for segregated routes.
- **Utilise Green space** - the main concern for Oak Tree Lane residents was the removal of trees or green space to implement cycle routes. Residents also stated that cycle routes should take advantage of Bournville’s green space.

5.2.3 Do you have any other comments about the proposed modal filters?

Respondents were asked if they had any comments about the modal filters as part of the proposed option. This question received 573 responses (46% of all respondents). The overall sentiment of each of the responses was categorised to help understand the general thoughts and attitudes towards the proposed modal filters. The analysis then recorded the specific likes and dislikes of each response. The overall sentiments of the responses are identified in Table 5-5.

Table 5-5: Do you have any other comments about the proposed modal filters? - Overall Sentiment

Overall Sentiment	Count (Total: 1,238)	%
Negative Comments	389	31%
Positive Comments	91	7%
Non-Specific/Neutral Comments	70	6%
Comments about the Consultation	5	0%
Not Answered	683	55%

Table 5-5 identifies that of those respondents who answered the question, 389 expressed negative comments towards one or more of the proposed modal filters, with 91 respondents providing positive comments about one or more of the proposed modal filters. If the overall sentiment did not fall into positive or negative categories exclusively, they were identified as non-specific/neutral, with 70 responses falling into this category. Further to this, five respondents commented on the consultation.

Responses were also analysed to identify any other interventions that respondents would prefer as part of the proposed scheme, as well as any alternative/additional locations where respondents felt modal filters could be featured. There were 35 responses suggesting additional interventions or comments (summarised the Table 5-6) and 12 responses including additional locations (road names) that respondents felt would benefit from modal filters.

The positive responses were broken down by the location of the proposed modal filters. Elm Road and Willow Road received six and four positive responses respectively, with Oak Tree Lane receiving five positive comments. These numbers are low when compared to the negative breakdown of responses.

Additionally, responses included some support for the proposed modal filters due to the positive impacts that respondents thought they would have. These impacts included improving the environment for active mode users (15 responses) and traffic reduction (11 responses).

For modal filters, the responses received were mostly negative. The most common concern raised by respondents was about traffic displacement (225 responses), particularly on boundary roads near the proposed modal filter roads. A further 70 responses raised concerns about how the modal filters may affect their journey times, with 67 responses raising concerns about the impact this may have on the environment, both emissions and noise pollution. With 64 responses outlining that modal filters may have negative safety implications and 47 responses raising concerns about how modal filters may impact emergency service response times.

However, only 22 and 16 responses specifically raised concerns about Willow Road and Elm Road modal filters, respectively. With 20 responses regarding Oak Tree Lane modal filter. This may imply that the negative feelings towards modal filters are aimed at the concept itself, as opposed to the specific locations where they are being proposed

5.2.3.1 Additions and Alternatives

Table 5-6 outlines a wide range of additional schemes/interventions that respondents suggested. The most popular of which was to move the existing Franklin Road modal filter onto Beaumont Road (12 responses). Six respondents felt that traffic calming was preferable over modal filters. Five respondents thought that the alternative locations for the Elm Road and Willow Road modal filters on Sycamore Road and Acacia Road should be placed close to Bournville Green as opposed to adjacent to the Linden Road junction.

Table 5-6: Proposed modal filters – additional interventions or comments.

Additional to proposed interventions.	Count (Total: 35)
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Franklin Road modal filter should be moved to Beaumont Road	12
Traffic calming measures e.g., speedbumps	6
Sycamore/Acacia filters should be moved closer to Bournville Green	5
Oak Tree Lane one-way instead of modal filters	2
Oak Tree Lane filter to be moved further north	2
Existing filters should be removed	1
Barriers alongside filter	1
Improve traffic calming on Sycamore Road but do not install modal filters	1
Modal filters should be on roads with on-street parking as they are narrower	1
Resident environmental scheme	1
Chicanes with directional priority	1

Additional locations suggested by respondents for modal filters include Raddlebarn Road (7 responses) and Heath Road, Hawthorn Road and Woodlands Park Road (all received 2 responses). Less commonly mentioned roads included Sycamore Road, St Lawrence Road and Old Barn Road.

To better understand how the interventions were received the following section will look at the responses from the roads that modal filters have been proposed on, as these residents are likely to be impacted by any potential changes.

5.2.3.2 Willow Road and Elm Road Residents

Whilst there is some support for this intervention, there is concern over the Willow Road and Elm Road proposed modal filters. Overall, 16 out of 44 respondents from Willow Road and Elm Road were positive or mostly positive about the modal filters proposed and 27 out of 44 were negative or mostly negative.

- **Increased journey times** – respondents highlighted how limiting their access to Raddlebarn Road would likely mean that they would face increased journey times when travelling by car;

- **Quieter and safer roads** – some respondents felt positively that the intervention would mean their roads would be quieter and safer.
- **Congestion on boundary roads** – some respondents were concerned that the measures could increase congestion on boundary roads and therefore cause issues to the wider area.
- **Current traffic levels** – some respondents felt that the intervention was unnecessary as in their view, the levels of traffic on Elm Road and Willow Road are not an issue. Other respondents disagree with this and state that the traffic at peak times is enough that they struggle to get off of their driveways.

5.2.3.3 Acacia Road and Sycamore Road (Alternative Locations)

As Acacia Road and Sycamore Road are identified as potential alternative locations for proposed modal filters on Elm Road and Willow Road, comments from residents have been analysed to understand their sentiments towards the proposed intervention. Of the 33 respondents on Acacia Road and Sycamore Road, nine were positive or mostly positive and 22 were negative or mostly negative.

- **Congestion on boundary roads** – Some respondents were concerned that the measures could increase congestion on boundary roads and therefore cause issues to the wider area.
- **Congestion on Sycamore Road** – Some respondents were concerned that the modal filters on Elm Road and Willow Road could lead to increased traffic on Sycamore Road by vehicles accessing shops in the area.
- **Increased journey times** – Respondents highlighted how limiting their access to Raddlebarn Road would likely mean that they would face increased journey times when travelling by car.
- **Alternative Locations** – Some respondents disapproved of the location of the filters on Elm Road and Willow Road and would prefer for them to be on Acacia Road and Sycamore Road. Some specifically stated it would be better to have them halfway down Acacia Road to allow for easier access to local shops.

5.2.3.4 Oak Tree Lane Residents

Overall, nine out of 13 respondents from Oak Tree Lane were positive or mostly positive about the modal filters proposed, with four out of 13 responses were negative or mostly negative. The key issues have been summarised below:

- **Quieter and safer roads** – some respondents felt positively that the intervention would mean that their roads would be quieter and safer. This is because respondents stated

that they feel Oak Tree Lane is too narrow to enable the current number of vehicles using it to pass safely.

- **Safer traffic speeds** – multiple respondents stated that they feel the current speed of traffic down Oak Tree Lane is too high and feel that the modal filter would solve this issue.
- **Congestion on boundary roads** – some respondents were concerned that the measures could increase congestion on boundary roads and therefore cause issues to the wider area.
- **Concern over Oak Tree Lane/Linden Road junction** – some respondents expressed concern over the layout and safety of using Oak Tree Lane/Linden Road junction to travel southbound.

5.2.4 Do you have any other comments about the proposed traffic calming?

Respondents were asked if they had any comments about the proposed traffic calming as part of the proposed option. This open question received 401 responses, approximately 32% of all respondents (1,238). The overall sentiment of each of the responses was categorised to help understand the general thoughts and attitudes towards the proposed one-way roads. The analysis then recorded the specific likes and dislikes of each response. The overall sentiments of the responses are identified in Table 5-7.

Table 5-7: Do you have any other comments about the proposed traffic calming? - Overall sentiment

Overall Sentiment	Count (Total: 1,238)	%
Positive Comments	136	11%
Negative Comments	124	10%
Non-Specific/Neutral Comments	97	8%
Comments about the Consultation	26	2%
Not Answered	855	69%

Table 5-7 identifies that of those respondents who answered the question, 124 expressed negative comments towards the proposed traffic calming, with 136 responses providing positive comments about the proposed traffic calming. If the overall sentiment did not fall into positive or negative categories exclusively, they were identified as non-specific/neutral,

with 97 responses falling into this category. Further to this, 26 respondents commented on the consultation.

Responses were also analysed to identify any other interventions that respondents would prefer as part of the proposed scheme, as well as any alternative/additional locations where respondents felt one-way roads could be featured. There were 166 responses suggesting additional interventions or comments (summarised in Table 5-8) and 76 responses including additional locations (road names) that respondents felt would benefit from one-way roads.

The analysis showed support (118 responses) for the introduction of traffic calming. Further to this, what people stated they liked about traffic calming was broken down by location. Northfield Road traffic calming measures received 13 responses, with Selly Oak Road receiving 9 responses and Bournville Lane receiving 7 responses in favour of traffic calming measures along these roads. Other positive comments included positive responses around improved safety (13 responses), particularly around schools (seven responses).

Many respondents felt that they could not comment on specific locations until they were provided with more detail as to what traffic calming would look like. However, a large proportion of respondents were in favour of the concept of traffic calming.

What people stated they disliked about the traffic calming measures in the proposed option has also been identified, with the most common concern about the measures not being effective enough (34) particularly related to speeding and speed bumps. This was followed by concerns for use by elderly and disabled people, again, particularly around speed bumps. Other specific negative comments included concerns around traffic displacement and congestion, issues for active mode users, negative impact on safety and damage to vehicles.

As with the positive responses, the negative comments were broken down by the location of proposed traffic calming measures. The analysis showed concerns about traffic calming along Northfield Road (four) and Selly Oak Road (two). Despite this, more respondents were positive about potential measures in these and other locations. Overall, there is support for potential traffic calming measures.

5.2.4.1 Additions and Alternatives

Table 5-8 highlights the additional comments suggested by respondents, providing useful insight for the proposed option which is currently at concept stage and helps to identify any preferences to inform future design work. With 23 responses highlighting limited ability to comment at this stage due to being unsure what type of traffic calming is proposed.

The most common comments reported were a preference for 20mph speed limits (29) and enforcing speed limits (21). It was also noted that if speed humps are used then respondents stated that they would like them to cover the full width of the road to make sure that they are effective in slowing traffic (19). Along with a preference for speed humps, 14 respondents also shared a preference for chicanes.

Table 5-8: Proposed traffic calming – additional interventions or comments.

Additions to Proposed Interventions	Count (Total: 166)
Preference for 20mph roads	29
Unsure what the traffic calming will be	23
Enforce speed limits	21
Ensure traffic humps are the full width of the road	19
Preference for speed humps	16
Preference for chicanes	14
Parking enforcement	9
Maintaining measures	6
Preference for zebra crossings	5
Prevent HGVs	5
Preference is modal filters	5
Preference is road narrowing	4
Use as an alternative to modal filters	3
Preference for signalised crossings	2

Additional locations where respondents felt traffic calming measures were needed have been analysed. Overall, the most common roads favoured for traffic calming measures were Mary Vale Road, Franklin Road, Beaumont Road, Heath Road and Hawthorne Road.

It was also suggested by four respondents that traffic calming measures should complement all one-way roads, both proposed and existing.

To better understand how the interventions were received the following section will look at the responses from the roads where traffic calming has been proposed as these residents are likely to be impacted by any potential changes.

5.2.4.2 Selly Oak Road

Respondents who live on Selly Oak Road were generally in favour of traffic calming, stating that a reduction in speeding cars will improve safety, especially due to local schools being located nearby. However, there were still a few issues and concerns identified and these have been listed below:

- **Speed bumps/humps/cushions** – Many residents felt that speed humps would be ineffective in slowing traffic, they often cause damage to vehicles and they can be noisy.
- **Preference for modal filters and crossings** – Some residents expressed a preference for modal filters and signalised crossings instead of traffic calming.

Residents pointed out that the proposed option lacked detail about what the measures will look like. However, due to the concept stage of this proposal, this has not yet been determined.

5.2.4.3 Bournville Lane

Overall, residents on Bournville Lane were positive about any potential traffic calming. Many residents stated that they would like to see more included, stretching along the entirety of Bournville Lane. However, the key issue for residents of Bournville Lane was traffic diversion and increasing congestion on other roads.

5.2.4.4 Northfield Road

The sentiments of residents on Northfield Road is split between those who support traffic calming and those who oppose it. Those who support it are in favour of any measure that will improve safety, particularly for children. Preferences for chicanes and modal filters were also expressed.

Those who opposed traffic calming stated that it created a more dangerous environment for active mode users, whilst others were concerned about damage to vehicles.

5.2.5 Do you have any other comments about the proposed crossings (zebra/parallel and signalised)?

Respondents were asked if they had any comments about the proposed crossings as part of the proposed option. This open question received 376 responses, approximately 30% of all respondents (1,238). The overall sentiment of each of the responses were categorised to help understand the general thoughts and attitudes towards the proposed crossings. The analysis then recorded the specific likes and dislikes of each response. The overall sentiments of the responses are identified in Table 5-9.

Table 5-9: Do you have any other comments about the proposed crossings? - Overall sentiment

Overall Sentiment	Count (Total: 1,238)	%
Positive Comments	172	14%
Non-Specific/Neutral Comments	96	8%
Negative Comments	67	5%
Comments about the Consultation	19	2%
Not Answered	884	71%

Table 5-9 identifies that of those respondents who answered the question, 67 expressed negative comments towards one or more of the proposed crossings, with 172 respondents providing positive comments about one or more of the proposed crossings. If the overall sentiment did not fall into positive or negative categories exclusively, they were identified as non-specific/neutral, with 96 responses falling into this category. Further to this, 19 respondents commented on the consultation.

What people stated they liked about each crossing in the proposed option has been broken down by location. The proposed Linden Road/Franklin Road signalised crossing received the most positive responses (36), followed by the Linden Road/Acacia Road signalised crossing, Mary Vale Road/Franklin Road raised zebra and Linden Road/Beaumont Road signalised crossing. Multiple responses stated that crossing Linden Road is currently difficult and unsafe, therefore they were positive about the additional crossings proposed. 13 respondents stated that they felt positive about signalised crossings overall and 10 felt positive about zebra crossings overall.

Other positive comments comprised of general support (75) as well as comments about the positive impact crossings may have. These positive responses include 75 responses

about proposed crossings improving safety in the area, 33 responses mentioning improvements for active mode connections.

What people stated they disliked about each crossing in the proposed option has also been identified. The most common response was about the proposed crossings negatively impacting safety in the area (17 responses). Many of these responses were referring to zebra crossings specifically and this correlates with the 12 responses who questioned why zebra crossings were being proposed as opposed to signalised ones. However, 11 respondents stated that they dislike signalised crossings, often due to noise and light pollution, or a perception that they are unsafe and often ignored by vehicles, with 11 responses stating that the crossings could increase congestion. Finally, 13 responses outlined their dislike for the proposed Linden Road/Beaumont Road signalised crossing. This is because respondents were concerned about the safety of the location, as they felt there is limited visibility for drivers due to the road incline and mature trees.

5.2.5.1 Additions and Alternatives

Unlike previous sections, alternative locations have not been categorised and coded, as there was substantial variation and little consensus, with the majority of alternatives mentioned by only one respondent. However, the potential additional locations include:

- Bournville Lane;
- Bunbury Road;
- Franklin Road;
- Hay Green Lane;
- Innage Road/Hole Lane Junction;
- Linden Road/Bournville Lane Junction;
- Mary Vale Road;
- Middleton Hall Road;
- Northfield Road;
- Northfield Road/Station Road Junction;
- St Laurence Road;
- Woodbrooke Road; and
- Woodlands Park Road.

Whilst the majority of alternative locations were mentioned by only one or two respondents, there were 12 responses outlining their preference for a formal crossing point added along Mary Vale Road to the west of Linden Road by the shopping area.

Additionally, 32 respondents raised questions about the positioning of the proposed pedestrian crossings. The majority of these are related to the proposed Linden Road/Beaumont Road signalised crossing. The other comments categorised in this way were asking for the crossing points proposed on Linden Road to be positioned away from junctions and not at the junctions themselves.

5.2.6 Is there anything else you would like to add or change to the proposed option?

Respondents were asked if there was anything else they would like to add or change about the proposed option. The responses were categorised into ‘things to change’ and ‘things to add’, as well as a category for ‘general opinions’ if responses did not mention any additions or changes to the proposed option. As with all other open questions, there is also a category for comments about the consultation and non-specific/neutral responses. This question received 1,009 responses, 82% of respondents.

Table 5-10: Things to add or change to the proposed option

Categories	Count (Total: 1,009)	%
Things to change in the option	406	40%
General opinions	349	35%
Things to add to the option	176	17%
Comments about the Consultation	41	4%
Non-specific/neutral comments	36	4%

The category relating to changing the proposed option was further analysed by specific features or interventions that respondents would like to see changed in the proposed option.

Table 5-11: Is there anything else you would like to add or change to the proposed option? - Changes

Re	Count (Total: 1,020)
Mary Vale and Beaumont Road one-way roads	213
Willow Road modal filter	95
Elm Road modal filter	86
Oak Tree Lane modal filter	52
Hole Lane one-way road	34

Re	Count (Total: 1,020)
Bournville Lane Shared Use	18
Cob Lane one-way road	17
Heath Road Segregated Cycle	14
Woodbrooke Shared Use	14
Oak Tree Lane On-Road Cycle	11
Linden/Acacia Signalised Crossing	8
Linden/Beaumont Signalised Crossing	5
Northfield Road Traffic Calming	4
Bournville Lane Traffic Calming	3
Bournville Lane Segregated Cycle	3
Linden/Franklin Signalised Crossing	3
Mary Vale/Franklin Raised Zebra	3
Bournville/Linden Raised Zebra	2
Selly Oak Road Traffic Calming	1
Raddlebarn/Willow Signalised Crossing	1
Bournville Lane Signalised Crossing	1
Selly Oak/Franklin Raised Zebra	1
Selly Oak/Middleton Raised Zebra	1
Northfield/Middleton Raised Zebra	1

The five most commonly raised interventions that respondents would like to see changed include Mary Vale Road and Beaumont Road one-way roads (213), Willow Road modal filter (95), Elm Road modal filter (86), Oak Tree Lane modal filter (52) and Hole Lane one-way road (34). This broadly aligns with the responses to the questions above regarding modal filters and one-way roads, with these being the features most commonly raised by respondents.

Additionally, the Bournville Lane and Woodbrooke Road shared-use cycle facilities were raised by 18 and 14 respondents respectively, with the majority of respondents asking whether it would be possible for these to be changed into segregated cycle routes, due to concerns about potential conflicts between pedestrians and cyclists. These features are discussed earlier in section 5.2.2, including objections to the features, therefore this section focuses on the potential alternative interventions raised by respondents.

The Mary Vale Road and Beaumont Road one-way roads were the most commonly listed feature to change by respondents, with the majority of these responses concerned with the increase in traffic on Beaumont Road and felt that Mary Vale Road was more suitable to accommodate the traffic levels. Additionally, another commonly raised concern was how the one-way systems may increase speeding down the two routes, as currently, respondents felt that the on-street parking and two-way traffic naturally calmed the traffic as cars have to stop and let others pass before driving down the routes.

There are mixed opinions, with residents of Mary Vale Road seeming more positive about the proposal and residents of Beaumont Road reacting more negatively. Some respondents felt that while one-way routes were something they supported, their concerns regarding a potential rise in speeds meant that they would only feel supportive of the measures if traffic calming was also introduced along the two routes. Another alternative raised by respondents was to keep Mary Vale Road two-way and to introduce a modal filter on Beaumont Road, however, recognised that this may have little impact in counteracting traffic issues along Mary Vale Road.

With regards to the Willow Road, Elm Road and Oak Tree Lane modal filters, the majority of responses regarding these features were stating that they would like the plans to be changed and for these interventions to not be included.

A limited number of responses offered an alternative to the modal filters. Some responses mentioned the preference for moving the filters to the end of Acacia Road and Sycamore Road, as listed as an alternative in the plan, however, there was equal pushback from other residents.

The majority of the negative responses asking to change this feature were opposed to the traffic impact on Raddlebarn Road and Linden Road. Others felt that the traffic on Willow Road and Elm Road was low enough that no interventions were necessary or would prefer traffic calming at most.

The Hole Lane one-way was listed as something to be changed by 34 respondents. The respondents asking to change this feature were mostly concerned with the effect it would have on traffic levels on surrounding roads and also felt that it may lead to residents on Hole Lane feeling ‘cut off’ from the rest of Bournville. The majority of responses simply stated that they were unhappy with the proposals. However, some felt that traffic calming and a 20mph speed limit down Hole Lane would be preferable, with others asking if there could be some research done on whether a modal filter would be a suitable option.

The category relating to adding to the proposed option was further analysed by specific features or interventions that respondents would like to include in the proposed option. These are shown below in Table 5-12.

Table 5-12: Is there anything else you would like to add or change to the proposed option? - Additions

Additions	Count (Total: 1,020)
Add more traffic calming	110
Add more cycle infrastructure	67
Add more modal filters	63
Add more new crossings	26
Parking Scheme	17
Add more one-way streets	14
Add more kerb adjustments	12
Improvements to bus services	12
Improvements to train services	8

The majority of responses (110) stated that they would like to see more traffic calming as part of the proposed option. This focused on Mary Vale Road and Beaumont Road if the one-way roads are installed, as raised above. Additionally, this was commonly raised for roads near modal filters or on boundary roads themselves, such as Midland Road, Bournville Lane and Linden Road. Others, however, disliked traffic calming, especially through residential areas as they feel that it may cause damage to vehicles or could increase noise pollution. Some cyclists also mentioned that traffic calming should be chosen carefully as it can make a route difficult to cycle down.

Additionally, 67 respondents asked for more cycle infrastructure to be included as part of the scheme or asked for proposed shared-use cycle routes to be upgraded to segregated ones if possible. One of the other frequently mentioned, specific suggestions was to add contraflow cycling to one-way routes, namely Mary Vale Road. This was because some respondents felt that one-way routes could discourage cycling if contraflow cycling was not permitted.

With 63 respondents asking for more standard modal filters to be added to the scheme area, the most commonly suggested position was on Beaumont Road as an alternative to the proposed one-way. Other than this, the respondents asked for modal filters in multiple locations with no clear frequently mentioned location. Ashmore Road, Rowheath Road, Old Barn Road and Wychall Lane (outside of scheme area) were mentioned, but the majority of respondents categorised as asking for additional modal filters were mainly stating they would like to see more modal filters, without necessarily stating where they feel it should be added.

Finally, of the 26 responses mentioning additional new crossing facilities, the most commonly raised areas were requests for signal-controlled crossing points at the Bournville Lane/Linden Road junction and the Hole Lane/Bunbury Road junction.

5.2.7 Do you have any additional comments about the proposed option?

Respondents were asked if they had any further comments about the proposed option. The responses were categorised into ‘things to change’ and ‘things to add’, as well as a category for ‘general opinions’ if responses did not mention any additions or changes to the proposed option. As with all other open questions, there is also a category for comments about the consultation. This question received 484 responses, 39% of respondents.

Overall, 233 responses provided general opinions about the proposals, with 72 offering things they would like to change and 51 responses mentioning things they would like to add to the proposed option. A further 77 respondents took it as an opportunity to provide comments about the consultation itself.

Table 5-13: Do you have any additional comments about the proposed option?

Category	Count (Total: 484)
General opinions	233
Comments about the Consultation	77
Things to change in the option	72

Category	Count (Total: 484)
Things to add to the option	51
Non-Specific Comments (neither positive nor negative)	51

Of the 233 responses giving a general opinion, 36 gave positive overall opinions and 137 gave negative opinions of the scheme overall without giving specific areas or features they disliked, with 48 stating they disliked modal filters and 23 disliking one-way streets.

Further to this, 72 respondents used the question as an opportunity to mainly present what they would like to change within the proposed option. These suggested changes are shown in Table 5-14.

Table 5-14: Do you have any additional comments about the proposed option? - Changes

Changes	Count (Total: 72)
Mary Vale and Beaumont one-way roads	37
Willow Road modal filter	13
Elm Road modal filter	13
Oak Tree Lane modal filter	10
Hole Lane one-way road	6
Remove Parking	6
Woodbrooke Shared Use	4
Improved Walkability	4
Pedestrianisation	3
Cob Lane one-way road	2
Bournville Lane Shared Use	2
Selly Oak Road Traffic Calming	1

Changes	Count (Total: 72)
Bournville Lane Traffic Calming	1
Heath Road Segregated Cycle	1
Oak Tree Lane On-Road Cycle	1
Linden/Acacia Signalised Crossing	1
Bournville Lane Signalised Crossing	1
Linden/Beaumont Signalised Crossing	1
Linden/Franklin Signalised Crossing	1
Selly Oak/Middleton Raised Zebra	1
Changes to the Aesthetics of the modal filters	1

The four most commonly mentioned features that respondents would like to see changed were the Mary Vale Road and Beaumont Road one-way system, Willow Road modal filter, Elm Road modal filter and Oak Tree Lane modal filter. This aligns with what has been discussed in the sections above regarding one-way roads and modal filters.

Table 5-15 summarises comments from the 51 respondents who outlined what they would like to see added to the scheme.

Table 5-15: Do you have any additional comments about the proposed option? - Specific Additions

Additions	Count (Total: 51)
Improvements to Buses	25
Add more Traffic Calming	22
Improvements to Trains	19
Add more Cycle Infrastructure	15
Add more modal filters	12

Additions	Count (Total: 51)
Add more New Crossings	8
Add more Residents Parking Scheme	6
Add more Kerb Adjustments	2
Add more one-way roads	1

Of these respondents, 25 stated improvements to bus services were preferred to, or in conjunction with, the proposed scheme. Similarly, 19 responses stated improvements to train services would positively work towards the project’s objectives. A further 22 responses stated that they would like to see the proposed option contain more traffic calming, especially along Mary Vale Road and Beaumont Road, as some respondents are concerned that the one-way system may increase vehicle speeds. An additional 15 responses stated that they would like to see more cycle infrastructure as part of the scheme, with 12 and eight responses respectively asking for more modal filters and new crossings. Residents’ parking schemes (six responses) were also identified as potential improvements, especially around areas with schools (at pick-up and drop-off times).

Finally, 77 responses to this question used it as an opportunity to provide comments about the consultation itself. Another, 41 stated that they were worried that results of this consultation would be ignored, 22 felt that there was a lack of information available, with 13 adding that they thought the information available was of poor quality. Also, 10 respondents said that they felt that the consultation events were poorly advertised.

5.2.8 Summary

In summary, as with the quantitative (closed) questions, respondents were more accepting of the traffic calming proposals and less accepting of the proposals regarding modal filters and one-way roads.

The feature with the most opposition from respondents was the proposed Mary Vale Road and Beaumont Road one-way system. The main concerns regarding the proposed one-way roads were traffic speeds and the potential increase of traffic along other routes.

In terms of modal filters, all of the modal filters proposed received some support but more opposition. The majority of opposition to the modal filters regarded the potential increase in journey times and the potential increase of traffic on boundary roads.

However, there was clear support for the proposed crossings, with two additional crossings frequently requested at Bournville Lane/Linden Road junction and the Hole Lane/Bunbury

Road junction. The same is true for traffic calming, with more traffic calming proposed by respondents, especially along Mary Vale Road and Beaumont Road should the proposed one-way system be put in place.

6. About the consultation

6.1 Participation in previous engagement and consultations

Respondents were asked if they had taken part in previous consultations about the PfP scheme in Bournville and Cotteridge, the responses are shown in Table 6-1.

Table 6-1: Have you taken part in previous consultations about this scheme?

Have you taken part in previous consultations about this scheme?	Count (Total: 1,238)	%
Yes	225	18%
No	916	74%
Unsure	87	7%
Not Answered	10	1%

Overall, 74% of respondents said that they had not taken part in any previous consultations, with 18% stating that they had been involved in consultations prior to this one and 7% were unsure about their involvement up to now.

6.2 Participation in this consultation

Similarly, respondents were asked if they had attended any online or face-to-face consultation events about the PfP proposals. The responses are shown in Table 6-2.

Table 6-2: Have you attended, or do you intend to attend an online or face to face consultation event about these proposals?

Have you attended, or do you intend to attend an online or face to face consultation event about these proposals?	Count (Total: 1,238)	%
Yes	459	37%
No	517	42%
Unsure	254	21%
Not Answered	8	1%

Overall, 42% stated that they had not attended and didn't intend to attend an online or face-to-face event as part of this consultation, with 37% saying that they had attended or intended to attend an event and 21% being unsure.

Respondents were also asked if they felt that the information provided had enabled them to make an informed comment on the proposals. The responses are shown in Table 6-3.

Table 6-3: Do you feel that the information provided has enabled you to make an informed comment on the proposals?

Do you feel that the information provided has enabled you to make an informed comment on the proposals?	Count (Total: 1,238)	%
Yes	898	73%
No	318	26%
Not answered	22	2%

Table 6-3 shows that 73% felt that they had been given sufficient information to make informed comments on the proposals, with 26% saying that they felt they were not given enough information to make an informed comment.

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

Respondents were asked about what additional information would have helped them to comment on the proposals. These were open questions that allowed for written responses and the analysis of these responses is shown below.

6.3.1 Overall Opinion

Respondents were asked what additional information would have helped them comment on the proposals. Of the 625 responses to this question (50% of the total number of respondents), only seven stated that they were happy with the consultation, whilst 501 stated that they were unhappy with the consultation, summarised below in Table 6-4.

Table 6-4: What additional information would have helped you comment on the proposals? - Overall Sentiment.

Overall Sentiment	Count (Total: 625)
Happy with Consultation	7

Overall Sentiment	Count (Total: 625)
Unhappy with Consultation	501
Non-Specific Comments (neither positive nor negative)	28
Other Information/Opinions	88

6.3.2 Negative comments about the consultation

Around 40% of all respondents (1,238) were unhappy with the consultation, Table 6-5 highlights the specific negatives that the respondents felt towards the consultation. Feeling negative about the maps provided was mentioned by 180 respondents (36% of comments), with 81 respondents stating they would have liked more explanation on what measures such as ‘modal filters’ mean. Additionally, 74 respondents felt uninformed that consultation was happening and felt that the consultation was poorly advertised, with 62 wanting more justification behind the need for the measures from the Council.

Table 6-5 What additional information would have helped you comment on the proposals? – Negative comments about the Consultation

Negatives with the Consultation	Count (Total: 501)
Negative about Maps	180
Would like more Explanation on what the measures are	81
Felt Uninformed that the Consultation was happening	74
Negative about Justification/reasoning from council	62
Negative about Modelling Outputs	53
Measuring Success/data availability (Costs, Pollution etc.)	52
Feel that local people aren't consulted	42
Negative about In-Person Meetings	31
Negative about Leaflets	27
Would like more Dialogue from the Council	17

Negatives with the Consultation	Count (Total: 501)
Concerns about the fairness of the use of Internet	14
Would prefer Drawings/Renders	13
Negative about Online Meetings	10
Want More Options	6
Want a Vote	3

In addition to the overall opinions and specific negatives identified, 88 respondents shared other opinions not necessarily related to additional information that would have helped them to respond. This included 44 respondents who used this question to share their negative feelings towards the PFP scheme overall, with 17 respondents sharing negative feelings about the Council. Other comments included concerns around enforcement measures, congestion, impact on businesses, concerns for the environment and social equality.

7. Demographic breakdown of responses

Respondents were asked several demographic questions within the consultation questionnaire, with their responses shown below.

Table 7-1: Age of all respondents

Which age group applies to you?	Count (Total: 1,238)	%
0 - 9	2	0%
10 - 19	14	1%
20 - 29	54	4%
30 - 39	227	18%
40 - 49	298	24%
50 - 59	240	19%
60 - 69	171	14%
70 - 79	136	11%
80+	20	2%
Not Answered	76	6%

Table 7-2: Gender identity of all respondents

What is your gender?	Count (Total: 1,238)	%
Male	541	44%
Female	588	47%
Other	3	0%
Prefer not to say	67	5%
Not Answered	39	3%

Table 7-3: Sexual orientation of all respondents

What is your sexual orientation?	Count (Total: 1,238)	%
Bisexual	16	1%
Gay or Lesbian	29	2%
Heterosexual or Straight	814	66%
Not Answered	97	8%
Other	10	1%
Prefer not to say	272	22%

According to the Office of National Statistics (ONS 2021) data, the ethnicity of Bournville and Cotteridge Ward comprises of 83% white, 7.7% Asian, Asian British or Asian Welsh, 1.9% Black, Black British, Black Welsh, Caribbean or African, 4.7 % Mixed or Multiple ethnic group and 2.5% Other ethnic group. This is similar to the ethnicity of respondents shown in Table 7-4.

Table 7-4: Ethnicity of respondents

What is your ethnic group?	Count (Total: 1,238)	%
White: English/Welsh/Scottish/Northern Irish/British	985	80%
Other White background	64	5%
Asian/Asian British	28	2%
Black African/Caribbean/Black British	7	1%
Mixed/multiple ethnic groups	25	2%
Other ethnic group	25	2%
Not Answered	104	8%

Table 7-5: Religion/beliefs of all respondents

What is your religion or belief?	Count (Total: 1,238)	%
Buddhist	6	0%
Christian (including church of England, Catholic, Protestant and all other Christian denominators)	431	35%
Hindu	7	1%
Jewish	2	0%
Muslim	7	1%
Sikh	3	0%
Any other religion (please specify below)	8	1%
No Religion	493	40%
Not Answered	86	7%
Prefer not to say	195	16%

Table 7-6: Results on whether respondents have long-term physical or mental illnesses/conditions.

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?	Count (Total: 1,217 ³)	%
Yes	198	16%
No	865	71%
Prefer not to say	112	9%

³ For Table 7-6, regarding physical and mental health conditions, this question was only present on the online questionnaire, therefore the total number of responses is 1,217 responses.

8. Teams live event and in-person consultation feedback

This section outlines the main topics and issues that were identified during the Teams Live and in-person consultation events.

8.1 Overview of themes from Teams Live Event

The Teams Live event took place on Wednesday 14 June 2023. The key topics are outlined below:

- **Assessment/impacts** – request for information regarding the impact of the PfP scheme, request for information regarding the methodology used to determine the proposals, request for information regarding long-term success of proposals, concern that blue badge holders are not thoroughly considered, request for traffic volume statistics.
- **Consultation** - concern for insufficient consultation, concern for lack of advertising for consultation.
- **Safety and emergency vehicles** – evidence that deems the proposal's appropriate safety measures, concerns for enforcement against speed driving, safety of cycling, increased concern for emergency service response times and mobility of elderly residents.
- **Cycle** – the choice of locations for cycle paths, the choice of type of cycle path, the safety of proposed routes and concern for the loss of green space in favour of cycle paths.
- **Active travel** – request for more active travel measures within the scheme area, request for Bournville to be included in BCC's Cycle and E-Scooter hire.
- **Streetscape/greenspace** – loss of local character and heritage, loss of green spaces, concerns over pollution.
- **HGVs** – concerns for HGVs ability to move, concerns for HGVs travelling through residential areas.
- **Congestion** – concerns for increased congestion along roads traffic would be diverted down, concerns for increased traffic around schools, concerns for increased fuel consumption due to increased traffic.
- **Modal filters** - lack of local support for modal filters, modal filters causing increased traffic on alternative routes, request for alternative positioning of modal filters.
- **Traffic calming** – request for pedestrianisation around local shops, request for further information about the purpose of traffic calming.
- **Businesses** – concern that potential impacts on local businesses have not been assessed.

- **Bournville Village Trust (BVT)** – questions as to whether BVT have been involved, do plans adhere to BVT design guides?
- **Carbon targets** – a concern that proposals will increase air pollution, concerns that proposals are not ambitious enough to strive towards achieving 2030 carbon reduction targets.
- **Roads** – Questions around how residential roads are being defined. There were also requests to improve the condition of roads (such as filling in potholes).
- **Parking** – request to acknowledge issues with parking locations such as parking around schools, and request for BCC to implement a parking permit scheme.

8.2 Overview of themes from engagement events

The two in-person events took place on Tuesday 20 June 2023 at Selly Oak Methodist Church and Saturday 24 June 2023 at Dame Elizabeth Hall.

During the engagement events, high-level notes on themes highlighted were made by staff attending the events to get a better understanding of the key positives and negatives raised by attendees. A summary of these key themes is outlined below:

- **Assessment/Impacts** – request for information regarding the impact of the Pfp scheme, request for information regarding the methodology used to determine the proposal, request for information regarding long-term success of proposals, request for traffic volume statistics, a perception that there is not actually an issue currently.
- **Consultation** - concern for insufficient consultation, concern for lack of advertising for consultation.
- **Safety and emergency vehicles** – evidence that deems the proposal's appropriate safety measures, concerns for enforcement against speed driving, safety of cycling, increased concern for emergency service response times, mobility of elderly residents, would like to see guardrails on narrow walkways and by schools.
- **Cycle** – the choice of locations for cycle paths, the choice of type of cycle path, the safety of proposed routes, concern for the loss of green space in favour of cycle paths, would like to see more cycle infrastructure, especially more links to the canal and train station, would like to see traffic signal timings changed to give cyclists more time,
- **Active Travel** – request for more active travel measures within the scheme area, request for Bournville to be included in BCC's Cycle and E-Scooter hire. However, some respondents raised concerns about e-scooters and their safety.
- **Streetscape/greenspace** – loss of local character and heritage, loss of green spaces, concerns over pollution.

- **Congestion** – concerns for increased congestion along roads traffic would be diverted down, concerns for increased traffic around schools, concerns for increased fuel consumption due to increased traffic.
- **Modal filters** - lack of local support for modal filters, modal filters causing increased traffic on alternative routes, request for alternative positioning of modal filters, some stated that volume of traffic through 'rat runs' wasn't the concern, but the speed was, would like Franklin Road modal filter removed.
- **One-way roads** – dislike for Mary Vale Road and Beaumont Road proposed one-way roads, concerns that the Hole Lane one-way road would leave residents 'cut off'.
- **Traffic calming** – overall local support for traffic calming, request for pedestrianisation around local shops, concerns about how traffic calming may damage vehicles, concerns that traffic calming will displace traffic onto other routes.
- **Businesses** – concern that potential impacts on local businesses have not been assessed.
- **Bournville Village Trust (BVT)** – have BVT been involved in the development of the proposed option, do plans adhere to BVT design guides?
- **Buses** – need improving overall before this is implemented, need double red lines down Woodbrooke Road to stop impacts of parked cars on bus reliability.
- **Carbon targets** – a concern that proposals will increase air pollution, concerns that proposals are not ambitious enough to strive towards achieving 2030 carbon reduction targets.
- **Parking** – request for BCC to implement a parking permit scheme.
- **Alternative Schemes** – one-way road out of Willow Road so that residents can still access Raddlebarn Road, pedestrianisation along Sycamore Road.
- **Roads** – request to improve the condition of roads (such as filling in potholes).

9. Overview of email and letter correspondence

9.1 Email Correspondence

An email address (connected@birmingham.gov.uk) was made available for any queries related to the Places for People consultation. This section provides an overview of the key themes raised in the comments from emails received during the consultation period.

It should be noted that people emailing with comments were also encouraged to respond via the Be Heard online survey.

BCC received over 100 emails which included questions and information requests from residents, these were responded to directly by BCC officers. BCC also received 34 emails providing comments in response to the consultation, which have been included in the consultation feedback (see Table 9-1). The emails received were analysed and 71% stated negative views towards the scheme, 12% proposed alternative schemes/interventions, 6% were positive, 6% were mixed and 6% requested more information.

The main themes have been outlined below:

- **Consultation** – requests for more information, concerns about the consultation process and issues with consultation materials and events.
- **Features of the proposals** – requests for further information on proposals, positives or issues with locations proposed elements.
- **Increases in traffic** – concerns over congestion, displacement of traffic onto other roads and increases in distance travelled.
- **Data** - requests for data and more information.
- **Proposals for other schemes or measures** – one-way streets, better public transport, improved cycle links, schemes in alternative locations.
- **Request for further information about proposals** – modal filters, one-way roads, pedestrian crossings, etc.
- **Safety** – concerns over the safety of pedestrians, the safety of cyclists, increased traffic concerns, increased pollution concerns.
- **Providing further information on features** – problems with proposed feature locations.

In addition, there were a number of published responses which are listed below:

- **Better Streets for Birmingham** - <https://betterstreetsforbirmingham.org/our-response-to-the-bournville-and-cotteridge-places-for-people-consultation/>
- **Our Bournville** - <https://betterstreetsforbirmingham.org/our-bournville-responses-to-places-for-people-consultation/?1>
- **PushBikes** - <https://www.pushbikes.org.uk/blog/bournville-and-cotteridge-places-people>

Table 9-1: Email correspondence

Ref.	Date Received	Issues raised	Notes
A1	04/06/2023	Reason for scheme Loss of local heritage	Email forwarded to Birmingham Connected by Councillor on 05/06/2023
A2	05/06/2023	Increased Pollution Increased Traffic Scheme Equality	
A3	05/06/2023	Scheme Concerns Increased Traffic Increased Pollution	
A4	05/06/2023	Speed Limit Concerns	
A5	05/06/2023	Support for 20mph road Concerns for remainder of scheme	
A6	12/06/2023	Increased Traffic Increased Pollution Consultation query Request for further engagement with locals	Email forwarded to Birmingham Connected by Councillor on 12/06/2023
A7	12/06/2023	Scheme Concerns Mobility Concerns Public Transport Suggestions Increased Pollution	Email forwarded to Birmingham Connected by Councillor on 18/06/2023
A8	12/06/2023	Concern with grouping together of cyclists and pedestrians	
A9	13/06/2023	Letter addressing scheme concerns	Letter forwarded to Birmingham Connected by Councillor on 13/06/2023
A10	14/06/2023	Concern for loss of green spaces Scheme Concerns Consultation Criticism	
A11	15/06/2023	Scheme Concerns Constructive criticism of scheme Reason for road closures Concerns for lack of resident inclusion	Email forwarded to Birmingham Connected by Councillor on 18/06/2023
A12	22/06/2023	Scheme Concerns Increased Traffic Inconvenience of proposals	
A13	23/06/2023	Scheme Concerns Increased Pollution Increased Traffic Support of walking and cycling prioritisation	Email forwarded to Birmingham Connected by Councillor on 23/06/2023

Ref.	Date Received	Issues raised	Notes
A14	24/06/2023	Disagrees with proposal to ban right turns towards Selly Oak railway station from Oak Tree Lane States proposals will contradict the aim to encourage use of public transport	
A15	26/06/2023	Scheme Concerns Disruption caused by modal filters Reason for one-way roads	
A16	27/06/2023	Map quality Cycling ability Suggestion to prioritise public transport	
A17	27/06/2023	Traffic Calming suggestion. One-way Road support	
A18	27/06/2023	Positive Feedback Franklin Road Suggestion	Email forwarded to Birmingham Connected by Councillor on 27/06/2023
A19	28/06/2023	Scheme Concerns Constructive criticism of scheme	
A20	29/06/2023	Scheme Support Public Transport Suggestions Request for further discussion	
A21	30/06/2023	Lack of signage for consultation Complaint about consultation process Digital Exclusion	
A22	30/06/2023	Push Bikes Response - https://www.pushbikes.org.uk/blog/bournville-and-cotteridge-places-people	
A23	30/06/2023	Map quality Scheme Concerns	
A24	30/06/2023	Scheme Concerns Map quality	Email forwarded to Birmingham Connected by Councillor on 30/06/2023
A25	01/07/2023	Increased Pollution Increased Traffic Parking query	Email forwarded to Birmingham Connected by Councillor on 04/07/2023
A26	02/07/2023	Scheme Concerns Query Business inclusion Impact for nearby areas Lack of information	
A27	02/07/2023	Increased Traffic Increased Pollution Business Concerns	Email forwarded to Birmingham Connected by Councillor on 04/07/2023

Ref.	Date Received	Issues raised	Notes
A28	02/07/2023	Scheme Suggestions Scheme Concerns Feedback	
A29	02/07/2023	Increased Traffic Residents' disagreement with proposals	Email forwarded to Birmingham Connected by Councillor on 04/07/2023
A30	03/07/2023	Pedestrian Impact Scheme Concerns Scheme Suggestions	
A31	03/07/2023	Road Prioritisation Increased Traffic Consultation Query	
A32	03/07/2023	Scheme Suggestions Increased Traffic Public Transport Suggestions	
A33	09/07/2023	Scheme Concerns Scheme Suggestions	
A34	26/07/2023	Scheme Purpose Increased Pollution Increased Economic Costs Safety Concerns Scheme Concerns	Email forwarded to Birmingham Connected by Councillor on 28/06/2023

9.2 Letter Correspondence

Alongside the email correspondence, two letters were received during the consultation period. The source of both letters received were members of the public. These letters identified some key issues and themes, which will be discussed below:

- **Impacts** – concerns proposals will create more problems than they solve, concern over consequences of 20mph zones.
- **Congestion** – concerns that road access closures will increase traffic elsewhere.
- **Businesses** – concerns over the increased difficulty in accessing local shops.
- **Consultation** – concerns over the consultation process, concern that only residents were consulted and not road users, concern that the representative was not well informed about proposals.
- **Data** – request for car use survey data and related survey methodology, request for traffic counts, traffic modelling, congestion and pollution data.
- **Cycling** – concerns over the safety and inclusivity of cycling.
- **Suggestions** – placing a one-way road in an alternative location.
- **Safety** - increased traffic concerns, increased pollution concerns.

10. Summary

10.1 Summary of results

In summary, respondents seemed to be more accepting of the traffic calming proposals, proposed new crossings and 20mph speed limits within the proposed PfP scheme. Respondents were less accepting of the proposals regarding modal filters and one-way roads.

The feature with the most opposition from respondents was the proposed Mary Vale Road and Beaumont Road one-way system, with it being raised by 21% of respondents to the question of something they would like to change to the proposal. The majority of concerns regarding the proposed one-way streets are traffic speeds and the potential increase of traffic along other routes.

There remained some support for the one-way system, especially from the residents of Mary Vale Road that responded. However, Beaumont Road respondents were more opposed to the proposed intervention. Of the respondents who stated that vehicle speeds were their concern, there was some support for traffic calming to be implemented to reduce these concerns. However, the majority of concerns are related to the potential increase in traffic on Beaumont Road.

Respondents also raised concerns about the proposed one-way on Hole Lane and felt that it would leave them 'cut off' from the rest of Bournville. This sentiment was particularly felt by Hole Lane residents that responded to the consultation.

In terms of modal filters, all of the modal filters proposed received some support but more opposition. The majority of opposition to the modal filters regarded the potential increase in journey times and the potential increase of traffic on boundary roads or other residential roads. With regards to respondents living on the roads with proposed modal filters, Oak Tree Lane respondents were more positive about the proposals. However, respondents from Willow Road and Elm Road, as well as the alternate locations of Sycamore Road and Acacia Road, were more negative. Again, journey times and increased congestion on boundary roads were often cited. However, in the case of the Willow Road and Elm Road proposed modal filters, there was also concern about how the filters may affect access from Raddlebarn Road and the passing trade for businesses.

There was evident support for the proposed crossings, with two additional crossings commonly requested at Bournville Lane/Linden Road junction and the Hole Lane/Bunbury Road junction. Additionally there was a general level of support for traffic calming, with more traffic calming interventions proposed by respondents.

There was also support for the cycle infrastructure, with many respondents requesting more interventions to be part of the PfP scheme. However, a number of respondents were

concerned about the shared use cycle infrastructure proposed and stated that they would prefer for it to be on-road and segregated. Further to this, Heath Road received the most negative responses, particularly around the aesthetics of the proposed route. Additionally, other respondents were concerned that the cycle routes would lead to trees being removed from the side of roads.

10.2 Next steps

Following the consultation, feedback has been analysed (as detailed in this report) and will inform future development of the Bournville and Cotteridge Places for People scheme along with any proposed designs for this. Further engagement is expected to be required with residents and other key stakeholders to explore issues and potential options at a more local level and develop alternative interventions where appropriate. It will then be determined as to whether public consultation is required on any revised proposals before progressing to the detailed design stage.