

## **Appendix A – Summary of Key Points Raised through Consultation (November / December 2020)**

<b>Comment Received</b>	<b>Respondent</b>	<b>Clarification</b>	<b>Change to Strategy?</b>
The negative consequences of cycle users on footpaths	Local resident	A number of residents raised concerns of cycle users using footpaths causing conflicts with pedestrians	No change required, the strategy acknowledges the importance of dedicated cycle provision. Policy outlines in the strategy that segregated cycle provision will be developed in accordance with regional and national design guidance. Existing shared use paths will be upgraded/improved where considered appropriate.
The need for officers to work with local disability groups – as outlined in the Strategy	Local resident	The consultation raised the need for SMBC representatives to work with all user groups to ensure that cycling and walking infrastructure is accessible for all	No change required, Infrastructure and Connectivity Policy 5 states that Officers will work with user groups to develop appropriate cycle provision. Since the consultation, Officers have met with several user groups to discuss the strategy and working in partnership moving forward.
Strategy weighted towards cycling	Local resident	A Local resident within the consultation events raised an issue around cycling having more of a focus compared to walking.	No change to the strategy. It is acknowledged that the focus of the strategy is weighted towards cycling. With cycling having more potential for short-medium distance journeys combined with a very low modal share currently, it is felt that the council has more of a role to play in encouraging cycling. We will continue to improve the pedestrian environment and will work with local residents to improve access to urban centres and to improve the public realm.
The need for cyclists to use cycle lanes already provided by the council	Local resident	Comments were raised on the need for cycle users to use the existing cycle provision. If cycle users are not using the existing infrastructure, it was suggested that further routes would not be required or used.	The strategy highlights and acknowledges that the quality of existing cycle provision is not up to standard. As part of the strategy, audits of existing infrastructure will be undertaken as part of an on-going basis to improve cycle provision across the borough. The maintenance of existing provision is also identified through the Infrastructure and

			Connectivity theme.
Concerns around a specific road/existing cycle route	Local resident	The majority of comments sent to the cycling and walking council email address were on issues with existing infrastructure or lack of provision. Comments included the need for segregation, improved maintenance or lack of a particular route with the Solihull Cycling Network Plan.	Whilst no changes to the strategy are required, the comments around existing provision (or lack of) have been passed onto our transport planning and highways teams. During the detailed design of individual routes as part of the Solihull Cycling Network Plan, local roads to connect to the key corridors will be considered for improvement.
The need for all road users to be considered as part of the strategy including equestrians	Local resident	Consultation events raised concerns around access to bridleways and multi-use networks in semi-rural and rural areas.	The need to improve provision for all roads users is to be considered as part of an updated Solihull Connected. The Cycling and Walking Strategy will continue to focus on active modes. Discussions with equestrians has taken place and this feedback will be considered as part of Solihull Connected and as part of rural improvements.
Consideration for safe cycle parking as a key policy within the strategy	Local resident	The consultation events and email submissions highlighted the need for an increase in cycle parking across the borough, particularly in the urban centres.	The strategy has been updated to highlight the importance of increased cycle parking as part of new cycle infrastructure/improving existing infrastructure.
Consider the potential for electric bikes within the strategy	Local resident	The emergence of E-Bikes has been highlighted as a game changer by local residents, user groups and key stakeholders during consultation and previous engagement events. Feedback from respondents has included the need to promote E-Bikes and provide access to them as part of council trials.	The Strategy has been updated to highlight the potential for increased E-bikes in the borough as part of the West Midlands Bike Share programme. As part of the Strategy, we will work with Transport for West Midlands to monitor the use of E-Bikes.
Why are local residential routes missing from the Solihull Cycling Network Plan?	Local resident	A number of queries were based on local/residential routes missing from the Solihull Cycling Network Plan outlined in the Solihull LCWIP.	The strategy has been updated to ensure it is clear that residential/leisure routes will be considered during the detailed design of all routes within the Solihull Cycling Network Plan. Residential routes will be improved to link to the main corridors as well as providing access to key local services.

Existing cycle infrastructure is poor across the borough and does not meet standards.	Local resident	Comments were submitted in regard to the poor cycle provision found across the borough. The respondents were sceptical of the Council's ambition for high quality cycle provision based on past performance.	No change to strategy required; ambition and intent is elevated through adoption of the Cycling and Walking Strategy.
Why are canal towpaths not given more priority?	Local resident	The Solihull Cycling Network Plan does include canal routes as part of the network however, it was queried why such canal routes were not identified as priority routes within the Solihull LCWIP based on their potential for traffic free cycling.	No change to the strategy required. The strategy acknowledges the importance of canal routes and will seek to improve conditions for cycle users as and when funding is available. Even with improvement, canal towpaths are unlikely to generate mass modal shift (due to limitations on lighting and feasible width etc.), therefore improvement to the local highway network is favoured.
There needs to be further information on the School Streets programme	Local resident	During the consultation events, a number of attendees commented on the School Streets programme. Due to the continued implementation of the programme, queries were raised regarding a comparative lack of detail on this programme in the strategy.	The strategy has been updated to include a specific policy on the School Streets programme within the Enabling policy. The delivery plan has also been updated to include the roll out of School Streets.
A short summary document of the strategy is required	Local resident	A number of respondents requested that a short summary document be produced to provide the key information.	A public facing summary document has been developed for the Cycling and Walking Strategy.
Need to emphasise existing work already undertaken across the region for cycling and walking	Transport for West Midlands	Transport for West Midlands (TfWM), whilst supporting the Cycling and Walking Strategy, identified a number of possible amendments. TfWM felt that more information could be included on the regional cycling and walking programmes currently being delivered or under development.	The strategy has been updated to include information on existing regional cycling and walking programmes including <ul style="list-style-type: none"> <li>• West Midlands Bike Share Programme</li> <li>• Emergency Active Travel Programme</li> <li>• Active Travel Fund</li> <li>• Starley Network</li> </ul>

Further regional policies need to be included in the strategy	Transport for West Midlands	TfWM requested that further regional strategies recently adopted or under development be outlined in the policy review.	Strategy updated to include regional policies such as reference to an update of Movement for Growth and the regional Climate Change Action Plan.
Further information required on leisure cycling and localised improvements	Transport for West Midlands	Comment was raised on the need to emphasise that local improvements will be delivered as part of the strategy and accompanying LCWIP.	As previously mentioned, the strategy has been updated to emphasise that local improvements will be undertaken as part of the roll out of the Solihull Cycling Network Plan and improvements to the Core Walking Zones.
Further information required on the A45 regional priority route	Transport for West Midlands	TfWM requested that further information and emphasis be developed for the A45 cycle route proposed as part of the regional Starley Network Cycling Plan.	No update to the strategy required. The strategy does not include information on specific schemes; however, the Solihull LCWIP has not identified the A45 cycle route to be a priority within the borough. On-going discussions are taking place with TfWM to update the regional LCWIP to ensure closer alignment with the Solihull LCWIP.
Emphasise urgency of active travel improvement	Local cycling and walking group	A local stakeholder group raised the urgency of improving cycling and walking provision in Solihull to tackle air quality issues and climate change. It is felt that the strategy failed to highlight the urgency needed to implement changes to the transport network.	Whilst the strategy has highlighted the importance of active travel, the strategy has been updated to acknowledge the importance and urgency required to make changes to the local transport network to enable a modal shift. The strategy now highlights the urgency of improving cycling and walking infrastructure to support the Council's Net Zero Carbon ambitions.
Separate cycling and walking into separate strategies	Local cycling and walking group	Respondent felt that a separate cycling and walking strategy would be beneficial based on the different needs and requirements for the user groups.	No update to the strategy required. It is felt that a cycling and walking strategy is the most suitable approach. Many of the policies outlined in the strategy closely align to both forms of active travel. It is noted that the Council does need to ensure walking provision, and the needs of pedestrians, is fully considered moving forward.
Need for a cycling champion who is not a	Local cycling and walking	It was raised during the consultation events and by local stakeholders/user groups that a range of	No change to strategy required. On-going discussions are taking place. The Council hopes to nominate a

'professional cyclist'	group	cycling and walking champions are required. It was felt that a professional cyclist would not be relatable to the majority of the community.	number of Cycling and Walking Champions who represent the whole of the borough.
Lack of leisure cycle routes in policy or the Solihull Cycling Network Plan	Local cycling and walking group	Whilst the majority of respondents during the live consultation events were in favour of prioritising strategic corridors as part of the network plan, a number of respondents would have preferred to have seen more of a focus on local routes connecting residential areas to local services.	Strategy has been updated to emphasise the importance of leisure routes within Solihull. The Solihull Cycling Network Plan has been updated to include potential leisure routes. Further development of such routes will take place during detailed design of individual routes within the network plan.
Definition of what constitutes a high quality cycle route.	Local cycling and walking group	Due to the lack of high quality cycle provision within the borough, a local stakeholder suggested that the strategy should clearly highlight what constitutes high quality cycle provision.	No change to strategy required. Policy outlined in the Infrastructure and Connectivity chapter outlines the principles to be followed to ensure high quality cycle provision is delivered. The Solihull LCWIP includes concept designs of improved cycle provision.
A more detailed cycling and walking map is required with information on proposed and existing routes	Local cycling and walking group	Currently, the Solihull Cycling Network Plan in the Solihull LCWIP identifies where high quality cycle provision should be located, a respondent suggested that a map of proposed and existing routes should be developed.	A comprehensive map of existing and proposed provision is being considered, through discussion with Transport for West Midlands.