
Sprint Route Public Consultation

August - October 2018



Transport for
West Midlands

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Introduction

The purpose of this document is to provide the output from the sprint consultation.

We want to thank the many people who took the time to participate, and we have captured views in the consultation results, which follow.

The consultation lasted 6 weeks and engaged with residents, businesses and community groups through a variety of channels which are summarised as follows:

- 652 responses to the online questionnaire
- 527 on-street interviews
- 13 public consultation events attended by 1,030 people
- 48 comments recorded by letter and email

- 60 enquires via telephone and;
- 146,911 people reached via social media and 113 comments.

We have undertaken early consultation on the proposed Sprint routes in order to better understand how to shape the schemes in a way in which they deliver the best outcomes for the maximum number of people.

On a scheme by scheme basis we have initially identified the following areas for further review:

A34

Issues Identified	We Commit To:
Parking and property access for residents and businesses.	Review parking and access issues for businesses and residents along the route, and where possible make alternative parking provision available. Consider alternative designs that may not require some or all of the parking to be removed.
Safety concerns for residents whose driveways are adjacent to the route.	Undertake a Road Safety Audit as part of the detailed design phase and use the findings to review the design. This would happen as a standard practice.
Environmental impact of changes to the use of highway space as a result of creating a dedicated BRT lane alongside properties.	Undertake an Environmental Impact Assessment as part of the detailed design. This would happen as a standard practice.
Potential congestion at pinch-points such as the Scott Arms.	Investigate options to provide enhanced bus reliability at all junctions. At Scott Arms we will look for a solution that does not adversely impact traffic north to south or east to west.
Need for Park and Ride facilities for Sprint users to park at.	Identify possible sites for Park and Ride facilities along the Sprint route and develop business cases for these sites.

A38

Issues Identified	We Commit To:
Concerns have been raised about the section of the route between the Tyburn Road and Langley and Peddimore areas and the route between Langley and Peddimore and Sutton Coldfield Town Centre.	Develop new options for the scheme from Tyburn Road junction to Langley and Peddimore areas, and from Langley and Peddimore to Sutton Coldfield.

A45

Issues Identified	We Commit To:
Potential impact of the scheme on green spaces specifically the loss of trees in the central reservation on the approach to the Wheatsheaf from Birmingham Airport.	Consider ways in which to minimise the impact of the scheme and consider options to mitigate the loss of green space.

All routes

Issues Identified	We Commit To:
Need for cycle lanes and other cycling infrastructure alongside Sprint schemes.	Including the integration of cycling infrastructure and facilities on all routes and along the corridors as part of the detailed design subject to business case appraisal, deliverability and necessary road safety audits.
Disruption to residents and businesses during the construction period.	Develop comprehensive construction management plans for each route with councils and construction companies, and develop travel alternatives to make sure people who use this route will still be able to travel during the construction.

Next Steps

The feedback from the consultation will allow us to further refine the design of the schemes and look at alternate solutions where appropriate.

We will provide updates on the schemes in March 2019.

Sprint is a bus rapid transit system (BRT) offering a tram like experience using dedicated lanes and with signal prioritisation. Low floor high capacity vehicles with multiple doors are used meaning quick boarding and alighting and providing predictable journey times and reliable timetables.

We are at the start of our journey to introduce Sprint to the West Midlands as part of plans

to create an integrated transport system. We are committed to keeping you informed and engaged as the plans develop.

If you would like to view this report in an alternative format or receive a printed copy, please get in touch:

Transport for West Midlands
16 Summer Lane
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B19 3SD
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Executive Summary

A34 Walsall to Birmingham Consultation:

- 56% lived on the route, 37% travelled along the route regularly, 21% worked on or near the route.
- 50% travelled along the route for work, 16% for leisure and 12% for shopping.
- 63% travelled along the route by bus, 27% as a car/van driver.
- 81% agreed with the need to provide reliable bus journeys along the route.
- 73% fully supported/partially supported the Sprint proposal, 24% did not support.
- 63% were very likely/likely to use Sprint; 24% were very unlikely/unlikely.

Birmingham to Sutton Coldfield via Langley Consultation:

- 54% lived on or near the proposed Sprint route, 39% regularly travelled along it and 22% worked on or near it.
- 43% travelled along the route for work purposes, 20% for leisure.
- 50% travelled along the route by bus and 33% as a car/van driver.
- 83% agreed with the need to provide reliable bus journey times along the planned route.
- 77% fully/partially supported the planned Sprint route between either Sutton Coldfield to Langley or between Birmingham to Langley. 19% did not support.
- 59% were very likely/likely to use the Sprint route, 26% were very unlikely/unlikely.

A45 Solihull and Birmingham Airport to Birmingham Consultation:

- 40% lived on or near the proposed route, 38% travelled regularly along the route, 35% worked on or near the route.
- 49% travelled along the route for work purposes, 24% for leisure.
- 50% travelled along the route by bus, 28% by car/van as a driver and 10% by train.
- 86% agreed with the need to provide reliable bus journey times along the planned route.
- 82% fully/partially supported the Sprint proposal for the A45, 14% did not support.
- 70% thought they were very likely/likely to use Sprint in the future, 15% were very unlikely/unlikely.



Please note: in some instances not all answers will add up to 100% as multiple answers have been selected by individuals.

1.1 Consultation Overview

1.1.1:

Sprint is a brand new, modern, high quality public transport service. Sprint runs on the road, with dedicated bus lanes and priority through areas of congestion, making journey times much more reliable. By 2026, Transport for West Midlands (TfWM) expects the Sprint network to be made up of seven routes, which will provide essential links to the two HS2 stations serving the region in Birmingham City Centre and Solihull.

1.1.2:

Public consultation on the first three planned Sprint routes ran from 22nd August to 5th October 2018. Following a request to extend the deadline, the deadline was extended until 15th October. The three routes consulted on were:

- A34 Walsall to Birmingham city centre via Sandwell, with a journey time of 40 minutes or less.
- Sutton Coldfield to Birmingham via the planned neighbourhood at Langley, with a journey time of 12 minutes or less between Sutton Coldfield and Langley, and 30 minutes or less between Langley and Birmingham city centre.
- A45 Solihull and Birmingham Airport to Birmingham, with a journey time of 45 minutes or less between Birmingham Airport and Birmingham city centre, and 45 minutes or less between Solihull and Birmingham city centre.

1.1.3:

Members of the public were given the opportunity to comment on the proposals via:

- An online survey hosted on www.birminghambeheard.org.uk
- On-street interviews led by TfWM Customer Intelligence Team.
- Self-completion paper surveys, made available at public consultation events, local libraries and on request.
- Comments by letter, email, telephone helpline and social media.

1.2 Consultation Results

1.2.1: Response Types

- There were 1501 responses in total to the public consultation.
- 43% of responses came via the online survey, with an additional 35% coming from on street interviews.
- 8% came from comments on social media and 3% from letters/emails.
- In addition, the A34 Safety Action Group organised a petition signed by 586 respondents. The group also provided 37 paper questionnaires and sent in 31 letters.

Table 1: Summary of Responses

	Frequency	%
Online responses	652	43
On-street interviews	527	35
Paper based	77	5
Social Media	113	8
Letters/emails	48	3
Comments from exhibition bus	15	1
Petition from A34 Safety Action Group	1	0
Letters from A34 Safety Action Group	31	2
Paper questionnaires from A34 Safety Action Group	37	2
Base	1501	100

Comments concerning Sprint were also gathered as part of a Birmingham City Council led consultation on the Peddimore and Langley Sustainable Urban Extension SPD (Supplementary Planning Documents). Although these comments were not collected as part of the official consultation, they have been reviewed by the Sprint team.

1.2.2: Are you responding to this consultation as an individual or organisation?

97% of responses came from individual members of the public, 3% from groups/organisations.

Table 2: Response to 1.2.2

(Base 710 respondents: Online and paper survey only)

	Frequency	%
An individual	703	97
A business, organisation or group	21	3
Don't know	2	0
Base	726	100

1.2.3: What is the name of your business, organisation or group?

The identifiable data for each organisation has been removed from this section under GDPR guidance. Twenty two organisations responded to the consultation, either through the official web/paper survey and 10 organisations responded via letter, petition or email.

1.2.4: Do you have any comments on the new Sprint service?

- 567 participants gave general comments on the new Sprint service. Comments were grouped under key themes.
- 129 respondents supported the development, citing reasons such as that it is new and modern.
- However, 71 participants thought bus lanes will cause traffic congestion that will be detrimental to car users or the economy.
- 58 respondents wanted Sprint routes extended or to have more of them.
- 50 participants thought there was already sufficient public transport in the area.
- 43 respondents wanted improved or dedicated cycle lanes along Sprint routes.
- 42 respondents said that more investment in existing bus services is needed, as opposed to Sprint.
- 41 participants thought that Sprint will cost too much money or will be a waste of it.
- 40 participants would prefer investment in trams/trains, as they avoid traffic congestion.
- 37 participants commented on the need to get bus priority right.
- 32 participants had concerns over the amount of available space for Sprint infrastructure on the proposed routes
- 31 respondents were worried about the effects of Sprint on local parking.
- 28 participants worried about the size of Sprint vehicles and potential dangers to other road users.
- 23 participants were concerned that similar schemes had failed in other areas.

Table 3: General Comments On Sprint

(Base 568 respondents: Paper, online survey and comments from social media)

	Frequency
Support development/great idea/modern/new/like idea/improves connectivity	129
Bus lanes will cause traffic congestion/detrimental to car users/economy	71
Extend to my area/further Sprint routes/suggestion for alterations to Sprint routes	58
Already sufficient public transport in area/X routes already provide quick service	50
Need dedicated cycle lanes/better cycle routes alongside Sprint	43
Invest more in existing bus services/spend more on improving what have currently instead of Sprint	42
Will cost too much money/waste of money/no different to normal bus	41
Prefer investment in tram/trains as avoid traffic congestion	40
Need to get bus priority right/ensure buses have priority to avoid congestion/buses need to be fully segregated	37
Concerns over amount of available space for Sprint infrastructure on proposed routes/concerns existing infrastructure cannot be adequately altered to accommodate	32
Worried about effect on local residential parking	31
Buses are too big/will take up too much space/danger for other road users	28
Similar ideas have failed in other areas	23
Need to be electric vehicles/clean/no emissions/not diesel	20
Concerned fares will be expensive/needs to be cheap to encourage use	20
Easy to use payment options at stop needed/reliable ticket machines at stops/fully integrated payment system	19
Just been done for Commonwealth Games/no real need outside this/vanity project for games	17
High quality shelters needed/fully enclosed/well lit	16
Wider consultation needed	16
Needs clear information reliable/easy to understand at stop information	15
Concerns about other non-Sprint services on routes/how it will work with non-Sprint services/worried about effects of competition with other operators	14
Need to be able to take bikes on/or have cycle storage provided	13
Needs adequate seating on board/capacity	13
Concern over damage to local environment/trees/green spaces	12

	Frequency
Journey time is not that quick/stops are too close together/too many stops will make Sprint slow	12
Too far to travel to access routes/have to drive to access routes/park and ride sites needed	11
Safe/secure vehicles/system needed	9
Concern over house prices/disruption to local property	8
Congestion will increase pollution	8
Remove highway space from car users to encourage modal shift/needed to reduce congestion	7
Service needs to run 24hours a day/longer operating hours than existing services	7
Not for me/who will use it?	7
Concerns about access to property caused by having to cross Sprint Lane	6
Vandal proof buses/shelters to keep costs down	5
Audio/visual info needed/disability compliant	4
Safe pedestrian crossings needed/walkability	4
Seating at stop needed/adequate seating needed at stop	3
Live tracking info needed	3
Cycle lanes are pointless	2
Concerns over interchanging in city centre between services	2
Noise pollution concerns	2
Three-sectioned buses needed	2
On board device charging needed	1
Concerns over when motorcycles can enter bus lanes	1
Base	568

1.2.5: Thinking about travelling to a Sprint stop, how likely or unlikely are you to:

- Cycle to a Sprint stop regardless of cycle facilities?
- Cycle to a Sprint stop if improved cycle routes to the stop?
- Cycle to a Sprint route if secure cycle parking next to stop?
- Cycle to a Sprint route if you could take a pedal cycle onto the Sprint bus?
- Use a cycle route if one ran alongside Sprint?

Table 4: Response to 1.2.5

(Base respondents: Online, interviewer led and paper survey, excludes no replies)

	% Cycle to Sprint stop regardless of facilities	% Improved cycle routes to the stop	% Secure cycle parking next to the stop	% Take a pedal cycle onto the Sprint bus	% Cycle route to run alongside Sprint
Very likely	5	13	18	18	14
Likely	7	15	12	14	10
Neither	6	5	5	5	5
Unlikely	18	10	11	9	9
Very unlikely	60	53	52	51	59
Don't know	3	3	2	2	3
Base	718	729	718	719	1248

- 12% of participants felt they were likely/very likely to cycle to a Sprint stop regardless of facilities available.
- 28% thought they were very likely/likely to cycle to a Sprint stop if there were improved cycle routes.
- 32% of respondents were most likely to cycle to a Sprint stop if they could take their bicycle on board.
- 24% thought they were very likely/likely to use a cycle route alongside Sprint.
- 30% felt they were very likely/likely to cycle to Sprint if there was secure cycle parking next to the stop.

1.3 Responses to A34 Consultation

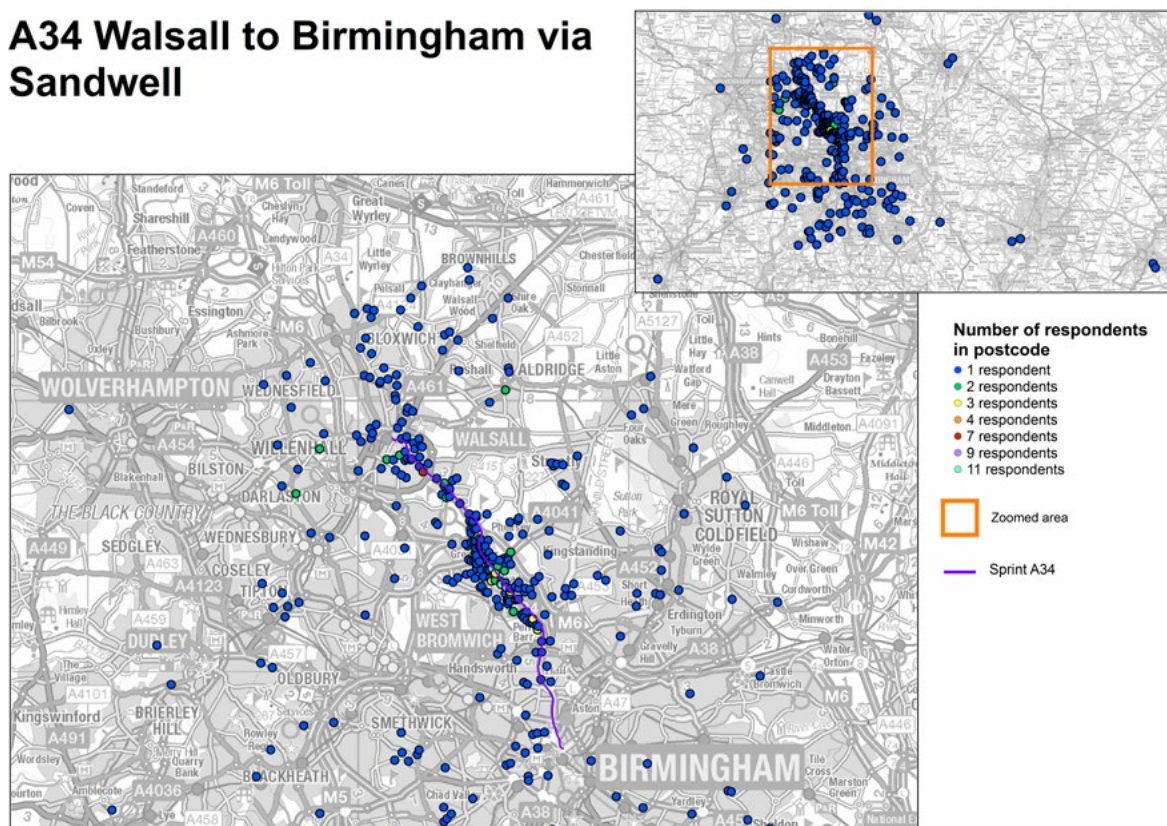
Table 5: Response to 1.3

Summary of response type for A34	Summary
Online survey	276
Interviewer led surveys	235
Paper survey	64
Emails/letters	30
Exhibition comments	8
A34 Safety Action Group	
Paper survey from A34 Safety Action Group	37
Letters from A34 Safety Action Group member	29
Signed petition against proposal	586 signatures

As **Figure 1** illustrates, the majority of respondents to the A34 consultation lived on or near the proposed route.

Figure 1: Home postcode of respondents to A34 consultation

A34 Walsall to Birmingham via Sandwell



1.3.1: Do you live or travel on or near the A34 Walsall to Birmingham via Sandwell route?

- 56% of respondents lived on or near the proposed A34 Sprint route.
- 37% regularly travelled along the route, while 21% worked on or near the proposed Sprint route. 6% studied on the A34 route.
- 11% did none of the above.

Table 6: Response to 1.3.1

(Base 572 respondents: online, on-street survey and paper surveys, no replies excluded from base, percentage exceeds 100 due to multiple responses)

	Frequency	%
Live on or near the proposed Sprint route	319	56
Regularly travel along this route (by any mode of transport, including walking)	210	37
Work on or near the proposed Sprint route	121	21
Study on or near the proposed Sprint route	37	6
None of the above	63	11
Base	572	131

1.3.2: How often do you travel in the area of the proposed A34 route?

- Over half of respondents (53%) travelled along the route 5 days per week or more, with a further 25% travelling 1-4 days per week.
- 10% travelled once or twice a month, while 8% travelled less often.
- Only 3% never travelled along the route.

Table 7: Response to 1.3.2

(Base 572 respondents: online, on-street and paper survey, no replies excluded from base)

	Frequency	%
Five or more days per week	304	53
Three or four days per week	88	15
One or two days per week	59	10
One or two days per month	57	10
Less often than one day per month	48	8
Never	16	3
Base	572	100

1.3.3: What is the main purpose of your journey when travelling along the proposed A34 route?

- 50% used the A34 for work purposes.
- Outside of work purposes, 16% travelled for leisure/recreation, 12% for shopping and 11% to meet friends/relatives. 8% each were travelling for personal business or education.

Table 8: Response to 1.3.3

(Base 566 respondents: online, on-street and paper survey, no replies excluded from base, percentage exceeds 100 due to multiple responses)

	Frequency	%
Work	284	50
Education	45	8
Shopping	70	12
Leisure/recreation	88	16
Meeting friends and relatives	62	11
Personal business	43	8
Medical	26	5
Other	10	2
Base	566	111

1.3.4: What is your main mode of travel when travelling along the proposed A34 route?

- Nearly two-thirds of respondents travelled along the route by bus (63%), 27% travelled by car/van as a driver, with a further 4% travelling as a car/van passenger.
- 4% cycled, while 3% each walked or travelled by train.

Table 9: Response to 1.3.4

(Base 571 respondents: Online, on-street and paper survey; no replies excluded from base, percentage exceeds 100 due to multiple responses)

	Frequency	%
Bus	357	63
Car/van as driver	153	27
Bicycle	23	4
Car/van as passenger	20	4
Train	18	3
Walking	15	3
I rarely/never travel in this area	6	1
Taxi	3	1
Motorcycle or moped	1	0
Base	571	104

1.3.5: Do you agree with the need to provide reliable bus journey times on the A34 route?

- 81% agreed with the need to provide reliable bus journeys along the A34 route.
- 14% disagreed while 4% were unsure.

Table 10: Response to 1.3.5

(Base 571 respondents: online, on-street and paper survey, no replies excluded from base)

	Frequency	%
Yes – I agree	464	81
No – I disagree	82	14
Unsure	25	4
Base	571	100

1.3.6: Why do you agree or disagree with the need to provide reliable bus journey times on the A34 route?

- 241 participants gave a reason for agreeing or disagreeing with the need to provide reliable bus journey times on the A34.
- 72 participants thought the route was already well/adequately/excellently served by public transport.
- 42 people commented that more reliable bus journeys would improve journey planning.
- 34 participants thought that buses would turn up on time/run to timetable.
- 28 participants thought more reliable buses would reduce volume of traffic.
- 25 participants thought more reliable buses would lead to quicker/faster journey times.
- 13 people thought buses need to be segregated to avoid congestion/traffic.

Table 11: Response to 1.3.6

(Base 241 respondents: online and paper survey, valid responses only)

Positive comments	Frequency
Will improve journey planning/help me plan where I need to be and at what time	42
Will improve bus reliability/turn up on time	34
Reduce volume of traffic/traffic at peak-school times/less congestion on A34	28
Quicker/faster journey times	25
Buses need to be in Segregated Lanes/needs to be fully segregated to avoid congestion/traffic	13
Need a more/improved frequent timetable	10
Will make buses appealing/attractive so will get people out of their cars	10
Will improve safety/won't have to wait at stop too long	9
Agree with the suggestions/transport changes/good idea/improved transport offer	8
It will improve transport links/links between Walsall, Birmingham and Sandwell/local rail stations	5
It will promote a good image of Birmingham to visitors	4
Will improve air quality/environment/pollution	4
I should be able to get a seat on bus/train/get a seat at peak times	3
Improve accessibility/will help me get to more areas/places	2
Concerned how Sprint will affect other local services	1
Negative comments	Frequency
Route is already well/adequately/excellently served by public transport	72
Need to improve other routes services before Sprint/Sprint is not a priority	9

Negative comments	Frequency
Disagree with removal of on-street parking	8
Sprint is not needed/not required/vanity project/against idea	8
Loss of road space will create congestion (Scott Arms)/already a busy road/ bendy buses cause more congestion	7
Waste of money/not value for money	5
Other methods of transport will be poorly affected whilst it is being built/ disadvantage to road users during construction	5
Just put on more buses instead/more 'x' buses	5
Will increase fares/concern over fare prices	5
Do not knock down the flyover/will cause bottlenecks	3
Just being done for the Commonwealth Games/put a special services purely for the Commonwealth Games	3
Concern over the lack of cycle routes	3
Need to improve interchange at Perry Barr Station/Perry Barr Station Interchange is needed for the Commonwealth Games	2
A tram would be a better option/should be a tram/train	2
Other comments	Frequency
Future Sprint route suggestions/serve other areas	2
Park and Ride sites needed/need improving	2
PTWs (Powered Two Wheelers) should be able use the bus lanes	1
A night service would be more beneficial/run 24 hours	1
Base	241

1.3.7: Do you support the Sprint proposal for the A34 Walsall to Birmingham via Sandwell route?

- Overall 73% fully supported/partially supported the Sprint proposal for the A34.
- 24% did not support the proposals.
- Support peaked amongst bus users (84%, fully/partially support), dipping significantly amongst car drivers (49% fully/partially support).
- The small group of cyclists also had a high level of support for the proposals (87% fully/partially support).

Table 12: Percentage of support, by respondents mode of travel, for A34 proposals

(Base 574 respondents: Online survey, on-street surveys and paper, excludes no replies)

	% Base	% Bicycle	% Bus	% Car/van as a driver	% Car/van as a passenger	% Train	% Walking	% Other
Yes- Fully support	47	52	56	29	25	61	20	36
Yes – Partially support	26	35	28	20	25	28	33	21
No – Do not support	24	13	14	46	50	11	47	36
Don't know	3	0	2	5	0	0	0	7
Total	574	23	351	149	20	18	15	14

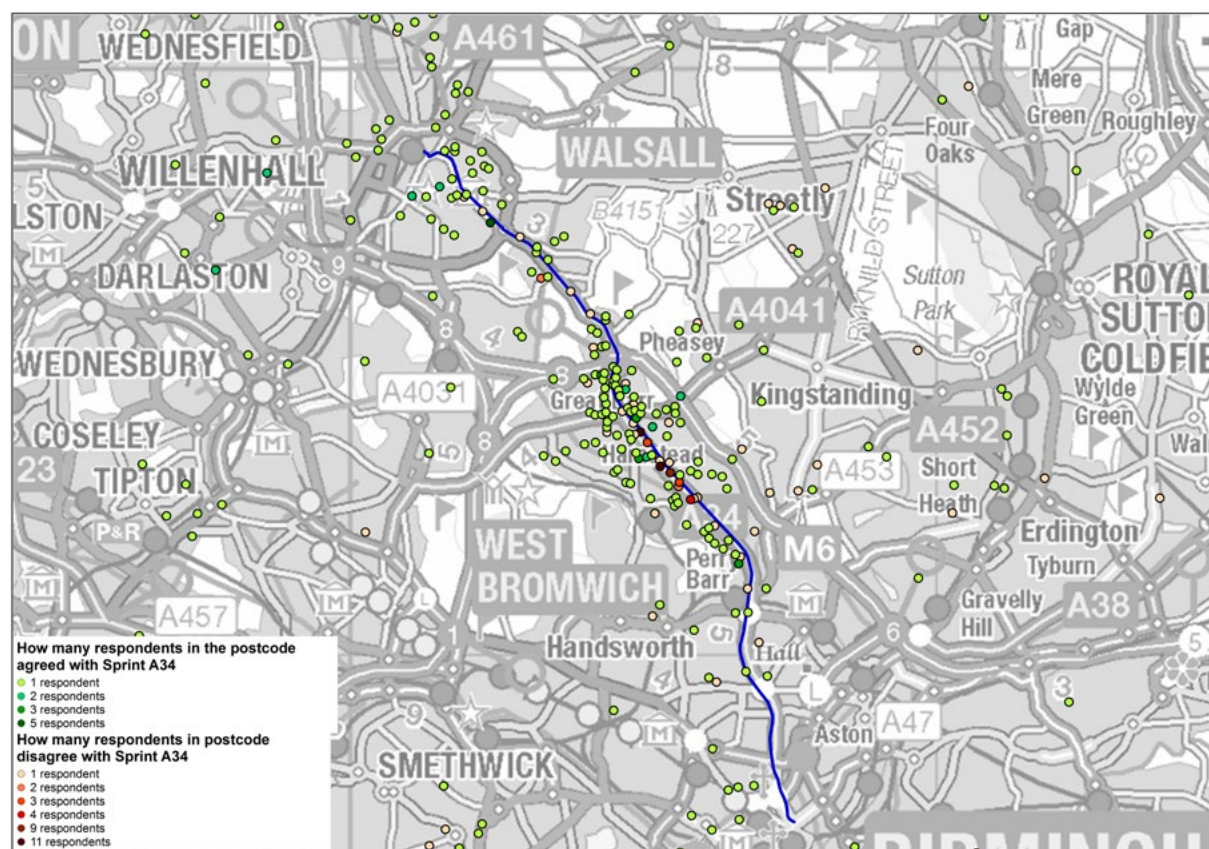
- Support for the proposal also varied by whether the respondent travelled or lived along the route.
- Support was highest amongst those who travelled along the route for work (82% fully/partially support) or education purposes (92%, fully partially support).
- It dipped amongst those who lived on or near the route (68%, fully/partially support) with the share of respondents who do not support Sprint rising to 30%.

Table 13: Percentage of support, by respondents use of route, for A34 proposals

(Base 574 respondents: online and interviewer led and paper surveys only)

	% Total	% Live /near proposed Sprint route	% Study on / near proposed Sprint route	% Work on / near proposed Sprint route	% Regularly travel along this route	% None of the above
Yes - fully support	47	47	59	48	40	53
Yes - partially support	26	21	32	33	27	21
No - do not support	24	30	8	17	30	16
Don't know	3	2	0	2	4	10
Base	574	319	37	120	210	62

Figure 2: Support for Sprint proposal along A34 by home postcode



1.3.8: Why do you support or not support the A34 proposals?

- 380 participants gave reasons for supporting or not supporting the proposals. Comments were again grouped under key themes. **See Table 14.**
- The top comments from 106 participants was that the A34 already had an express route or that it was already well-served (X51).
- 93 participants were concerned over a loss of parking either for residents or businesses.
- 57 participants supported the idea/approved of the investment in public transport.
- 42 respondents thought it would lead to an increase in traffic congestion in the area around the Walsall Road/Scott Arms/Aldridge Road.
- 40 residents had specific concerns about access to their driveways across the Sprint route; access to their home by car or having to reverse cars across the Sprint route.
- 39 participants thought it was a waste of money.
- 34 participants were concerned about increases in noise/air pollution.
- 24 respondents thought it would lead to quicker/faster journey times.
- 23 participants thought it would lead to a decrease in road safety.

Table 14: Response to 1.3.8

(Base 380 respondents: Online, paper, interviewer led, email, letters and social media)

Positive comments about proposals	Frequency
Agree/fully support/support Public Transport Investment/good idea/supportive	57
Will provide quicker/faster journey times	24
Newer/modern/better/comfortable buses	22
Will encourage use/alternative to car/makes public transport look a more attractive	10
Will prevent heavy traffic/congestion/help ease traffic at the Scott Arms	10
Will prevent overcrowding of buses/trains/will get a seat	8
Better travel option from Walsall to Birmingham	6
Will help with journey planning/make journey planning easier	5
Will reduce pollution/more sustainable	4
Public transport is a necessity/necessity for events at the Alexandra stadium	3
Will improve transport connections/HS2 connections	3
Will feel safer/will not have to cross the dual carriageway to board buses	2
Negative comments about proposals	Frequency
Already an express route/already well served (X51)/'will it be improvement on X51?'	106
Concerned over loss of parking for residents/local businesses/belief in need to build driveways over gardens to park cars/park on grass verge	93

Negative comments about proposals	Frequency
Will increase traffic/congestion (Walsall Road/Scott Arms/A34 near Aldridge Road/Church Road/College Road)	42
Concern over residents having to reverse off/access their drive directly onto Sprint lane/3 lane motorway 15 feet from my home and I have to get on and off my drive	40
Waste of money/unnecessary expenditure	39
Concerned over increase noise/air/diesel pollution for residents	34
Will encourage speeding vehicles/motorbikes/decrease road safety/accidents/speed cameras/enforcement needed	23
Concerned over current bus services (X51)/do not take off other buses	21
Not enough on cycle lanes/cycling improvements needed on A34	20
Not enough information/where the stops will be/maps incorrect/hard to understand	20
Ineffective consultation process/didn't get chance to express concerns/views	19
Will decrease the value of house/properties	19
Narrow pavements will Increase risks to Pedestrians/disabled/elderly/raking away the grass verges is a danger to pedestrians	18
Can't guarantee reliability/quicker journey times /sprint will still get stuck in traffic	17
Concerned over impact on Scott Arms/ Scott Arms traffic lights needs attention first/Scott Arms junction needs looking at before Sprint	16
Bigger buses not appropriate/unsafe for Cyclists/already been unsuccessful/failed in London	15
Concerned over the price of tickets/fares/want to use existing passes/fares should be cheap to encourage use	14
It will cause disruption to residents/businesses during construction	14
Spend money on improving current services/roads/Infrastructure	14
It is just for the Commonwealth Games/shuttle buses for the Commonwealth Games	14
Extension to route needed/serve more places/doesn't go where I live	10
Needs to be fully segregated/will need fully dedicated and enforced bus lanes	9
More stops on the route are needed/stop near Tower Hill Medical Centre/ long walk Tower Hill Medical Centre stop for elderly patients.	9
Park and ride sites should be extended/park and ride needed to avoid local parking problems	9
Concerns about traffic around JNC 7/ bus lanes near the M6 motorway junction/current bus lanes have sufficient capacity already	7
Too many stops/more stops than the X51/will be slower than the X51	7

Negative comments about proposals	Frequency
Prefer investment in tram/train lines (Chase Line)	6
Concerned over loss of trees/ancient oak trees on the centre reservation.	5
Concern over the location of stop(s)/bus will stop at the bottom of my drive	2
Disagree with blocking the right turn into Bescot Croft due to it being a U-turn facility	1
Issue with closed Side road on Birmingham side of Walsall Road	1
Other comments	Frequency
Put an extra lane in the central reservation to save parking	2
Agree if bikes are allowed on Sprint	1
Base respondents	380

In addition to the above comments, a petition was submitted to TfWM 4th October 2018 in opposition of the A34 route. The petition has been signed by 586 people and opposes the A34 route overall, with the main concerns being around safety of residents reversing onto a live bus lane and the removal of parking for residents, both along the Walsall Road.

1.3.9: If Sprint was implemented along the A34 Walsall to Birmingham via Sandwell route, how likely would you be to travel on the service?

- 63% thought they were very likely/likely to use Sprint. 24% were unlikely, while 10% were neither likely nor unlikely.
- Likely use increased to 80% amongst bus users and to 72% amongst train users. It dipped to 32% amongst car drivers and to 40% amongst car passengers.

Table 15: Response to potential use of route along A34

(Base 564 respondents: Online, on-street and paper surveys; excludes no replies)

	% Total	% car/van, as a driver	% car/ van as a passenger	% Bus	% Walking	% Cycling	% Train	% Other	% rarely/never travel
Very likely/ likely	63	32	40	80	33	48	72	25	40
Neither likely nor unlikely	10	11	15	9	20	22	11	0	0
Unlikely/very unlikely	24	53	40	9	47	30	17	75	40
Don't know	3	4	5	3	0	0	0	0	20
Base	564	149	20	352	15	23	18	8	5

1.3.10: Further comments on the detailed maps and proposals for the A34 Walsall to Birmingham via Sandwell Sprint route.

- 110 consultees made further comments on the detailed maps and proposals for A34. There were a number of general non-map specific comments, while a number of respondents made comments relating to specific maps.
- Map 05 generated the most comments with concerns around increased traffic congestion at the Scott Arms junction (14 respondents).
- Map 11, 12 and 16 generated comments around the lack of parking/removal of parking for residents/businesses.
- In terms of more general comments, 8 respondents re-emphasised the route would duplicate the existing X51 (12 participants), while 8 participants thought there were too many stops/more stops than on the current X51.

Table 16: Response to 1.3.10

(Base 110 respondents: Online and paper survey only; valid comments only)

	Frequency
A34-05 Will cause more traffic/congestion/improvements for Scott Arms traffic/motorway junction at Scott Arms	14
A34-12 - Against removal of parking	12
A34-11 - Concerned over removal of parking/lack of parking	10
A34-16 - Major problem with removing parking for residents/doctor's surgery/dentist/pharmacy	5
A34-17 and A34-18 lack information/lacks information	5
A34 -11 - Increase in noise pollution for residents/will affect house prices	3
A34 -11 - Disagree with removing any trees	3
A34 -11 - Install extra traffic lane from the central reservation so residents keep parking lane	3
A34-03 Will cause more congestion/pollution	3
A34- 12 The house numbers on the map are wrong/no location of stops	2
A34 01 and 02 Should get closer to Walsall Bus Station/Walsall Town Centre	2
A34-03 - A34-04 Sprint stop needed at Jesson road for students of University of Wolverhampton	2
A34 - 14 - Should narrow the central reservation to allow a segregated cycle route	1
A34 - 17 northwards existing cycling provision is poor.	1
A34 - Agree with removal of parking due to residents having on-street parking	1
A34 -04 and 05 significantly closer to homes due to widening of carriage/ detrimental to noise and wellbeing of owners	1

A34 -06 - this road has only just been changed and caused significant disruption	1
A34 -10 - Does not address traffic congestion/safety issues at the junction between the A34 and Sundial Lane (traffic signal scheme needed).	1
A34 -11 - Does not address traffic congestion/safety issues at the junction between Jayshaw Avenue/A34 with traffic crossing 3 lanes to get to central reservation	1
A34 -15 - Bus Stop bypasses should be provided if segregated cycle route is not possible	1
A34 -17 - A segregated cycle path should be provided extending out of Perry Barr Centre	1
A34 -18 - A segregated cycle crossing of Heathfield Road must be provided	1
A34-01 Bridge Street / St Pauls is already overcrowded	1
A34-03 bus lane needed all the way between the flyover and Scott Arms	1
A34-03 like the section between Perry Barr and Scott Arms	1
A34-03 Route to Ablewell Street will make bus services more direct	1
A34-04 - Unsuitable for a bus lane	1
A34-06, A34-07 and A34-08 have concerns about impact on car drivers	1
A34-10 Tiny stretch of bus lane between Sundial Lane and Scott Arms junction will create longer queues of traffic	1
A34-14 - Disagree with the removal of parking for residents/visitors	1
A34-14 Measures are needed to stop illegal and inconsiderate parking at Badshar Palace	1
A34-15 - Against removal of parking	1
A34-16/17 Proposed bus lane needs enforcement via camera.	1
A34-17 and A34-18 Disagree with the demolition of the Perry Barr Flyover	1
A34-18 Birchfield Road junction left turn to Heathfield Road the left turn lane in Birchfield Road should have a "buses only ahead" sign	1
A34-20 Banning the left turn from High Street to Newbury Road	1
A34-23 - Ensure traffic lights change in advance of bus approaching	1
A34-23/24 Buses on regular services need to observe the Sprint stop for ease of interchange.	1
General non map specific	Frequency
Duplication of the X51 and 51/no difference to X51	12
Too many stops/more stops than the X51/slower than X51	8
Should serve more places (Sandwell/Aston Six Ways/Streetly/Oldbury/Dudley/Bartley Green/Harborne)	7
Invest in metro/tram/light rail/underground rail	5
Disagree with the removal of hard shoulder	4

General non map specific	Frequency
Maps too small/hard to read	4
Proposals make cycling worse/not good for cyclists	4
Segregated/dedicated bus lanes needed	3
Spend money on existing services	3
Concerned over increased traffic/hazards on Traffic Island (junction with the Broadway)	2
More provisions for increased passengers needed at Moor Street Station	2
Waste of money	2
The new turning restrictions into Pool Street will make it difficult for parents/caterers to gain access to on street parking at the rear of the Junior School	2
24/7 Enforced Bus lanes need to be introduced throughout the area	2
A34 do not agree with underpass plans	2
Concern over traffic/speeding outside Blue Coat Junior School	1
Good opportunity for improvements to the junction at Walsall Road/Rocky Lane/Access to Alexander Stadium and the crematorium	1
Have an Underpass on the Newton Road and keep the A34 Walsall Road corridor level	1
Invest in Footbridges and subways	1
Junction at Walsall Road/Old Walsall Road would need enhanced traffic lights.	1
Narrow the central reservation to create the extra outbound lane bus while still preserving the parking	1
Signs don't include powered two wheelers (PTWs)	1
Sprint stop in Walsall town centre should be as close to St. Pauls bus station	1
Unhappy with bus stop on Springhill Road	1
Use additional width within the Lancaster Circus tunnel to have segregated cycle lane	1
Will cycles still able to use bus lanes?	1
Total respondents	110

1.3.11: Two options are being considered for Walsall Town Centre. Which option do you prefer?

- Option A:** Sprint will stop on Bridge Street and exit the town centre via Hatherton Road and Hatherton Street. This will require a reduction to the taxi rank.
- Option B:** Sprint will stop on Darwall Street and exit the town centre via Tower Street. One Sprint vehicle every 8 minutes would travel along the pedestrianised section of Darwall Street travelling in one direction.
- There was a lot of uncertainty about these options with 58% unsure of which option they preferred.
 - However 23% preferred option B the stop on Darwall Street, while 19% preferred option A, the stop on Bridge Street.

Table 17: Response to 1.3.11
(Base 558 respondents: Online, paper and Interviewer led survey)

	Frequency	%
Option A - stop on Bridge Street	106	19
Option B - stop on Darwall Street	127	23
Unsure	325	58
Base	558	100

1.3.12: Reason for Supporting Option A or Option B?

- 109 participants gave a reason for supporting Option A or Option B.
- The main reason given for supporting Option B was that it was more convenient (13 respondents), followed by the assertion that Darwell Street is more central/closer to shops (9 participants) and that it gives better integration with Walsall Bus Station (8 participants).
- The main reasons for supporting Option A were that the stop will be closer to the city centre/is more convenient (36 participants) and it will protect/keep the pedestrianised area (13 participants).

Table 18: Response to 1.3.12

(Base respondents who gave a valid reason for supporting Option A or Option B, Online, interviewer led and paper survey)

Reasons for supporting Option B - Stop on Darwall Street	Frequency
More convenient/better for me	13
Darwall Street more central/closer to shops	9
Better Integration with Walsall Bus Station/close to other buses/improve bus interchange	8
It will reduce congestion on bus station route/top of bus station	6
Will be quicker/smaller loop to travel so quicker	4
Should improve reliability	2
Prefer Darwall Street stop but concerned the taxi rank reduction on Bridge Street would be resisted by the trade	2
A34-01 Gives equal access to/from Bridge Street and the bus station.	2
Darwall Street will be safer	2
I prefer it as it separates Sprint vehicles from other buses in the town centre	1
Darwall Street would provide better access to the civic 'quarter	1
Bridge Street is too busy/congested	1
Better for local businesses	1
Will improve flexibility of Sprint	1
Total respondents	48

Reasons for supporting Option B - Stop on Bridge Street	Frequency
Will be closer to the City Centre/works better for me	36
Protect/keep pedestrianized area	13
It will stop closer to the Railway Station	4
Closer to other buses/bus connections	4
Darwall street will cause more delays	1
Bridge street has a taxi rank so would feel safe	1
Darwall street can be quiet so would feel unsafe	1
A stop on Darwall Street would prevent users of businesses gaining access.	1
Bridge street stop is isolated from the transport network	1
Sprint should utilise the bay opposite bus stands A to C	1
It will be quicker	1
Total respondents	61

1.3.13: Two options are being considered for Aston Six Ways, where the A34 meets Victoria Road and Witton Road. Which option do you prefer?

Option A: Provide new bus priority to allow the service to stop at Aston Six Ways (shown on the plans). This will remove some parking and increase the journey time of Sprint by 23 minutes.

Option B: Sprint will use the underpass and not stop at Aston Six Ways.

- Again there was a level of uncertainty amongst participants about which option they preferred, with 44% unsure.
- 37% preferred Option B – no stop at Aston Six Ways – while only 19% preferred Option A: to have a new bus priority stop at Aston Six Ways.

Table 19: Response to 1.3.13

(Base of 561 respondents: Online, interviewer-led and paper survey)

	Frequency	%
Option A - new bus priority and a stop at Aston Six Ways	106	19
Option B - no stop at Aston Six Ways	210	37
Unsure	245	44
Base	561	100

1.3.14: Reason for Preferring Option A or Option B for Aston Six Ways

- 187 respondents provided a reason for preferring either option A or option B.
- 91 participants preferred option B as it would provide an improved journey time/quicker journey time. 26 participants thought Six Ways was already served well by other buses while 23 participants thought Six Ways was already busy, and that Sprint should avoid the area therefore.
- The main reasons for supporting Option A were that it will improve transport options at Six Ways or that a new bus stop will be convenient/better for me (14 participants each).
- A further 13 participants thought it would provide an interchange hub.

Table 20: Response to 1.3.14

(Base of 187 respondents: Online, interviewer-led and paper survey)

Option A : New Bus Priority Stop at Six Ways Aston	Frequency
Will improve transport options at Six Ways	14
A new bus stop at Six Ways will be convenient/better for me	14
Better interchange/interchange hub with other services at Six Ways	13
Will give access to other areas/places/schools	5
Will improve traffic/congestion for all modes	4
Will prevent Sprint from travelling across the underpass	3
Agree if bus/sprint priority lanes are introduced	2
Will encourage modal shift from cars	1
Agree but it'll need additional cycle facilities	2
Base Respondents	49
Option B : No stop at Six Ways Aston	Frequency
Improve journey time/quicker journey time due to fewer stops	91
Already well served/lots of buses already stop here	26
Six Ways already busy so Sprint should avoid	23
A Sprint stop at Six ways will increase traffic for all road users	8
Already close to the City Centre/not needed	6
Do not reduce/remove parking	4
Should make it a more reliable service	3
Prefer no stop but only if the X51 remains	2
An 'underground' Metro station should be introduced instead	1
If Sprint stops at Six Ways it will get trapped by illegal parking	1
Buses would fill up with Lozells passengers leaving Scott Arms/Walsall passengers unable to get on	1
Base Respondents	138

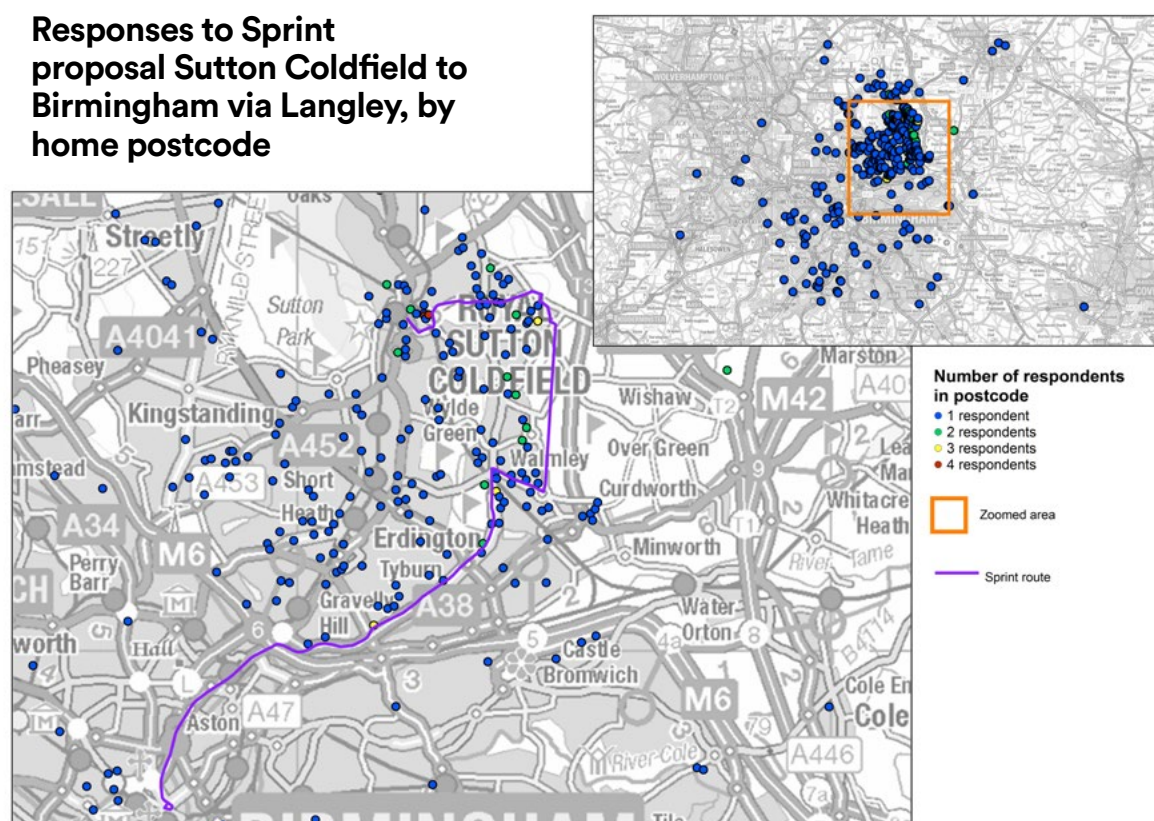
1.4 Responses to Sutton Coldfield to Birmingham Consultation

Table 21: Summary of responses

	Summary
Online survey	244
Interviewer-led surveys	153
Emails/letters	11
Paper survey	7

As **Figure 3** illustrates the majority of respondents lived in the Sutton Coldfield, Erdington and Gravelly Hill area.

Figure 3: Responses to Sutton Coldfield to Birmingham Consultation



1.4.1: Do you live/travel on the proposed Sutton Coldfield to Birmingham route?

- 54% of participants lived on or near the proposed Sutton Coldfield to Birmingham Sprint route. 39% regularly travelled along it, while 22% worked on or near to it.
- Only 4% studied on or near the route.
- 18% did none of these things.

Table 22: Responses to 1.4.1

(Base 405 respondents: online, paper and interviewer led survey, % exceed 100 due to multiple responses)

	Frequency	%
Live on or near the proposed Sprint route	217	54
Study on or near the proposed Sprint route	16	4
Work on or near the proposed Sprint route	89	22
Regularly travel along this route (by any mode of transport, including walking)	156	39
None of the above	72	18
Base	405	136

1.4.2: How often do you travel in the area of the proposed Sutton Coldfield to Birmingham route?

- 41% travelled on the route five days per week or more, a further 32% between 1-4 days per week.
- 8% travelled along the route once or twice a month, while 13% travelled less than once a month.
- 5% never travelled in the area.

Table 23: Response to 1.4.2

(Base 401 respondents: online, interviewer led and paper survey. Excluded no replies)

	Frequency	%
Five or more days per week	166	41
Three or four days per week	74	18
One or two days per week	56	14
One or two days per month	34	8
Less often than one day per month	52	13
Never	19	5
Base	401	100

1.4.3: What is the main purpose of your journey when travelling along this route?

- 43% of respondents were travelled along the route for work purposes.
- 20% travelled for leisure and 11% each for either shopping or to meet friends and relatives.
- 7% were travelling for education.

Table 24: Response to 1.4.3

(Base 397 respondents: Online, interviewer led and paper survey, excluded no replies, % exceed 100 due to multiple responses)

	Total	%
Work	169	43
Education	26	7
Shopping	42	11
Leisure/recreation	79	20
Meeting friends and relatives	43	11
Personal business	21	5
Medical	15	4
Live on the route	6	2
Base	397	101

1.4.4: What is your main mode of transport when travelling along this route?

- 50% of participants travelled along the route by bus.
- 33% travelled by car/van as a driver while a further 3% travelled by car/van as a passenger.
- 6% travelled along the route by train and 5% cycled.

Table 25: Response to 1.4.4

(Base 395 respondents: online, interviewer led and paper responses, excluded no replies, % exceed 100 due to multiple responses)

	Total	%
Car/van as driver	130	33
Bus	198	50
Train	24	6
Bicycle	20	5
Car/van as passenger	10	3
I rarely/never travel in this area	7	2
Walking	8	2
Base	395	101

1.4.5: Do you agree with the need to provide reliable bus journey times on this route?

83% agreed with the need to provide reliable bus journey times along the planned route. Only 12% disagreed.

Table 26: Response to 1.4.5

(Base 401 respondents: online, paper and interviewer led surveys, excludes no replies)

	Total	%
Yes - I agree	333	83
No - I disagree	47	12
Unsure	21	5
Base	401	100

1.4.6: Why do you agree or disagree with the need to provide reliable bus journey times on this route?

- 142 participants gave a reason for agreeing or disagreeing with more reliable bus journey times along the route.
- 27 respondents commented that Sprint will add to congestion/traffic, while 25 people commented they disagreed with Sprint as the route is already well served by public transport.
- 15 people commented that reliable buses will ease congestion, while 13 people thought reliable bus journeys would help with journey planning.
- 40 participants said reliability is important/ buses must run to timetable.

Table 27: Response to 1.4.6

(Base 142 respondents: online and paper survey, valid responses only)

Positive comments	Frequency
Reliability is important/buses must run to timetable	40
Will ease congestion on a busy route /help with heavy traffic in Sutton Coldfield/Erdington	15
Will help with journey planning to work/picking children up from school/ appointments	13
It will help/support Langley and Peddimore developments/6000 new homes	12
Will provide other transport options/alternative to train/bus	11
Will help with modal shift/get people out of cars	6
Will ease overcrowding on services/trains/will be able to get a seat	5
More environmentally friendly/less pollution	5
Will provide quicker journey times	4
Agree but need to invest in current services first/Sprint is not a priority	3
Agree if but only if current services are left alone	3
Current bus services are inadequate/can't cope so this will help	3
Local interchange/connections will be improved	3
Birmingham needs better public transport, walking and cycling provisions	2
It supports the regeneration of the Bromford Industrial Corridor	1
Negative comments	Frequency
Sprint will add to congestion/traffic	27
Disagree as route already well served by public transport	25
Extension to route needed/serve more places/doesn't go where I live	13
Need Segregated cycle routes/improved cycle lanes	10
Waste of money/not needed/spend money on re-instating old rail lines/ stations (Sutton Park line)	5

Negative comments	Frequency
The proposed route is long/needs to be more direct	5
Invest in a dedicated electric tram route/should be a tram/train	5
It will increase journey times for car users/proposal is anti-car	4
You are re-instating an already failed bus lane	4
Disagree with the Parking/lane restrictions/keep the parking along the route	4
Roads along the route too narrow/Riland Road not suitable	3
Cannot guarantee reliability/Sprint will still get stuck in traffic	3
Bendy buses will cause congestion/oversized/too big	3
Concerned over the greenbelt/trees	3
General comments	Frequency
Agree if earlier travel times/Sunday travel is provided/24 hour service	3
Will work if lane priority/segregated bus lanes are enforced	2
Sprint will need to provide interchange connections with bus/train (X3, X4 and X5)	2
Diesel vehicles will increase pollution	1
Still people prefer to drive	1
Base	142

1.4.7: Do you support the Sprint proposal for the Sutton Coldfield to Birmingham via Langley route?

Do you support the Sprint proposal between Sutton Coldfield and the proposed Langley/ Peddimore neighbourhood?

Do you support the Sprint proposal between the proposed Langley/Peddimore neighbourhood and Birmingham city centre?

- 77% fully/partially supported the Sutton to Langley route. A similar proportion (77%) supported the Langley to Birmingham Route. 19% did not support either route.
- Bus users and cyclists (95%) gave the highest level of support for the Sutton to Langley and Langley to Sutton routes respectively, while support dipped among car drivers (60%/59%).

Table 28: Percentage of support, by respondents mode of travel, for Sutton Coldfield to Langley and Langley to Birmingham proposals

(Base 403 and 400 respondents, online, paper and interviewer-led survey, no replies excluded; wording on interviewer-led survey varied and measures support for whole route)

	% Total	% Cycling	%Bus	% car/van, as a driver	% car/van, as a passenger	% Train	% Other	% rarely/never travel in this area
Sutton to Langley								
Yes- Fully support	48	67	58	32	50	54	30	50
Yes - Partially support	29	28	30	28	10	29	30	33
No - Do not support	19	6	10	34	30	17	40	0
unsure	4	0	3	5	10	0	0	17
Langley to Birmingham								
Yes- Fully support	49	71	57	33	50	61	30	50
Yes - Partially support	28	24	30	26	30	22	30	17
No - Do not support	19	6	12	35	10	17	30	0
unsure	4	0	1	7	10	0	10	33

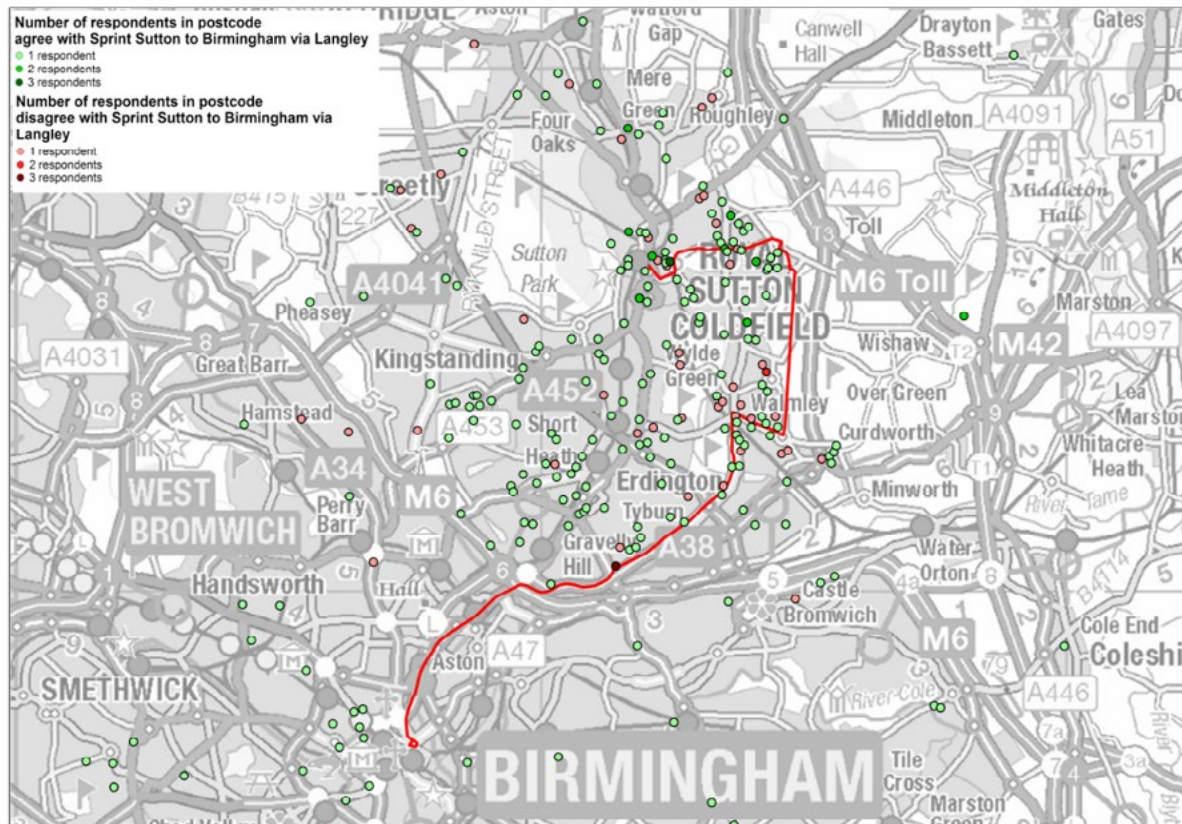
- Support also tended to be highest among those who worked or studied on the proposed Sprint Route.
- Support dipped among those who live on or near the route (27%/26% do not support).

Table 29: Percentage of support, by respondents use of route, for Sutton Coldfield to Langley and Langley to Birmingham proposals

(Base 403 and 400 respondents, online, paper and interviewer-led survey, no replies excluded, wording on interviewer-led survey varied and measured support for whole route)

	% Live on or near the proposed Sprint route	% Study on or near the proposed Sprint route	% Work on or near the proposed Sprint route	% Regularly travel along this route	% None of the above
Sutton Coldfield to Langley					
Yes - fully support	40	69	58	42	54
Yes - partially support	28	19	19	30	30
No - do not support	27	13	18	22	11
Don't know	5	0	4	5	4
Langley to Birmingham					
Yes - fully support	41	69	60	41	56
Yes - partially support	27	19	21	32	27
No - do not support	26	13	15	23	13
Don't know	6	0	5	5	4

Figure 4: Support for proposed route from Sutton Coldfield to Birmingham by home postcode



1.4.8: Why do you support or not support the Sprint proposal along this route?

- 251 participants gave a reason for supporting or not supporting the proposed Sprint Route.
- 40 participants agreed with Sprint if it is quicker/provides quicker faster journey times.
- 37 participants were concerned that Sprint will led to increased congestion/traffic/ delays on local roads.
- 30 participants gave other locations for Sprint to serve or commented that Sprint doesn't go where they live.
- 16 respondents thought Sprint would improve access for the Langley/Peddimore development or that it will improve transport options.
- 16 people thought Sprint gave more transport options.

Table 30: Summary of responses

(Base 251 respondent: Online, interviewer led and paper survey, letters, emails and social media)

Positive comments on route	Frequency
Agree if it's quicker/provide quicker/faster journey times	40
Will improve access for the Langley - Peddimore Development residents	16
It will improve transport options/will have Greater choice/alternatives/ flexibility	16
Support/good Idea/agree with improving public transport	14
Better service/works better for me	12
Should be more reliable/should improve reliability	11
Will provide extra capacity/buses/trains get very busy/services won't cope with extra demand (71)	9
It will promote modal shift/less cars on the road /ease congestion into Birmingham	8
Better for the environment/less pollution/reduce emissions	2
Negative comments on route	Frequency
It will increase congestion/traffic/delays on local roads/more traffic for commuters/more congestion on already busy roads	37
Other Sprint Suggestions/serve other locations/Sprint doesn't go where I live	30
Sprint not an express route/slower than other buses (X4, 5)/too many stops/ going through new housing estate will make it slower	14
Waste of money/nothing new/not required/just duplicating/same as current services/won't work so waste of tax payers' money	12
Already a regular train/bus services/already well served by public transport (67)	11
More information needed on cycling/information is unclear	10

Negative comments on route	Frequency
Disagree with narrowing the lanes/dedicated bus lane on Tyburn Road/ Already failed on the Tyburn Road	9
Concerned over parking restrictions/double yellow lines for residents/ Visitors/Riland Road/Tyburn Road/doctors surgery/local businesses/ hospitals/schools	9
Disagree with the removal of trees along Tyburn Road/building on green belt/conservation areas	9
Should be tram/metro/invest in tram/existing train lines	8
Agree if cycle infrastructure is put in place/needs a segregated cycle route/ Need better cycle provisions	8
Concerned over road safety/Sprint runs too close to nursery/schools/speed bumps/cameras needed (Bromford lane/Tyburn road/Webster Way/ Eachelhurst Road)	8
Other routes/buses need improving first/907 bus/Sprint should not be priority	7
Concerned Sprint being able to negotiate the railway bridge/three-way junction at the railway bridge	7
Not good for local businesses/business losing frontage on Tyburn Road/ properties will become un-rentable/loss of tenants	4
Concern over fares/cost of using Sprint	4
Concerned over effect on existing services (X14/67)	4
Concerned over lack of footpath/pavements are too narrow/narrow pavements on Walmley Ash Road	4
Will prevent access to property/getting on and off the drive (Eachelhurst/ Tyburn Road)	4
Buses are too big/disagree with the size of the buses/9.5m buses make it less safe for cyclists	3
Sprint will still suffer with delays/traffic/congestion/will suffer with traffic created by the warehouses to be built at Peddimore/traffic from Peddimore/Langley estates	3
Concerned over noise pollution on Riland Road	2
Need to build segregated bus ways/needs to be fully segregated	2
Additional Traffic on Riland/Rectory Road which will affect emergency services	2
Not enough demand for Sprint/not a popular route	2
Concerned it may affect the value of my house (Riland Road/Tyburn Road)	3
Poor consultation/lack of information/more information on effects to residents	3
General comments	Frequency
Improve bus/rail interchange/connectivity/local rail stations (Sutton Coldfield, Aston, City Centre)	6

General comments	Frequency
Park and ride should be implemented along the route/Park and Ride needed/Park and Ride at Asda	6
Car is still faster/won't get people out of their cars	3
Disagree with the proposal/disagree with the Langley proposal	2
Sprint needs to be a 24/7 service	1
Need Yellow Lines on Eachelhurst Road	1
Base	251

1.4.9: If Sprint was implemented along the Sutton Coldfield to Birmingham via Langley route, how likely would you be to travel on the service?

- 59% of respondents were likely/very likely to travel by Sprint along the Sutton Coldfield to Birmingham route.
- 26% were very unlikely/unlikely to use the service.
- Likely use rose to 77% amongst bus users and to 73% amongst cyclists.
- Potential use dipped to 35% among car drivers.

Table 31: Response to 1.4.9

(Base 402 respondents. Online, interviewer-led and paper surveys, excludes no replies)

	% Total	% Car/van as driver	% Car/van as passenger	% Bus	% Bicycle	% Train	% rarely/never travel in this area	% Other
Very likely/likely	59	35	40	77	73	50	28	30
Neither likely nor unlikely	12	14	30	9	22	8	0	20
Unlikely/very unlikely	26	48	30	11	6	42	57	40
Don't know	4	4	0	4	0	0	14	10
Base	402	130	10	198	18	24	7	10

1.4.10: Any further comments on the detailed maps and proposals for the Sutton Coldfield to Birmingham?

- 93 respondents made comments on the detailed maps and proposals. Some of these comments were about specific maps, while others were more general comments.
- In terms of map specific comments 16 participants commented on maps 13 and 14 with concerns about residential parking restrictions.
- 12 participants commented on maps 11 and 12 thinking the proposal would lead to more traffic/congestion in Sutton Lower Parade.
- A further 10 people commented on map 12 with concerns over Sprint crossing the congested railway bridge.
- 9 people disagreed with the proposals on map 14 to restrict traffic in Riland Road as it would put pressure on neighbouring roads.
- In terms of general comments 14 participants commented that the route didn't go near to them/needed extending, while 10 respondents didn't feel there was enough information/detail.

Table 32: Response to 1.4.10

(Base 93 respondents: Online and paper survey)

Map specific comments	Frequency
SBL 13 - 14 Awful Parking restrictions/concerned over residents/businesses/ do not get rid of parking/to lose 4-6 metres off our 11 metre frontage and car parking will make our business unable to operate	16
SBL-11 and SBL-12 will create more congestion/will cause more congestion/ More traffic in Sutton-Lower Parade	12
SBL-12 Concern over Sprint crossing the congested railway bridge/bridge cannot support the required volume of traffic	10
SBL-14 - Disagree with restricting the traffic on Riland Road. it will put pressures on Coleshill Road/Coleshill Street crossroads/Rectory Road/SPL-14 The whole triangle of Rectory Road/Riland Road/Coleshill Street needs addressing and redesigning.	9
SBL-07 to SBL - 11 A cycle lane is needed/Segregated Cycle Path should be provided	6
SBL-13 to SBL-14 Double yellow the park side before implementing Sprint	4
SB11 - SB13 - Houses on route need protection from road noise/noise pollution	3
SBL-05 There will be insufficient frontage/land left to park any vehicles/ Load lorries	3
SBL-08 concerned over Tyburn Road loss of space for cars/ will increase congestion/pass through the lane to access my driveway	3
SBL-12 - Walmley Ash Road needs Sprint priority/Sprint needs priority along all the route	3
SBL-13 Whitehouse Common bus stop towards Sutton. Move bus stop 5 metres to avoid issues with access	3
SBL 12-13 Walmley Ash Road is not wide enough for Sprint	2

SBL-12 No consideration for residents of Orton Avenue and Ashurst road (due to the Eachelhurst bus lane)	2
SBL-14/SPL-13 – Lane needs to be enforced/cameras	2
SB11 - SB13 - Speed restrictions need to be applied/Rectory Road	1
SBL 12 -Need to minimise disruption to other road users and residents of Eachelhurst Road	1
SBL-04 - Should be more outbound bus lanes	1
SBL-04 - Bus lane should be continuous	1
SBL-14 - ban the right turn from Coleshill Road on to Riland Road	1
SPL-01-11 Support the proposals at this location	1
General comments	Frequency
Extension to route needed/serve more places/doesn't go where I live (New Hall/Streetly/Perry Barr/Erdington/Minworth/Walmley/Peddimore directly)	14
Not enough information/detail/information not explained within the consultation documents/the Sketch Plan/Sprint Stop Location drawings are unhelpful/misleading	10
Maps are unclear/Peddimore is not a clearly identified/misleading	6
Disagree with the number of trees proposed to be removed/loss of the green space	5
Invest in metro/tram/light rail instead	5
Too many stops/ not a fast route	4
Concern over safety around Walmley Ash School/Nursery	3
Improve existing services first (X14s/X4/71/X4)	3
Won't work/poor idea	3
Concern over existing buses	2
Pavements/roads are too narrow for proposed stops	2
Needs to be completed quickly to prevent disruption	1
Will increase pollution	1
Base respondents	93

1.5 A45 Consultation

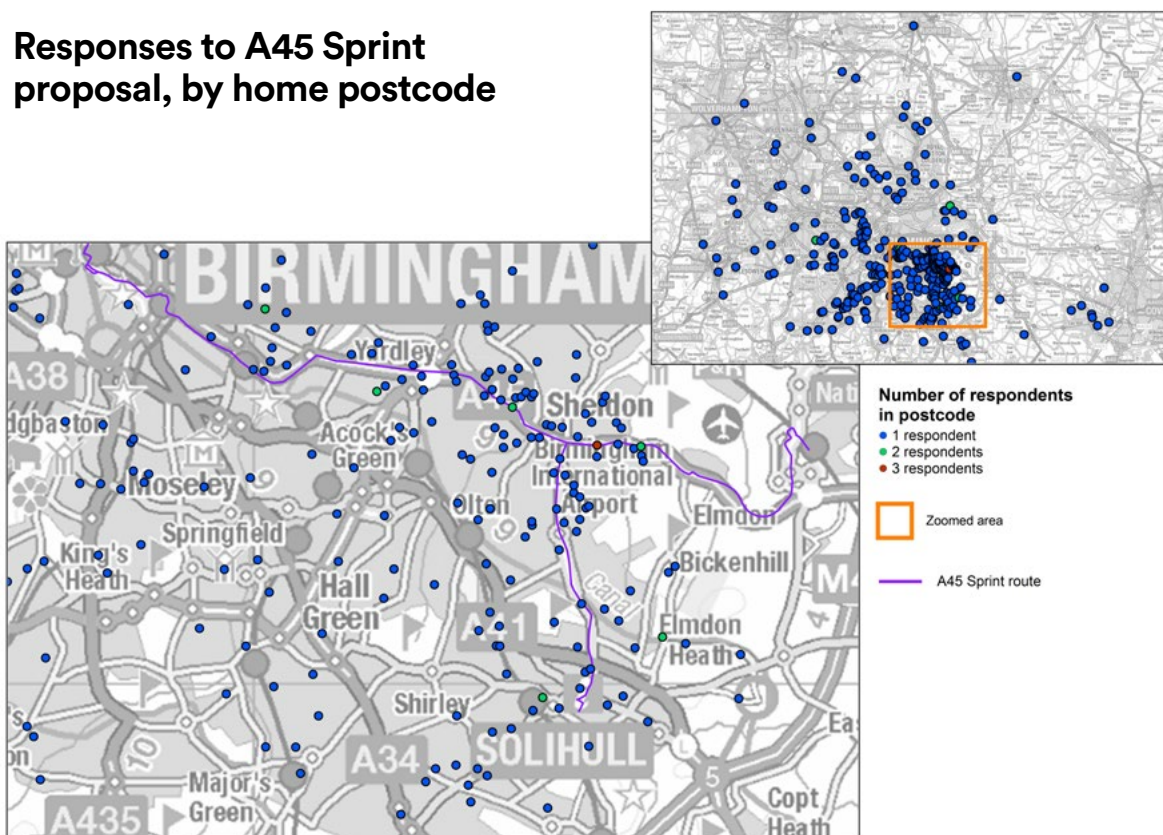
Table 33: Summary of responses to 1.5

Summary of response type A45	Summary
Online survey	284
Interviewer led surveys	139
Paper survey	6
Emails/letters	2
Exhibition comments	1

- The majority of respondents to the consultation lived in the Solihull area.
- However, there were also clusters of respondents from the Sheldon/Yardley area and from the Kings Heath/Moseley area of Birmingham.

Figure 5: Home Postcode of Participants In A45 Consultation

Responses to A45 Sprint proposal, by home postcode



1.5.1: Do you live/travel on or near the proposed A45 route?

- 40% lived on or near the A45 route, while 38% regularly travelled along the route. 35% worked on or near the route.
- Only 8% studied on or near the route, while 16% did none of the above.

Table 34: Response to 1.5.1

(Base 397 respondents: Online, interviewer led and paper survey, excluded no replies, % exceed 100 due to multiple responses)

	Frequency	%
Live on or near the proposed Sprint route	169	40
Study on or near the proposed Sprint route	32	8
Work on or near the proposed Sprint route	150	35
Regularly travel along this route	160	38
None of the above	67	16
Base	424	136

1.5.2: How often do you travel in the area of the proposed A45 Sprint route?

- 44% travelled along the proposed Sprint route 5 days per week or more, with a further 26% travelling between 1-4 days.
- 13% travelled along the route once or twice a month, 17% less often.

Table 35: Response to 1.5.2

(Base 423 respondents: online, Interviewer-led and paper survey)

	Frequency	%
Five or more days per week	186	44
Three or four days per week	63	15
One or two days per week	45	11
One or two days per month	54	13
Less often than one day per month	70	17
Never	5	1
Base	423	100

1.5.3: What is the main purpose of your journey when travelling along this route?

- The main reason for travelling along the route was for work purposes (49%).
- 24% travelled along the route for leisure.
- Other reasons for travel were very much in the minority with 7% travelling for education and 6% each for shopping or to meet friends/relatives.

Table 36: Response to 1.5.3

(Base 424 respondents: online, interviewer led and paper survey)

	Frequency	%
Work	208	49
Education	31	7
Shopping	27	6
Leisure/recreation	103	24
Meeting friends and relatives	26	6
Personal business	19	4
Medical	7	2
Live on the route	3	1
Base	424	100

1.5.4: What is your main mode of transport when travelling along this route?

- 50% of respondents travelled by bus along the A45 route.
- 28% travelled as a car driver with a further 2% travelling as a car/van passenger.
- 10% travelled by train and 5% by bicycle.

Table 37: Response to 1.5.4

(Base 422 respondents; Online, Interviewer-led and paper survey, excludes no replies)

	Frequency	%
Car/van as driver	119	28
Bus	209	50
Train	43	10
Bicycle	23	5
Taxi	10	2
Car/van as passenger	9	2
Walking	5	1
I rarely/never travel in this area	4	1
Base	422	100

1.5.5: Do you agree with the need to provide reliable bus journey times on this route?

Table 38: Response to 1.5.5

(Base 423 respondents: online, interviewer-led and paper survey, excludes no replies)

	Frequency	%
Yes - I agree	362	86
No - I disagree	32	8
Unsure	29	7
Base	423	100

1.5.6: Why do you agree or disagree with the need to provide reliable bus journey times on this route?

- 168 respondents gave a reason for agreeing or disagreeing with the need to supply a more reliable bus service along the A45.
- 55 participants simply said services should be more reliable/should stick to timetable.
- 30 respondents thought more reliable bus services would reduce congestion along the route.
- 28 participants thought more reliable bus services would improve the choice of transport/give better transport options along route.
- 24 respondents thought a more reliable bus service would improve connectivity/access to the airport/NEC and Small Heath.
- 21 respondents thought it would lead to quicker journeys.
- 20 participants thought the area was already well served by public transport.

Table 39: Response to 1.5.6

(Base 168 respondents; online and paper survey)

Positive comments	Frequency
Should be a more reliable service/should be able to stick to timetable schedule	55
Will reduce congestion (Coventry Road/Bordesely Circus/Sheldon at junction with Morrison's/Digbeth/St Andrew's)	30
Will improve choice of transport/better options/give better option than car/alternative to train	28
Will improve connectivity/access to the airport/NEC/Small Heath/Small Heath Business Park	24
Quicker journey times/bus lanes will result in quicker journey times	21
Improve journey planning/get to places/work/school on time	19
More buses are needed on this route/buses are always full/I will get a seat	10
It will improve air quality/clean air/cut pollution	7
Will promote modal shift/will get people out of cars	6
Agree with proposals/it will showcase the city	5
Improve wait time at-stop	1
Negative comments	Frequency
Already well served by X1/X2/train	20
Improve existing services first /X1/X2/Sprint is a good idea but not a priority	18
Sprint will cause more congestion/traffic/disruption/delays	8
Waste of money/not needed	5

Negative comments	Frequency
Dedicated bus lanes on Lode Lane are frustrating	2
Invest in metro/tram instead	2
Paths are too narrow/unsafe for pedestrians/students	2
Extension to route needed/serve more places/doesn't go where I live	2
Needs a dedicated cycle highway from Birmingham Airport to the City Centre	1
Agree but concerned about the cost of fares	1
Too many stops/will be slower than current services/trains to the airport	1
General comments	Frequency
It may relieve parking at Olton station	1
Diesel buses bad for environment/cause more pollution	1
Needs to be a fully segregated system otherwise Sprint will fail	1
Base	168

1.5.7: Do you support the Sprint proposal for the A45 Solihull and Birmingham Airport to Birmingham route?

- 82% fully/partially supported the Sprint proposal on the A45.
- Support rose to 89% amongst bus users and to 96% amongst cyclists.
- 14% did not support the proposal.
- Support dipped among car drivers (69%) and passengers (71%).

Table 40: Percentage of support, by respondents mode of travel, for A45 proposals

(Base 428 respondents: online, interviewer led or paper survey)

	% Total	% Car/van as driver	% Car/van as passenger	% Bus	% Bicycle	% Train	% Taxi	% Other	% rarely/never travel
Yes - fully support	63	50	57	72	74	60	60	71	50
Yes - partially support	19	19	14	17	22	23	20	29	0
No - do not support	14	25	29	8	4	12	10	0	50
Don't know	4	6	0	3	0	5	10	0	0
Base	428	119	7	208	23	43	10	7	4

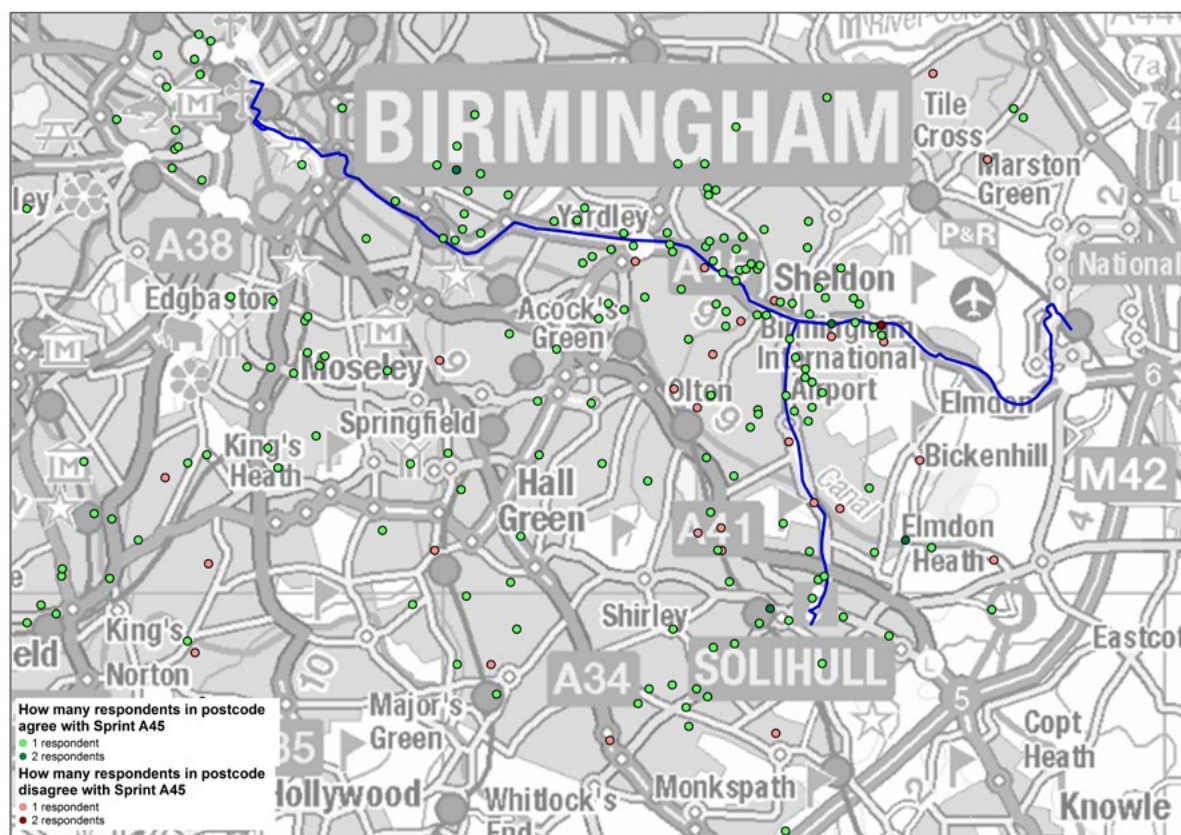
- Support for the proposals was highest amongst those who studied (91%) or worked (87%) along the route.
- It dipped slightly to 81% amongst those who lived on the route and to 77% amongst those who regularly travelled along the route.

Table 41: Percentage of support, by respondents use of route, for A45 proposals

(Base 428 respondents: online, paper and interviewer led survey, excludes no replies)

	% Live on or near the proposed Sprint route	% Study on or near the proposed Sprint route	% Work on or near the proposed Sprint route	% Regularly travel along this route	% None of the above
Yes - fully support	61	78	73	52	55
Yes - partially support	20	13	14	25	15
No - do not support	15	3	9	18	21
Don't know	5	6	4	5	9
Base	168	32	150	160	66

Figure 6: Support for proposed A45 route by home postcode



1.5.8: Why do you support or not support the Sprint proposal along the A45 route?

- 251 participants gave a valid response for supporting or not supporting the proposed Sprint route.
- The top response was that Sprint should result in quicker journey times (65 participants).
- 25 respondents agreed with the proposals/long overdue/support the improvements.
- 21 participants thought it would provide better links/connectivity to the Airport/NEC/City centre etc.
- However a further 21 respondents thought the route was already served by public transport.
- 20 participants thought that Sprint would reduce traffic congestion, while 19 participants thought it would improve reliability.
- 18 participants thought bus lanes will reduce road capacity/increase congestion.
- 16 participants thought the route needed to serve more places, while a further 16 participants thought the proposal was a waste of money.

Table 42: Response to 1.5.8

(Base 251 respondents: Online, paper and interview-led survey and comments via letters and email and from exhibition bus)

Positive comments on Sprint proposals	Frequency
Sprint should result in quicker journey times	65
Agree with the proposal/long overdue/support public transport improvements along this route	25
Provide better links/connectivity to the Airport/NEC/City Centre/Sutton Coldfield/JLR/Solihull/Good Hope	21
Will reduce congestion/Traffic (Coventry Road)	20
It will improve reliability/we need reliable transport	19
Will upgrade transport vehicles/more comfortable way to travel	15
Will encourage modal shift/stop people driving/get people out of their cars	13
It will showcase public transport/will be high profile for visitors	8
Sprint will bring investment/improve economy	4
Will improve air quality/pollution	4
It will support HS2	3
Negative comments on Sprint proposals	Frequency
Already well served by trains/buses (X1 and X2)/happy with current services	21
Bus lanes will reduce road capacity/increase congestion/will be disruptive to road users	18
Waste of Money/not a long term solution/not needed	16
Extension to route needed/serve more places/doesn't go where I live	16

Negative comments on Sprint proposals	Frequency
Spend the money on upgrading existing routes/buses X1/X2	12
Invest in metro/tram/light rail/underground rail	14
Need a protected cycle lane/concerned for cyclists/cycle lane needed between Glen Croft and Samson Parkway	9
Concern over expense of fares/combined ticket for Sprint and non-Sprint bus is essential	9
Construction works will cause more traffic/congestion/disruption for car users/residents	7
Concerned over existing buses/leave them alone (X1/X2/58)	5
Disagree/do not support part of the route (Digbeth/Solihull)	4
Not good for the environment/create air pollution	3
Concerns over pedestrian safety/disabled/elderly/need better footpaths/paths too narrow (Goodway Road and Damson Parkway)	3
Destroying Green Space/disagree with losing trees (Gilbertstone Avenue)	3
Too many stops/no quicker than current services/train	2
Will be an eyesore/not attractive transport	2
Cannot guarantee journey times	1
Not safe for cyclists/9.5m busses make it less safe for cyclists	1
Need to build segregated busways/won't work if not fully segregated	1
Sprint will still get delayed/stuck in traffic (by Yates/Box junction/Warwick Road/Pedestrian crossing delays buses)	1
Concerned for Residents turning right at Harvard Road (to Wheatsheaf) due to on-street parking it needs double yellows.	1
General comments	Frequency
We need a 24/7 service/run 24 hours	4
More/Additional stops needed (Bordesley Circus for Birmingham city football club/Sheaf Lane/Wells Road)	4
Need further information/lacking information	2
It will improve the Small Heath area/Interchange at Small Heath station	2
Improve journey planning	1
It is not guaranteed that commuters/general public will start using buses	1
Base Respondents	251

1.5.9: If Sprint was implemented along the A45 Solihull and Birmingham Airport to Birmingham route, how likely would you be to travel on the service?

- 70% of respondents said they were very likely/likely to travel by Sprint along the A45 route. Only 15% thought they were unlikely to use it.
- Likely use rose to 85% amongst bus users and to 90% amongst the small group of taxi users.
- Potential use dipped to 50% among car drivers and to 43% among car passengers

Table 43: Response to 1.5.9

(Base 423 responses, Online, paper and interviewer led survey, excludes no replies)

	% Total	% car/van, as a driver	% car/van, as a passenger	% Bus	% Bicycle	% Taxi	% Train	% Other	% rarely travel/ never travel
Very likely/likely	70	50	43	84	65	90	62	100	25
Neither likely nor unlikely	12	18	29	8	26	0	12	0	0
Unlikely/very unlikely	15	30	29	6	4	10	24	0	25
Don't know/ Unsure	2	3	0	1	4	0	2	0	50
Base	423	119	7	208	23	10	42	7	4

1.5.10: Further comments on the detailed maps and proposals for the A45 Solihull and Birmingham Airport to Birmingham Sprint route.

- 90 respondents made further comments on the maps and detailed proposals for the A45 Sprint route.
- The main map-specific comment was on map 12 concerning Sprint increasing congestion at the Swan Island and on Lode lane (16 participants).
- Comments on maps 23 and 24 involved concerns over removal of trees/grass (8 participants).
- There were more general comments on a number of specific maps about the need for segregated cycle lanes (8 participants).
- There were also a number of more general comments about Sprint needing to serve more areas (14 participants).

Table 44: Response to 1.5.10

(Base 90 respondents: Online and paper survey)

Map specific comments	Frequency
A45-12 - Bus lane will increase congestion at Swan Island and A45 -27 Lode Lane	16
A45-23 & 24 - Concerned over the removal of trees/grass	8
Proposals ignore cyclists safety/segregated cycle routes/paths alongside Sprint needed (Small Heath Highway/A45 06-08/A45 02-04/A45 05/A45-23-25-26-30)	8
A45-29 It will improve journey time/traffic in-out of Solihull.	6
A45-13/A45-15 - Bus stop at Wagon Lane should be a Sprint stop	2
A45-15 Stop needed at Barrows Lane (Aldi)	2
Maps are unclear/A45-26/A45-27	2
A45 19-21 - Between Goodway Road and Damson Parkway south side cycle way should be included	1
A45-01 - The pedestrianised street behind the Clayton Hotel should not become a Sprint bus gate	1
A45-03 - Proposal will not cut down congestion	1
A45-04 - Remove the 'hamburger lane' and build new bus only lane	1
A45-05 - Stop needed	1
A45-08 - A stop at the end of Talbot Way needed	1
A45-08 - Concern over buses crossing the carriageway	1
A45-09 A sprint bus stop and/or a crossing to the path along the river is needed	1
A45-10 - Getting the Sprint from the outside lane (at the island) to the inside lane for the stop is going to be dangerous	1
A45-10 - the River Cole cycle route does not appear to be catered for	1

Map specific comments	Frequency
A45-12 Should be built in the carriageway to increase X1/X2 journey times	1
A45-14 - Map not that clear/hard to understand	1
A45-18 - A zebra crossing on this bus lane needed	1
A45-21 - Stop needed outside the Travelodge	1
A45-23 - Do not restrict traffic leaving the roundabout northbound to one lane	1
A45-23 - Give cycle users some cycle cut-through	1
A45-25 - The cycle track must be 3 meters wide	1
A45-29 - Lode Lane gyratory: make the existing bus lane on Warwick Road two way	1
B425-1008 Bus stops potential volume from the school not looked at	1
B425-1008 Ensure visibility at the pelican crossing is not compromised.	1
A45-23 The existing pedestrian crossing and new crossing to be toucan crossings with dropped kerb	1
General comments	Frequency
Extension to route needed/serve more places/doesn't go where I live (have a flyover or underpass at Wheatsheaf/Serve Coventry/Small Heath/Business Park/Heartlands Hospital/Castle Bromwich/Marston Green)	14
Area already well served (X1-X2-Trains)	9
Agree/support the A45 proposals	9
Direct connection from Solihull to airport/NEC needed	5
Waste of money	4
It will Increase pollution/bad for the environment	3
Invest in metro/tram/light rail instead	3
Pavements are too narrow/footpath on Digbeth High street needs widening	3
Want to be able to take folding bicycle/bikes on Sprint	3
A45 - Should use the central reservation	2
Not enough information	2
Stops are too close together/Lyndon Road-Sheldon Wheatsheaf-Coalway Avenue are too close together	3
Stop antisocial behaviour on buses	2
Bus lane should be a standard colour	1
Concerned over existing services to Coventry	1
Concerned that the added bus lane will push traffic onto the A41 (Residential Street)	1
Sprint not competitive with train	1
Will increase noise levels for residents	1
Base	90

1.6 Consultation Awareness

1.6.1: How did you find out about this consultation?

- 40% had heard of the consultation via social media and 18% via a website.
- 15% had a leaflet through the door and 10% had seen a poster at a bus stop.
- 6% had been to a consultation event.
- 19% stated 'other'. Other common sources of awareness included email, word of mouth and local newspapers.

Table 45: Response to 1.6.1

(Base 683 respondents: online survey and paper survey only, no replies excluded from base, % exceed 100 due to multiple responses)

	Frequency	%
Social Media e.g. Facebook	273	40
Website	125	18
Leaflet through the door	102	15
Poster at bus stop	68	10
Event	41	6
Electronic information display in the bus shelter	14	2
Travel Information Centre	6	1
Other (e.g. newspapers/word of mouth/emails)	133	19
Base	683	111

1.6.2: Do you feel that the information provided has enabled you to make an informed comment on the proposals?

- The majority of respondents (82%) thought they had enough information to make an informed comment, only 18% did not feel this way.

Table 46: Response to 1.6.2

(Base 716 respondents: Online and paper survey only, no replies excluded from base)

	Frequency	%
Yes	590	82
No	131	18
Base	716	100

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

- 251 respondents suggested additional information which would be helpful. See Table 47.
- 45 participants wanted the consultation to be wider/more open more widely advertised.
- 40 participants wanted information on how decisions for Sprint were made/how the routes were selected/any alternatives considered.
- 30 participants wanted more details on ticket costs/how ticketing will work.
- 28 participants wanted more information on how the changes will impact road users/how changes will affect traffic along the route.
- 21 respondents wanted more details on timetables/operating hours of Sprint.
- 19 people wanted more detailed maps, while 18 respondents wanted more information on costs.

Table 47: Response to 1.6.3

(Base 251 respondents: Online and paper survey; valid responses only)

	Frequency
Wider consultation needed/more open/more widely advertised	45
Information on how decisions for Sprint was made /how routes selected/ alternative transport considered/expected passenger numbers	40
More details on ticket costs/how ticketing will work/will you be able to use current ticket passes on services	30
How the changes will impact road users/how changes will affect traffic along route	28
Timetables/operating hours	21

	Frequency
More detailed maps/easier to understand maps/able to zoom in on maps/accurate maps	19
Cost of scheme/value for money/longer term value of project	18
Who will be the operator/how will work with other operators/effect on other buses	17
More detailed explanation on how they will effect residents/how effects on residents will be negated (e.g. parking/access to property)	17
More information on cycle routes/cycle facilities/active travel	16
Estimates of journey time savings/expected journey times	15
More information on bus type/capacity/suitability	11
Animation/CGI of proposed schemes	10
More detail on bus priority measure/where will bus priority lanes be/who enforces it/where will space for lanes come from	8
Future route/plans/how links with future developments	8
More info on eco friendliness of vehicles	8
More detail (in general)	8
Decision made already	6
More detail on planned routes/bus stops/interconnectivity	6
A timeline/dates/implementation	5
Effect on environment/trees/houses etc.	4
More details on shelters	4
One sided/biased/gives no negatives	3
Disability access/consideration	3
plans weren't mobile friendly/hard to view online	2
More printed information for those without a computer	2
Pilot the scheme first	2
Personal safety on board (staff etc.)	2
Area needs more funding	1
More information on park and ride for route	1
Base	251

Table 48: Respondent profiles

(Base between 1070 and 482: Online, paper and interviewer-led surveys. No replies and prefer not to say excluded, questions on religion and sexual orientation asked on online survey only)

Age	Frequency	%
16-24	171	16
25-34	197	18
35-44	189	18
45-59	269	25
60+	244	23
Base	1070	100
Gender	Frequency	%
Male	594	56
Female	461	44
Base	1055	100
Ethnicity		
White: English/Welsh/Scottish/Northern Irish/British	804	78
White: Other	45	4
Mixed/multiple ethnic groups	18	2
Asian/Asian British	110	11
Black African/Caribbean/Black British	50	5
Base	1019	100
Sexual Orientation	Frequency	%
Bisexual	17	4
Gay or Lesbian	28	6
Heterosexual or Straight	431	89
Other	6	1
Base	482	100
Religion	Frequency	%
No Religion	246	49
Christian	219	43
Buddhists	2	0
Hindu	6	1
Jewish	1	0
Muslim	20	4
Sikh	11	2
Other	2	0
Base	507	100

Disability	Frequency	%
Yes	145	14
No	876	86
Base	1021	100

This report has been produced by the Human Intelligence Team who are Market Research Society (MRS) accredited and follow their code of conduct.

Glossary of terms

- BRT: Bus Rapid Transit
- GDPR: General Data Protection Regulation
- HS2: High Speed 2 (Railway)
- JLR: Jaguar Land Rover
- Langley: Housing development in Sutton Coldfield
- Metro: West Midlands Metro: a light-rail/tram which operates in the region
- NEC: National Exhibition Centre
- Peddimore: Industrial park development in Sutton Coldfield
- SBL: Sutton Birmingham Langley (proposed Sprint route)
- SPD: Supplementary Planning Documents
- TfWM: Transport for West Midlands

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