

Appendix 5: Response data from the public consultation survey: Section 1 – Highways and Traffic changes.

Chart/Table Number	Chart /table name
	All responses – degrees of support or opposition by mode of transport <u>TO</u> the City
Table A:	Threadneedle Street:
Table B	Queen Victoria Street:
Table C	Princes Street:
Table D	Remaining arms:
	Degree of support or opposition by modes of travel <u>WITHIN</u> the City
Table E	Threadneedle Street:
Table F	Queen Victoria Street:
Table G	Princes Street:
Table H	Remaining arms:
Table I	Top five themes commented upon in each of the four areas - all responses
Table J	Top five themes for each of the four areas without the taxi and Private Hire vehicle driver and passenger responses.

	The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on:
Chart A	Overall support
Chart B	Threadneedle Street
Chart C	Queen Victoria Street
Chart D	Princes Street
Chart E	The Remaining arms.
Table K	Outline description of what each theme contains that the comments were grouped into.
Table L	Comments received across Section 1 of the survey, grouped by theme for each street (all Responses)
Table M	Comments received in section 1 grouped by theme for each street, excluding the taxi and private hire driver and passenger responses.

The following tables show the degrees of support for each area in section 1 broken down by the primary mode used TO the City. The Base number of all responses is 3,574.

Table A:

Threadneedle Street: All responses – degrees of support or opposition by mode of transport TO the City (Base number 3574)

Support by Mode of Travel to City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	N/A or other	River	Blank	TOTAL
Strongly Support	125	4	288	4	39	6	589	1	0	5	1	15	1077
Support	17	3	58	2	6	3	19	2	0	2	1	1	114
Neutral - I have no view either way	4	7	3	8	2	1	0	2	0	0	0	0	27
Oppose	13	69	30	51	6	11	0	3	1	3	0	6	193
Strongly Oppose	64	829	143	767	58	65	20	36	18	75	1	29	2105
Total	223	912	522	832	111	86	628	44	19	85	3	51	3516
* 58 people did not answer the support/opposition question													3,574

Table B**Queen Victoria Street: All responses – degrees of support or opposition by mode of transport TO the City**

Support by Mode of Travel to City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	N/A or other	River	Blank	TOTAL
Strongly Support	114	5	255	4	31	6	552	1	0	5	1	13	987
Support	23	5	69	3	10	3	40	2	0	0	0	2	157
Neutral - I have no view either way	10	8	20	4	3	3	11	3	3	2	0	1	68
Oppose	12	54	30	50	8	6	6	1	0	3	1	5	176
Strongly Oppose	68	849	148	770	59	67	20	37	16	74	1	29	2138
Total	227	921	522	831	111	85	629	44	19	84	3	50	3526
*48 people did not answer the support/opposition question													3574

Table C**Princes Street: All responses – degrees of support or opposition by mode of transport TO the City**

Support by Mode of Travel to City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	N/A or other	River	Blank	TOTAL
Strongly Support	103	4	242	3	36	8	490	2	0	5	1	12	906
Support	37	6	82	7	4	2	81	1	0	0	0	5	225
Neutral - I have no view either way	8	17	27	10	4	4	19	0	1	1	0	2	93
Oppose	13	45	30	47	10	5	17	2	0	5	0	5	179
Strongly Oppose	66	848	143	767	56	70	16	39	18	74	2	25	2124
Total	227	920	524	834	110	89	623	44	19	85	3	49	3527
*47 people did not answer the support/opposition question													3574

Table D

Remaining arms: All responses – degrees of support or opposition by mode of transport TO the City

Support by Mode of Travel to City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	N/A or other	River	Blank	TOTAL
Strongly Support	103	6	225	5	30	7	468	0	0	4	0	12	860
Support	33	4	91	6	14	2	100	3	1	2	1	2	259
Neutral - I have no view either way	5	7	34	9	4	3	32	1	1	1	0	1	98
Oppose	14	35	36	46	7	8	8	3	0	3	0	2	162
Strongly Oppose	66	863	133	765	55	69	16	38	17	76	2	29	2129
Total	221	915	519	831	110	89	624	45	19	86	3	46	3508
*66 people did not answer the support/opposition question													3574

The following tables show the breakdown of support/opposition for each of the areas in Section 1 with the taxi/private hire driver and passenger responses removed, broken down by the choice of modal travel once WITHIN the City. Respondents could choose multiple modes therefore it will not add up to the base number of 1779 respondents.

Table E

Threadneedle Street: Degree of support or opposition by modes of travel WITHIN the City

Support by Mode of Travel within City (No taxi transport as mode into City)	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	blank	TOTAL
Strongly Support	853	8	187	40	152	10	469	0	0	5	10	12	1746
Support	94	3	16	13	19	2	20	2	0	0	3	3	175
Neutral - I have no view either way	11	0	3	2	4	1	2	0	0	0	0	0	23
Oppose	36	17	17	23	17	8	2	2	3	2	1	6	134
Strongly Oppose	204	86	77	168	85	70	26	33	21	36	9	29	844

Table F

Queen Victoria Street: Degree of support or opposition by modes of travel WITHIN the City

Support by Mode of Travel within City (No taxi transport as mode into City)	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	blank	TOTAL
Strongly Support	777	8	167	38	138	9	438	1	0	5	9	10	1600
Support	130	2	27	9	24	3	34	0	0	1	1	5	236
Neutral - I have no view either way	41	3	10	7	11	0	13	3	3	1	3	1	96
Oppose	42	13	16	18	17	6	9	2	1	1	2	5	132
Strongly Oppose	210	88	86	176	94	74	27	31	20	34	8	29	877

Table G**Princes Street: Degree of support or opposition by modes of travel WITHIN the City**

Support by Mode of Travel within City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	blank	TOTAL
Strongly Support	712	10	157	35	129	9	393	1	0	3	9	11	1469
Support	179	5	37	11	41	1	69	0	0	2	2	5	352
Neutral - I have no view either way	47	1	16	9	16	4	15	2	1	1	2	1	115
Oppose	55	10	16	20	14	8	15	2	1	1	2	4	148
Strongly Oppose	206	89	79	174	86	71	26	32	22	34	8	27	854

Table H**Remaining arms: Degree of support or opposition by modes of travel WITHIN the City**

Support by Mode of Travel within City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	Blank	TOTAL
Strongly Support	674	9	142	38	126	9	369	0	0	4	10	9	1390
Support	206	4	47	12	42	2	81	1	2	4	1	6	408
Neutral - I have no view either way	56	1	17	4	15	6	27	1	1	1	1	1	131
Oppose	48	15	13	13	16	10	7	3	1	0	3	3	132
Strongly Oppose	201	86	81	181	82	66	31	32	20	34	8	29	851

Table I: Top five themes commented upon in each of the four areas - all responses

	Theme	Number of responses
Threadneedle street	Accessibility (licensed taxi)	618
	Accessibility (disability)	430
	Congestion	311
	Navigation	227
	Public realm	201
Queen Victoria Street	Accessibility (licensed taxi)	535
	Accessibility (disability)	434
	Congestion	257
	Navigation	183
	Accessibility	171
Princes Street	Accessibility (licensed taxi)	761
	Accessibility (disability)	332
	Congestion	216
	Public realm	171
	Navigation	137
Remaining arms	Accessibility (licensed taxi)	896
	Accessibility (disability)	359
	Restriction timings	250
	Congestion	143
	Accessibility	136

Table J: Top five themes for each of the four areas without the taxi and private hire driver and passenger mode response.

	Theme	Number of responses
Threadneedle street	Public realm	155
	Safety	122
	Accessibility (licensed taxi)	112
	Congestion	99
	Public realm design change	77
Queen Victoria Street	Accessibility (licensed taxi)	92
	Congestion	81
	Public realm	80
	Accessibility (disability)	71
	Accessibility	64
Princes Street	Accessibility (licensed taxi)	119
	Public realm	104
	Congestion	84
	Safety	80
	Traffic flow design change	60
Remaining arms	Restriction timings	244
	Accessibility (licensed taxi)	167
	Public realm	104
	Safety	100
	Pollution	83

The next set of charts show an average score for each street/area covered in section 1 of the consultation survey regarding the highway and traffic changes proposed. The scores are derived from the degrees of support/opposition indicated in the survey, but are given a numerical value instead so that they can be averaged. This is to help understand overall levels of support/opposition for certain streets and by different modes of travel (indicated by their primary mode to the City)

Chart A: The average score (for level of support/opposition) regarding the proposed highway and traffic changes of all responses for each street/area. Followed by without taxi and private hire drivers and passengers' responses included (as identified by the primary mode to the City).

*QVS = Queen Victoria Street

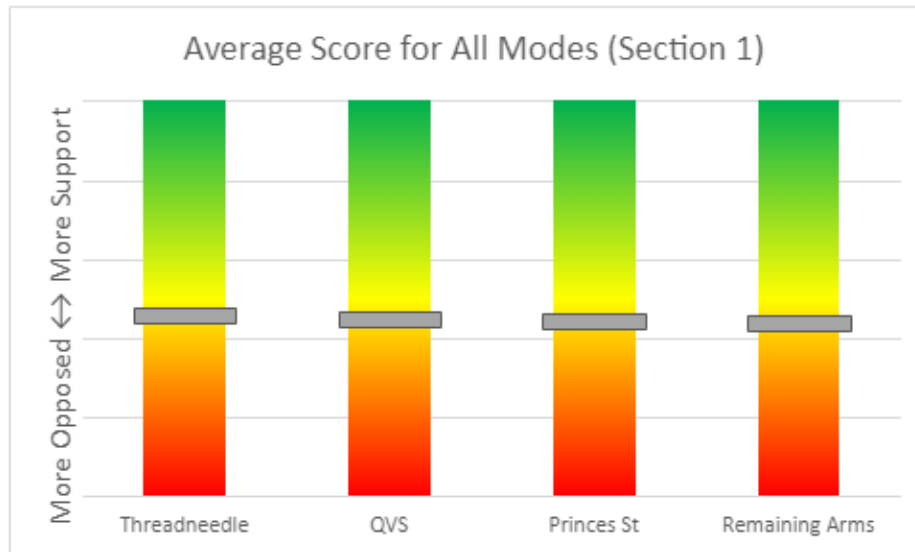


Chart B: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on Threadneedle Street.

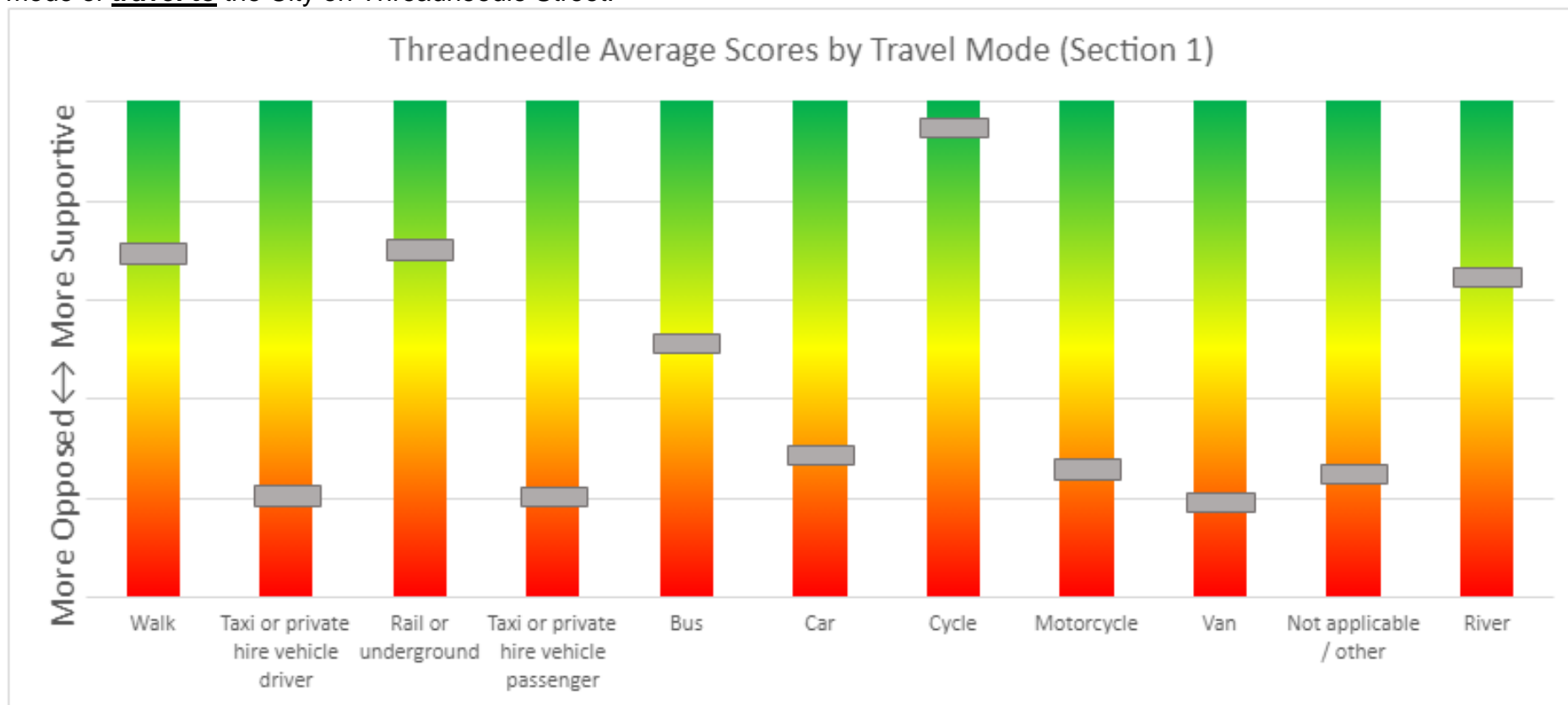


Chart C: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on Queen Victoria Street

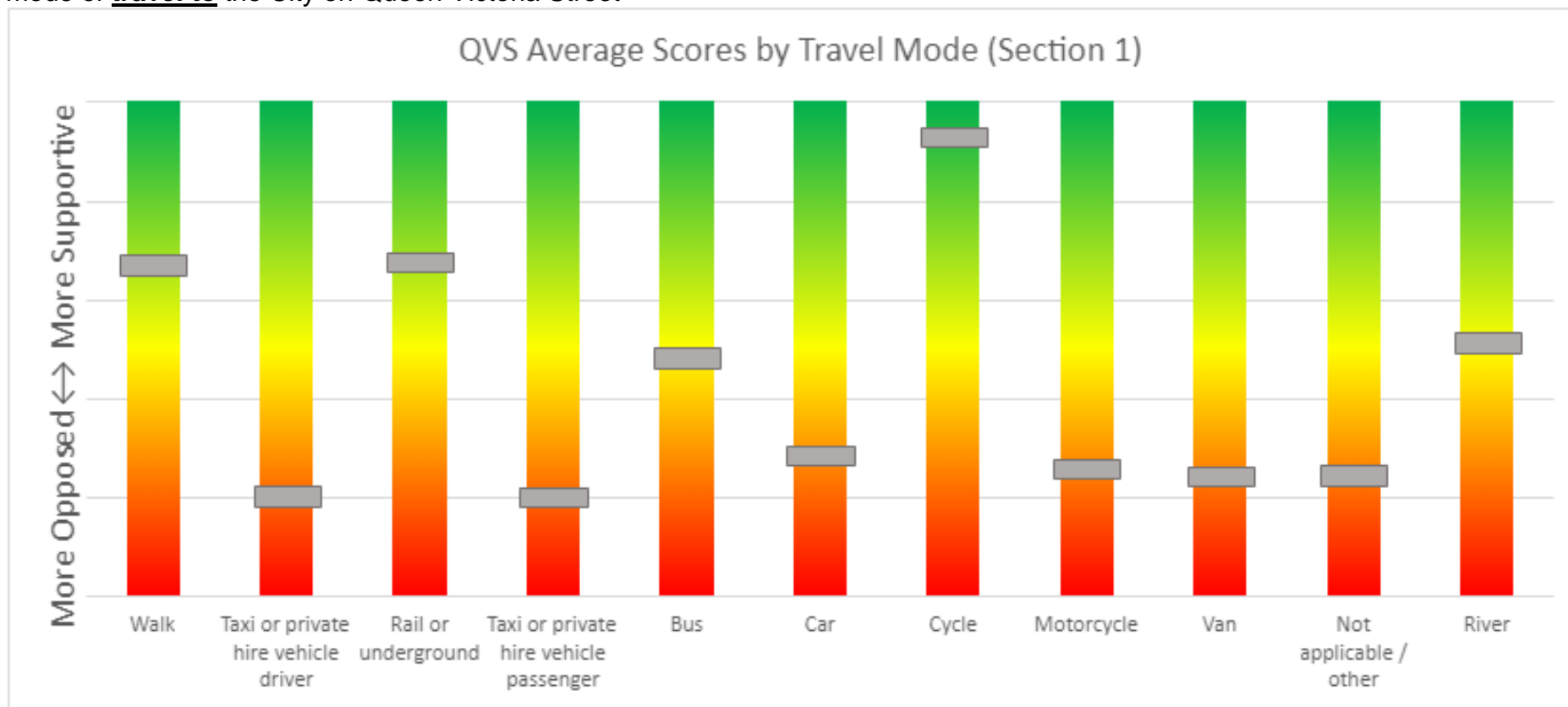


Chart D: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of **travel to** the City on Princes Street

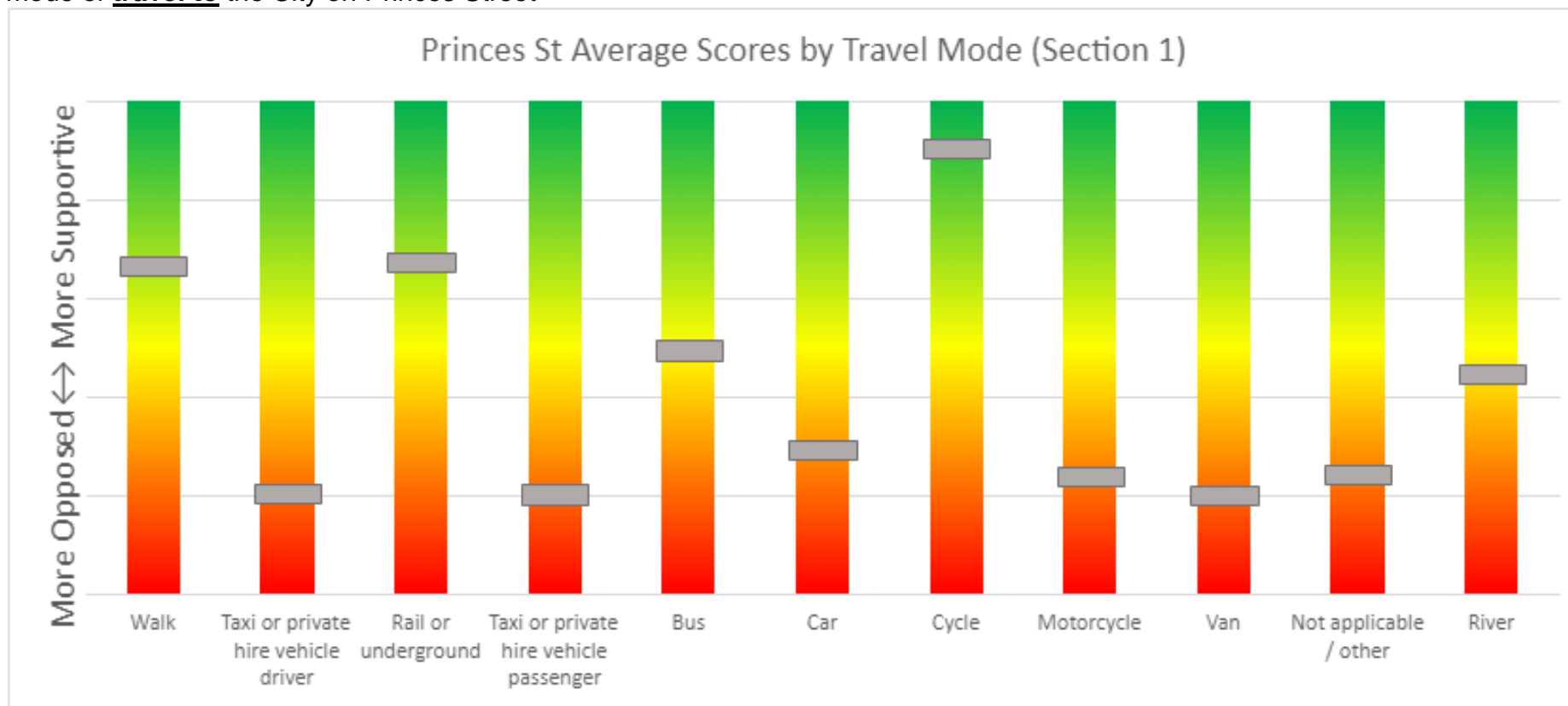
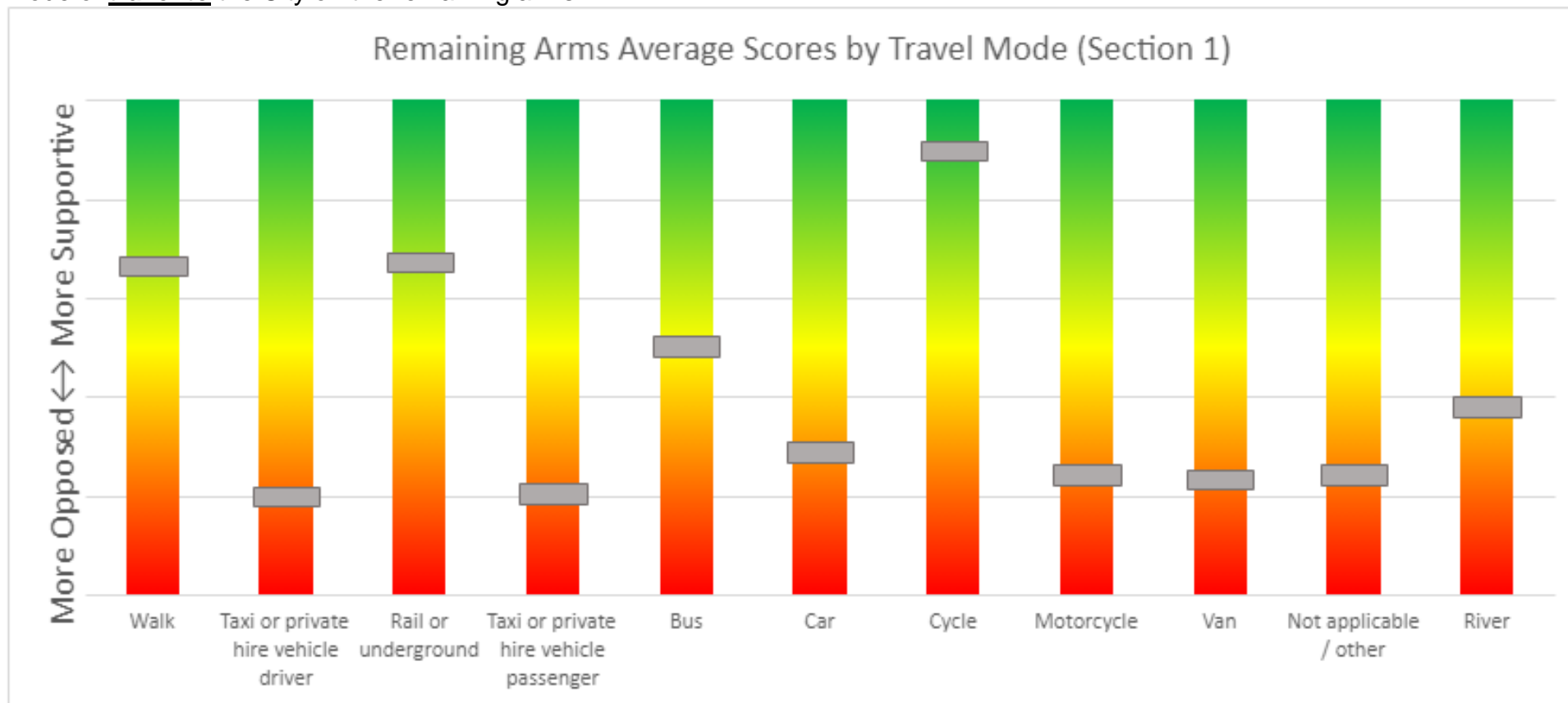


Chart E: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of **travel to** the City on the remaining arms



The following section shows the number of comments received which were grouped into the reported theme.

In the Committee report the comments classed as Negative, Neutral or Positive were not included in the top 5 themes and are highlighted in the table.

Table K: outline description of what each theme contains.

Theme/category	Description of information within that theme.
Accessibility	Response mentions access without a specific mode of transport named
Accessibility (bus)	Response mentions access to certain areas for buses
Accessibility (delivery vehicle)	Response mentions access to certain areas for delivery vehicles
Accessibility (disability)	Response mentions access to certain areas for those with an impairment
Accessibility (electric vehicle)	Response mentions access to certain areas for electric vehicles
Accessibility (emergency services)	Response mentions access to certain areas for emergency vehicles
Accessibility (licensed taxi)	Response mentions access to certain areas for licensed taxis
Accessibility (motorcycle)	Response mentions access to certain areas for motorised two-wheeled transport (scooters, motorbikes, etc)
Bus routing	Response mentions a change to an existing bus route due to proposed changes

Congestion	Response mentions traffic/ congestion of any transport mode
Construction	Response mentions construction or building works
Covid safety	Response mentions effects related Covid guidelines (social distancing etc)
Cycle safety	Response mentions safety of cyclists, either due to their own actions or the actions of other transport modes
Electric taxi	Response mentions electric taxis
EV infrastructure	Response mentions electric vehicle infrastructure such as charging points, parking, etc.
Journey times	Response mentions how proposed changes will affect length of travel time
Local business	Response mentions the economy or effects on businesses in the area due to proposed changes
Navigation	Response mentions changes in the ability to navigate through or around the City
Negative	Response is generally negative with little to no context and/or unhelpful comments
Neutral	Response is unable to be determined as positive or negative and/or is nonsensical little to no context
Pedestrian safety	Response mentions safety of pedestrians, either due to their own actions or the actions of other transport modes
Pollution	Response mentions the effects that proposed changes will have on pollution levels in or around the City

Positive	Response is generally positive with little to no additional context
Public realm	Response mentions how the proposed changes will affect the public realm
Public realm design change	Response mentions additional changes to the public realm that the respondent would like to see added/removed
Restriction timings	Response mentions traffic restriction timings
Ride hailing	Response mentions ability to get a ride from a taxi or private hire vehicle
Ridership	Response mentions current ridership or changes to ridership due to the proposed changes
Safety	Response mentions general changes to safety due to the proposed changes not specifically related to pedestrians or cycles
Separation of modes	Response mentions segregation of different modes of transport
Supporting data	Response mentions data collection or other modelling/monitoring methods
Sustainable materials	Response mentions sustainable materials
Traffic flow design change	Response mentions additional changes to the traffic flow for any transport mode that the respondent would like to see added/removed
Travel expense	Response mentions the cost of travel
Vehicle reduction	Response mentions reduction in number of vehicles due to proposed changes

Table L: Comments received across section 1 of the survey, grouped by theme for each street (all Responses)

The total number of times the theme was mentioned across section 1 (regarding highway and traffic change proposals) is also shown.

Comments by Theme	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total Across Section 1
Accessibility	180	171	116	136	603
Accessibility (bus)	84	131	49	47	311
Accessibility (delivery vehicle)	30	19	11	21	81
Accessibility (disability)	430	434	332	359	1555
Accessibility (electric vehicle)	7	4	5	8	24
Accessibility (emergency services)	20	13	17	16	66
Accessibility (licensed taxi)	618	535	761	896	2810
Accessibility (motorcycle)	2	2	2	3	9
Bus routing	10	49	18	13	90
Congestion	311	257	216	143	927
Construction	10	0	7	2	19
Covid safety	0	0	6	1	7
Cycle safety	71	31	33	44	179
Electric taxi	6	10	12	28	56
EV infrastructure	3	9	3	4	19
Journey times	36	41	47	44	168
Local business	147	109	86	95	437
Navigation	227	183	137	109	656
<i>Negative</i>	182	193	183	121	679
<i>Neutral</i>	23	30	38	26	117
<i>No response</i>	1559	1861	1778	1754	6952
Pedestrian safety	62	38	37	24	161
Pollution	138	107	105	84	434
<i>Positive</i>	87	56	52	41	236

	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total Across Section 1
Public realm	201	170	171	103	645
Public realm design change	87	53	65	33	238
Restriction timings	26	37	50	250	363
Ride hailing	61	56	53	50	220
Ridership	0	0	0	1	1
Safety	148	84	98	100	430
Separation of modes	74	23	20	20	137
Supporting data	47	42	64	60	213
Sustainable materials	0	0	0	0	0
Traffic flow design change	75	46	74	71	266
Travel expense	16	12	28	26	82
Vehicle reduction	38	21	29	47	135

Table M: Comments received in section 1 grouped by theme for each street, excluding the taxi and private hire driver and passenger responses.

The total number of times the theme was mentioned across section 1 (regarding highway and traffic change proposals) is also shown (excluding taxi and private hire driver and passenger responses)

	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total
Accessibility	65	64	41	52	222
Accessibility (bus)	28	51	16	21	116
Accessibility (delivery vehicle)	10	10	8	13	41
Accessibility (disability)	65	71	48	60	244
Accessibility (electric vehicle)	3	2	3	5	13
Accessibility (emergency services)	8	2	4	8	22
Accessibility (licensed taxi)	112	92	119	167	490
Accessibility (motorcycle)	2	1	2	3	8
Bus routing	9	31	9	8	57
Congestion	99	81	84	55	319
Construction	2	0	3	1	6
Covid safety	0	0	4	0	4
Cycle safety	65	25	29	40	159
Electric taxi	1	1	1	4	7
EV infrastructure	2	7	1	2	12
Journey times	10	10	11	9	40
Local business	39	25	22	27	113
Navigation	58	51	38	28	175
<i>Negative</i>	56	51	63	39	209
<i>Neutral</i>	16	16	25	19	76
<i>No response</i>	1029	1228	1192	1157	4606
Pedestrian safety	53	28	34	24	139

	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total
Pollution	45	39	47	83	214
<i>Positive</i>	85	54	50	40	229
Public realm	155	80	104	104	443
Public realm design change	77	39	49	33	198
Restriction timings	7	11	19	244	281
Ride hailing	12	11	7	49	79
Ridership	0	0	0	1	1
Safety	122	59	80	100	361
Separation of modes	71	21	18	20	130
Supporting data	7	10	17	60	94
Sustainable materials	0	0	0	0	0
Traffic flow design change	60	29	60	71	220
Travel expense	2	1	2	26	31
Vehicle reduction	33	18	25	47	123