



Earlswood Lakes – The Causeway Trial Closure Engagement Survey

Analysis of Responses

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1. Executive Summary

Warwickshire County Council received 1,541 completed surveys. Of these, 1,191 were submitted via the Ask Warwickshire online survey platform and 350 were paper copies.

Respondent profile

Respondents were asked for both their reason for interest in the public survey and where they lived to help build a picture of the respondent profile.

Most respondents selected resident (86.5%, n=1,312) as their reason for interest in the survey, 47 (3.1%) selected organisation and 45 (3.0%) selected business. A further 113 (7.5%) respondents selected 'other', which included visitors (3.6%, n=54) and family/friends of residents (2.2%, n=34).

Most respondents lived in either Earlswood (elsewhere) (30.8%, n=470), Earlswood (Malthouse Lane) (30.7%, n=468) or a nearby village or town (26.7%, n=408). A further 105 respondents selected Solihull (6.9%) with smaller numbers selecting other options.

Use of The Causeway

Respondents were asked to select the reason(s) they used The Causeway. The option selected most frequently was walking along/across The Causeway (62.6%, n=958). Other options selected frequently were using The Causeway in a vehicle mainly to access homes/land/businesses (47.9%, n=734), using The Causeway in a vehicle as a through route/crossing (43.2%, n=662) and using The Causeway in a vehicle mainly to visit Earlswood Lakes (29.5%, n=451).

Respondents were also asked how often they used The Causeway. The majority of respondents selected most days (61.2%, n=935) with the next most common selection being a few times a week (21.0%, n=321). Options for less frequent use of The Causeway were selected by fewer respondents.

Support for proposed trial

Respondents were asked to what extent they supported or opposed the proposed trial closure of The Causeway. Opinions were polarised; the majority of individuals selected strongly support (58.3%, n=892), however, the next most commonly selected option was strongly oppose (33.6%, n=515). All other options were selected by fewer than 10% of respondents.

Levels of support across different subgroups

Further analysis was conducted to identify if different subgroups of respondents held differing views on support for the proposed trial closure.

Views on the proposed trial closure varied according to respondents' connection to and use of The Causeway. While support was generally high across most respondent interest groups, the strongest differences were linked to where people lived and how they used the route. Opposition was highest among residents living on Malthouse Lane, where strongly oppose was the most common response, whereas respondents living elsewhere in Earlswood, in nearby villages and towns, and in other locations were more likely to strongly support the proposal. Support was also lower among those who access The Causeway by vehicle to access homes, businesses or as a through route, while higher levels of support were observed among those using the area for recreation, including walking, cycling and visiting Earlswood Lakes.

Support was also influenced by how frequently respondents used The Causeway. Those using it most days were more likely to oppose the proposal, while respondents who used it less often were generally more supportive. Statistical testing confirmed that patterns of support differed according to respondents' interest in the survey, location, use of The Causeway and frequency of use, indicating that these factors were associated with differing views on the proposed trial closure.

Further analysis

As part of the analysis, additional checks were carried out to assess whether some response groups could have disproportionately influenced the overall findings. This included responses originating from a limited number of IP address clusters and some batches of paper surveys. While these responses were not treated as invalid, sensitivity analysis found that some differed significantly from the wider respondent profile and therefore had the potential to affect overall support levels. The analysis provides transparency about these patterns and allows the findings to be considered both with and without these responses included.

Aspects of the trial seen as positive and negative

Two open text questions asked respondents for their thoughts on the positive and negative aspects of the proposed trial closure. Positive aspects of the trial identified included improved safety for pedestrians (23.7%, n=249), reduction in crime and anti-social behaviour (21.9%, n=230), improved safety of the area (16.8%, n=177), with a further 116 (11.0%) suggesting it was a good opportunity to test the impact a closure would have/general support for the proposal.

Negative aspects of the proposed trial closure included longer journeys and reduced access (26.1%, n=270), issue for surrounding roads/additional traffic (25.7%, n=266), concerns that crime and anti-social behaviour will move instead of being addressed (13.1%, n=136), parking concerns (12.1%, n=125) and 93 comments saying everything is negative (9.0%).

Structures and services required to support any potential trial closure

When given a list of structures and services that might be required to support a trial closure, the most frequently selected option was enforcement (82.0%, n=1,032), narrowly followed by signage

(81.7%, n=1,028). Over half of respondents also selected monitoring (58.1%, n=732) and communication and updates (55.4%, n=698), whilst slightly under half of the respondents selected parking arrangements (43.8%, n=552) and enhanced amenities (42.5%, n=535). There were a further 139 comments that provided more details and other ideas, the most frequent of these being on enforcement and road layout.

In a second, larger text box, respondents had the opportunity to make further comments on what potential support structures and services may be required. Some respondents used the text box to provide comments to say they were in opposition to (29.1%, n=106) or supported (3.6%, n=13) the proposed trial closure. Prevalent themes calling for support structures and services to be put in place should the trial go ahead included police presence to address anti-social behaviour (11.0%, n=40), parking enforcement (10.7%, n=39), clearer signage and visitor information (9.1%, n=33) and physical barriers and access control (8.5%, n=31).

2. Background

In May 2026, Warwickshire County Council published an engagement survey to gather views on a proposal to trial an 18-month closure to general traffic of The Causeway. The Causeway (the three roads around the lakes comprising the end of Malthouse Lane and Valley Road) is a unique feature of Earlswood Lakes (Figure 1). Currently it serves as a single-lane road, which can create conflicts between vehicles, pedestrians, anglers, equestrians and cyclists.

Figure 1 – Map of Earlswood Lakes and The Causeway showing proposed barriers



The public engagement exercise was carried out to ascertain the views of local residents, visitors and organisations to help shape whether and how this trial goes ahead.

3. Method

A public online survey hosted using the Citizen Space platform, Ask Warwickshire (www.warwickshire.gov.uk/ask), was open from 8th May until 14th June 2026. Two in-person engagement events were held for people to access information and provide feedback directly (see Table 1). Paper copies of the survey were made available at these events. People were also able to feedback directly via email.

A copy of the survey can be seen at the end of this report in [Appendix 1](#).

Promotion of engagement survey

A range of promotional activities took place to encourage participation in the engagement survey. Table 1 shows a summary of these. Response rates were monitored throughout the open survey period to inform promotion.

Table 1 – Summary of communication and information channels used to promote the survey.

Channel	Details
Social media	Facebook and Next Door primarily, using Next Door to reach the hyper-local audience. Provided social media assets for local WCC member, portfolio holder MP, MPs office, Stratford District Council councillor and Parish Council to share.
Face to face events	Two in-person engagement events held • Saturday 9th May, Earlswood Village Hall • Saturday 6th June, Earlswood Village Hall
Other	Leaflets, posters and banner made available at events to promote the engagement survey.

Analysis

Descriptive analysis of quantitative data is presented in tables and figures. Where relevant, sub-group analysis is presented.

Qualitative (open text) data has been analysed using thematic analysis. Themes are presented and a range of example quotations are used to illustrate these themes throughout and to demonstrate a range of the views shared. The number of comments coded to each theme is shown to indicate the distribution of comments across themes. However, these counts are not an indicator of the relative importance of each theme, as themes raised by a small number of respondents can represent important insights or considerations. Please note, in some places, quotes are extracts, due to the length of the original text, and in some cases, they may have been amended if deemed necessary or to omit information that might identify an individual. Other than these amendments, all quotes are reproduced verbatim and reported as they were submitted by the respondent in the

survey. Please note some quotes will have multiple themes attached to them, to ensure all topics raised are captured during analysis.

In line with standard engagement analysis practice, a series of data quality checks were undertaken to support the integrity and robustness of the dataset. These checks included:

- Verification of response completeness and validity
- Identification of duplicated or highly similar responses
- Analysis of response volumes by IP address to identify potential clustering

Analysis of IP address and paper copy anomalies

Multiple entries originating from the same IP source were identified. Respondents may legitimately share a single IP address, for example where responses are submitted from the same household, workplace, school or public network. However, where high volumes of responses from a single IP address are accompanied by other unusual patterns, they may indicate coordinated response activity or repeated submissions. Consequently, IP address analysis was used as an indicator of potential clustering for further review.

IP addresses were considered for further sensitivity testing if they met certain criteria (see [Appendix 2](#)). In total 12 IP addresses were put forward for testing to assess whether the response cluster differed from the rest of the dataset and may have affected the reported figures. Testing focused on the level of support for the proposed trial closure of The Causeway.

Responses from paper copies that were submitted in batches separately from the collection boxes provided at the two engagement events were also combined and tested (see [Appendix 3](#)).

The responses included in sensitivity testing have not been treated as invalid or removed from the main findings. The sensitivity testing is included to provide transparency about response patterns that may be relevant when interpreting the results.

All reported findings are for the full respondent profile, with exception of the analysis that clearly state sensitivity analysis or analysis of responses by specific subgroups.

4. Survey responses

Warwickshire County Council received 1,578 submissions to the engagement survey.

The submissions included 1,193 online submissions received via the Ask Warwickshire platform. Of these, there were two blank entries resulting in 1,191 online surveys that could be analysed.

The other 385 surveys were submitted through paper copies. These paper copies were received in batches summarised in Table 2. Of the 385 paper copies received, 35 were blank copies with no details completed.

Table 2 – Summary of paper copies of surveys submitted

Batch	Detail	Number of surveys	Number of blank copies	Number of completed surveys
1	Submitted via collection boxes at engagement event on	66	0	66
2	Submitted via collection boxes at engagement event on	33	0	33
3	Delivered by hand to Shire Hall	60	7	53
4	Handed to council officer	46	0	46
5	Handed to council officer	180	28	152
Total		385	35	350

In total, there were 1,541 completed surveys. Responses in these surveys have been analysed and are presented in the remainder of the report.

4.1 Respondent profile

Respondents were asked for both their reason for interest in the public survey and where they lived to help build a picture of the respondent profile.

4.1.1 Interest in survey

When asked about their interest in the survey, respondents were asked to select from a predetermined list of answers: resident, business, organisation or other. They could select only one answer and were provided with a text box to provide further information if they selected 'other'. This was not a required question but 1,516 (98.4%) chose to provide an answer.

The majority of respondents indicated that their interest was due to being a resident (86.5%, n=1,312). A further 113 respondents selected other (7.5%) with smaller numbers selecting organisation and business. Details can be seen in Figure 2 and Table 3.

Figure 2 – Which of the following best describes your interest in this survey? (n=1,516)

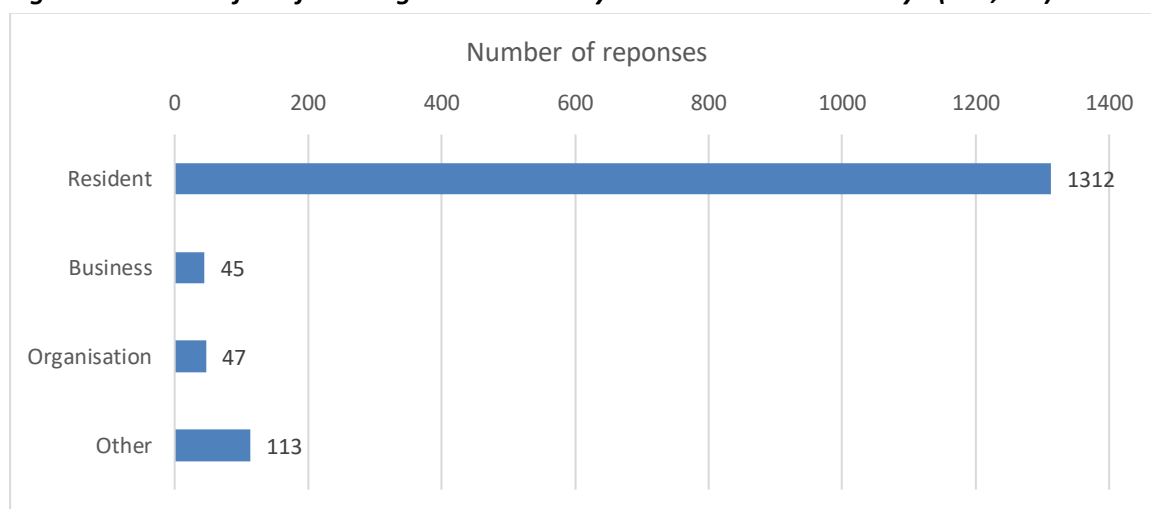


Table 3 – Which of the following best describes your interest in this survey? (n=1,516)

Interest	Count	%
Resident	1312	86.5%
Business	45	3.0%
Organisation	47	3.1%
Other	113	7.5%

There were 111 additional comments left in the supplementary text box. Most of which described other reasons for interest in the survey. These have been categorised in Table 4 below.

Table 4 – Which of the following best describes your interest in this survey? – Other (n=111)

Interest	Count	%
Visitor	54	3.6%
Former visitor	1	0.1%
Surrounding area resident	17	1.1%
Former resident	3	0.2%
Family/friends are residents	34	2.2%
Work in area	2	0.1%
Member of Council/Parliament	1	0.1%
Interest in area	2	0.1%

4.1.2 Where do you live?

Respondents were asked where they lived and provided with a predetermined list of answers from which to select the most appropriate option. They could select only one answer and were provided with a text box to provide further information if they wished. This was not a required question but 1,526 (99.0%) chose to provide an answer.

The most selected option was Earlswood (elsewhere) (30.8%, n=470), followed by Earlswood (Malthouse Lane) (30.7%, n=468) and then nearby village or town (26.7%, n=408). A further 105 respondents selected Solihull (6.9%) with smaller numbers selecting other options. Details can be seen in Figure 3 and Table 5.

Figure 3 – Where do you live? (n=1,526)

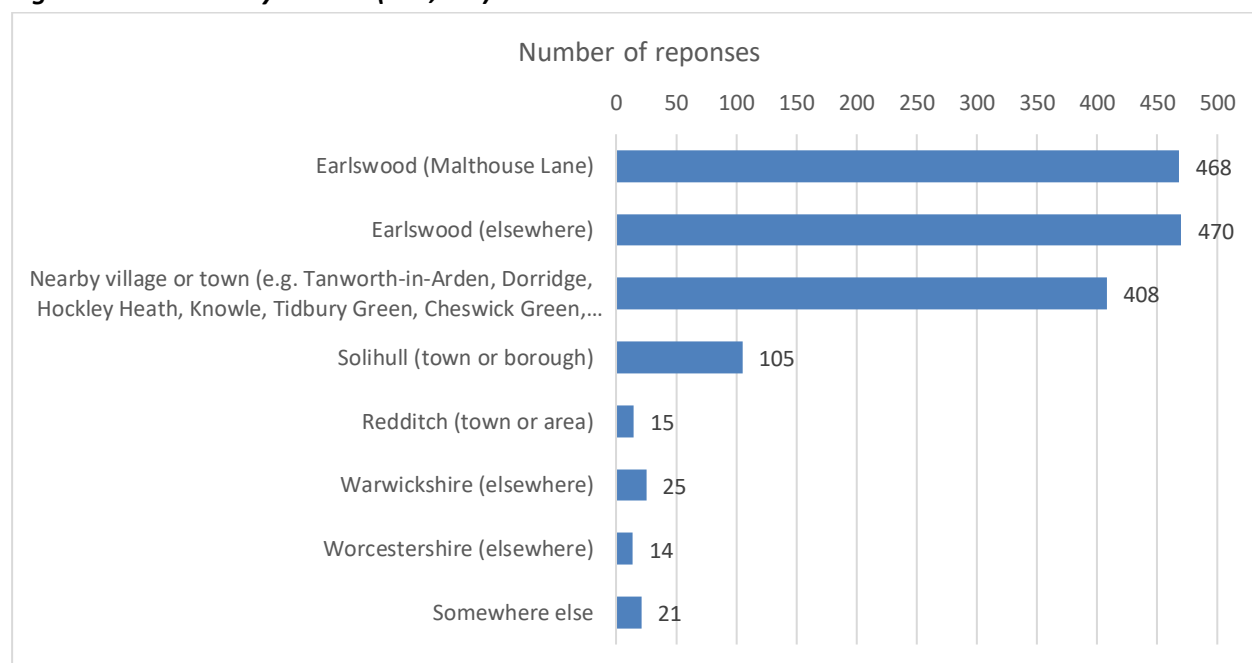


Table 5 – Where do you live? (n=1,526)

Location	Count	%
Earlswood (Malthouse Lane)	468	30.7%
Earlswood (elsewhere)	470	30.8%
Nearby village or town (e.g. Tanworth-in-Arden, Dorridge, Hockley Heath, Knowle, Tidbury Green, Cheswick Green, Wythall, Henley in Arden)	408	26.7%
Solihull (town or borough)	105	6.9%
Redditch (town or area)	15	1.0%
Warwickshire (elsewhere)	26	1.7%
Worcestershire (elsewhere)	14	0.9%
Somewhere else	20	1.3%

There were 72 additional comments left in the supplementary text box, 61 of which provided further detail as to the individuals' location (Table 6). Twenty-seven (1.8%) described specific locations surrounding The Causeway and have been categorised as Malthouse Lane side roads, Valley Road (and side roads) and Springbrook Lane. Six described specific locations elsewhere in Earlswood such as Wood Lane, Shutt Lane and The Common; and nine listed places that were nearby villages or areas. Of the 20 that selected somewhere else, 17 (1.1%) of these lived in locations in Birmingham, with one (0.1%) located in Staffordshire and one (0.1%) located in Wales.

Table 6 – Where do you live – Additional Information provided

Location	Count	%
Malthouse Lane side roads, Valley Road (and side roads) and Springbrook Lane	27	1.8%
Birmingham	17	1.1%
Nearby villages or areas	9	0.6%
Elsewhere in Earlswood (Wood Lane, Shutt Lane, The Common)	6	0.4%
Staffordshire	1	0.1%
Wales	1	0.1%

4.2 Use of The Causeway

Respondents were asked how they use The Causeway and how often they use or drive along it.

4.2.1 How do you usually use The Causeway?

In terms of how the respondents usually use The Causeway, they were asked to select the most appropriate options from a predetermined list. They could select multiple answers and the option of providing further information on other uses in a text box. Respondents were not required to answer this question but 1,531 (99.4%) provided an answer.

The most selected option was walking along/across The Causeway (62.6%, n=958). Other options that were selected frequently were using The Causeway in a vehicle mainly to access homes/land/businesses (47.9%, n=734), using The Causeway in a vehicle as a through route/crossing (43.2%, n=662) and using The Causeway in a vehicle mainly to visit Earlswood Lakes (29.5%, n=451). Details of all the options can be seen in Figure 4 and Table 7.

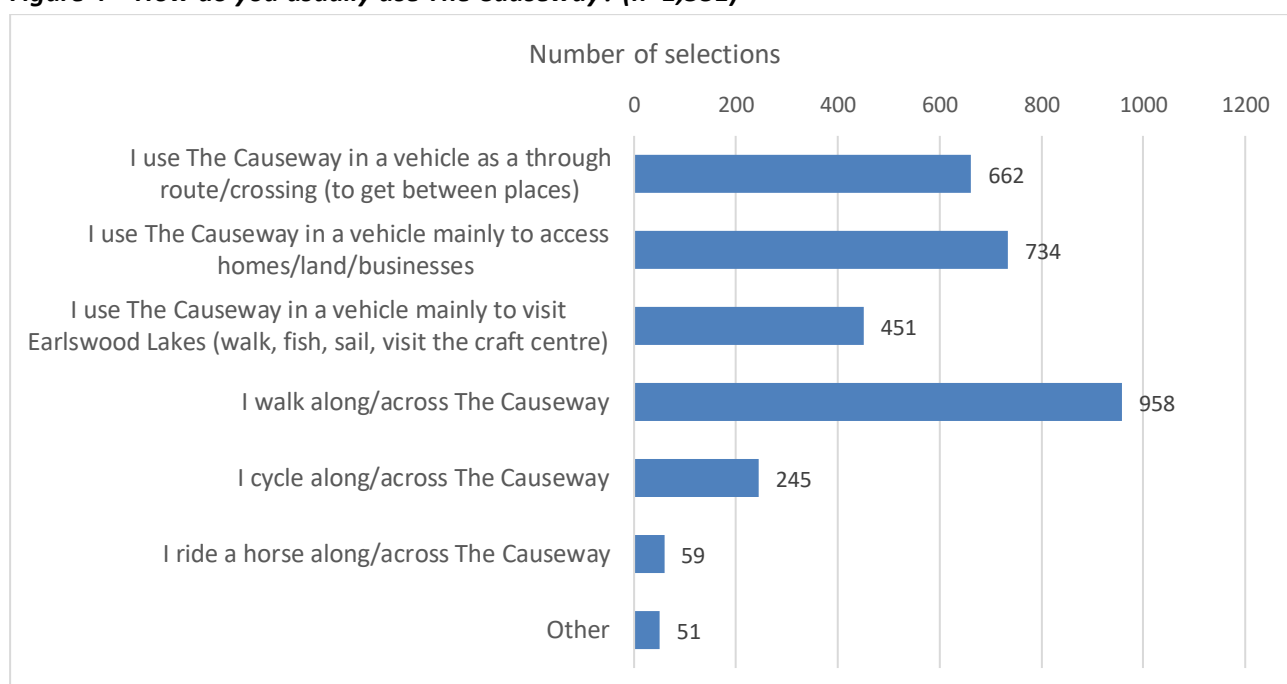
Figure 4 – How do you usually use The Causeway? (n=1,531)

Table 7 – How do you usually use The Causeway? (n=1,531)

Use	Count	%
I use The Causeway in a vehicle as a through route/crossing (to get between places)	662	43.2%
I use The Causeway in a vehicle mainly to access homes/land/businesses	734	47.9%
I use The Causeway in a vehicle mainly to visit Earlswood Lakes (walk, fish, sail, visit the craft centre)	451	29.5%
I walk along/across The Causeway	958	62.6%
I cycle along/across The Causeway	245	16.0%
I ride a horse along/across The Causeway	59	3.9%
Other	51	3.3%

There were 94 additional comments left in the supplementary text box. Those that described other uses of The Causeway or categories of user (n=51), were categorised and are summarised in Table 8.

Table 8 – How do you usually use The Causeway? – Other (n=51)

Use	Count	%
Dog walking	13	0.8%
Resident	12	0.8%
Running	5	0.3%
Visitor	4	0.3%
Fishing	3	0.2%
Birdwatching	3	0.2%
Wheeling (including scooters, skating and wheelchairs)	3	0.2%
Visit family	3	0.2%
Travel connections	2	0.1%
Visit services	2	0.1%
Business	2	0.1%
Sailing	1	0.1%

Twelve respondents provided further detail of an option already selected. There were also 39 comments, some from those already categorised above, that presented additional information to supplement details about how respondents find using The Causeway and their view on the proposal. These are shown in Table 9 below.

Table 9 – How do you usually use The Causeway? – Other – Additional Information (n=39)

Additional information
I don't tend to use the causeway at weekends as it's too busy.
I do drive across, but not often. I can't face the challenges, so usually drive round via Springbrook lane and the common.
I used to live at the lakes and after 11 years of putting up with disgraceful behaviour there I was forced to move house and now only visit to walk but this is becoming too dangerous

I do not use it now as it is not safe with the drivers driving back and forth. Such a shame as we used to regularly go walking around the lakes but not now as it's not safe. Such a shame.
I do not drive across it as I feel it is unsafe and there is usually some kind of stand off with someone coming the other way. There are also cars parked on there with groups of males which is intimidating.
I can no longer do any of the above as it is too unsafe too. Around 12 cars were blocked on the causeway this afternoon, due to 4 cars blocking the central causeway whilst they smoked weed, refusing to move their cars and giving verbal abuse to residents trying to get home.
I live in Earlswood but will no longer drive along it due to the issues on it.
I live on Malthouse Lane.
In addition to using a vehicle I also walk across the causeway without any problems with traffic.
Valley Road does not have a footpath and extremely busy the Causeway is the safer option.
I do not walk or cycle as much as I usually do as I find it increasingly dangerous with cars illegally parked in the passing space and lunatic speeding drivers ignoring pedestrians/ cyclists and the speed limit. Look at how many times the wooden safety barriers have been smashed into in the last 2 years and have had to be repaired by the canal trust.
I do not need to use the causeway when I visit.
It would appear that the 1000 car users a day who currently pass cyclists, horses and pedestrians without trouble are being penalised without due democracy.
I live on Malthouse Lane. We are impacted daily by the many many problems i.e. ASB, speeding on Malthouse Lane, speeding on the causeway itself, blocking the causeway by other vehicles etc, by members of the public who are not residents.
Cars are not mutually exclusive to other users.
It would be a shame to close this causeway. A lot of people use it. It's essential it stays open. Council has no right to just close it and not speak to residents first.
[redacted] have homes on Malthouse lane we use this as our main way to work, to the shops etc you wouldn't close anyone else's road off and make them drive miles around it devalues our home, it will cost us in fuel it will add time and inconvenience to our lives and I strongly object. People who want this closed must not live here or they are retired and walk about because normal residents do not just use this as a pretty fishing location it's actually the main accessible road to most places for those who live on Malthouse lane.
My children occasionally scoot across the causeway although doesn't always feel safe.
For safety I would like the causeway pedestrianised as it's safer for horses.
I only walk on the causeway, I live very close to it but would never drive on it. Constant stand off either no one giving way. Ridiculous and also unsafe.
I own a home [redacted] on Malthouse lane I use the causeway several times a day with no problem. It would add a mile to all my travels if it was to be closed. It has been in use for nearly 200 years, the only problem now appears to be a couple of parish councillors who have only recently moved onto Malthouse Lane using their position within the parish council to close the causeway because they can. This is not acceptable and should not be allowed, it is corrupt and they should be removed from their positions in the parish council, or certainly not allowed to influence any actions. Why have a survey carried out that is not influenced by the corrupt parish council.
Although I infrequently drive through the causeway I fully support the trial closure of the area and hope that this leads to 'change of use' to pedestrians, cyclists and for emergency vehicles on an ongoing basis.
Could you put red lines all along the road to completely stop parking? As this seems to be the main issue.

Daily dog walk which has to take place around the lakes as I have no footpath on my road and cars speed up the road so the lakes should be our nice quite safe place to walk. It is not as I have to walk back along the Causeway which is not safe having to be in such close proximity to cars and impatient drivers.
Never use it. Always concerned if I can make it across before being run over or knocked into reservoir
I live opposite the causeway and would never consider driving on it there is always chaos congestion and stand offs!!! Its actually quicker to drive round Springbrook if I need to go to Malthouse Lane
I am a local resident that if forced to walk on the causeway everyday to walk my dog following a walk around the lakes. This is my only supposedly safe walking rout as my road does not have pavements and cars speed down there at 70mph
I've walked home across the causeway and spoken to some lads who was blocking it with there car. (An incident occurred). Contacted the police and not much was done. In my view closing the causeway will only make it worse!
I no longer drive across as often obstructed or not safe
As a single female I do not use the causeway and so am denied walking around the lakes because I do not feel it is safe. I am a resident and would love to be able to walk around my area again.
I use the lower valley road everyday so as long as this is route is not affected. I occasionally go over the causeway but rarely.
I no longer use the causeway due to it frequently being blocked and youths looking for trouble
Never walk it mainly due to the issues on it
I no longer drive across the causeway due to aggressive behaviour.
Although I'm really happy to drive around if closed.
I don't use the Causeway as it's not safe. I used to use it everyday but it's now dangerous. If I do use it I use it early in the morning before idiots use it. It used to be a lovely place to walk my dog, but its not safe and I won't risk his safety
Carer [redacted - family] up there 24/7 this is a major factor that as been over looked. [redacted], this seems to me too be issue between family's that have lived here all their lives and people that have moved in over the last few years.
Hardly ever/Never - I used to frequent a few times a month. I no longer feel safe bringing my daughter (toddler) over the Causeway after nearly being ran over at speed. Another visit I was abuse for asking somebody to slow down. I would return if closed to vehicles,
My family who are my carers use the Causeway. Every day closure would lead to a lot of problems for them

4.2.2 How often do you use or travel along The Causeway?

In terms of the frequency with which respondents use or drive along The Causeway, they were asked to select the most appropriate option from a predetermined list. They could select only one answer. This was not a required question but 1,527 (99.1%) chose to provide an answer.

The majority of respondents selected most days (61.2%, n=935) with the next most common selection being a few times a week (21.0%, n=321). Options for less frequent usage of The Causeway were selected by fewer respondents. These details can be seen in Figure 5 and Table 10.

Figure 5 – How often do you use or travel along The Causeway? (n=1,527)

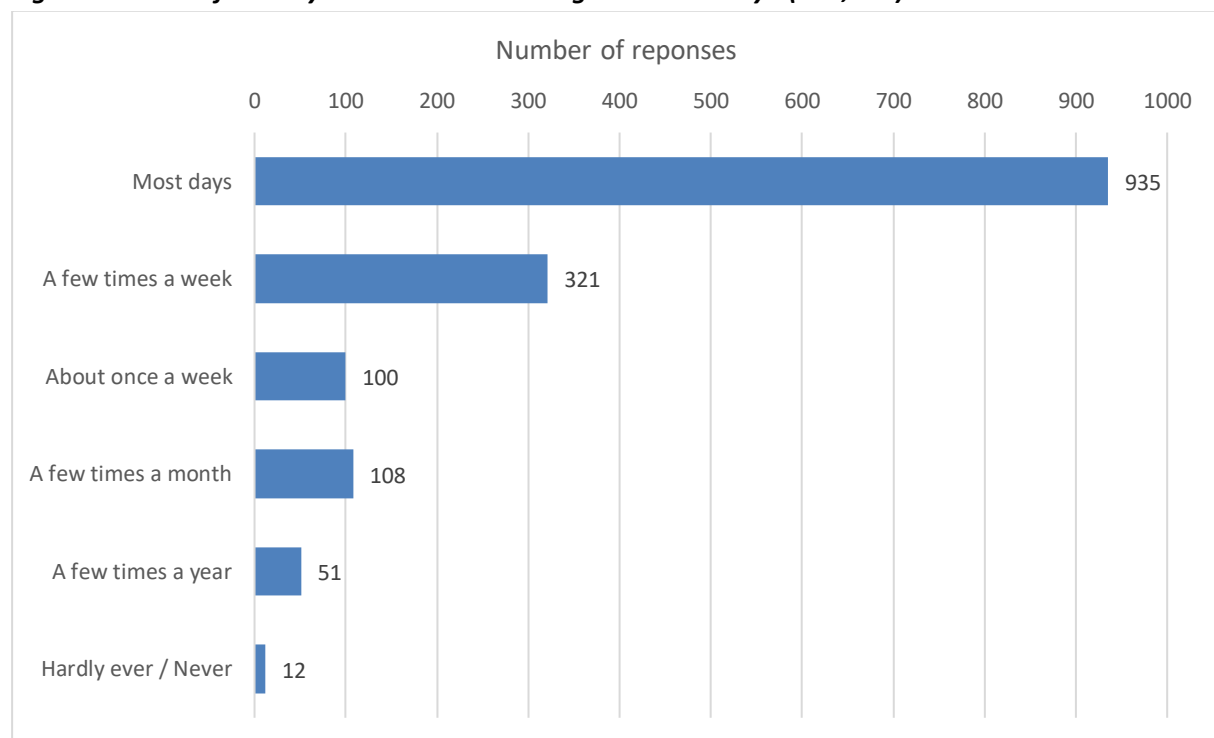


Table 10 – How often do you use or travel along The Causeway? (n=1,527)

Usage frequency	Count	%
Most days	935	61.2%
A few times a week	321	21.0%
About once a week	100	6.5%
A few times a month	108	7.1%
A few times a year	51	3.3%
Hardly ever / Never	12	0.8%

4.3 Views on the proposed trial

The survey sought views on a proposed 18-month trial closure of The Causeway to general traffic at three access points (see Figure 1), while maintaining emergency and essential access through controlled arrangements at these access points including access for users such as pedestrians, cyclists, horse riders and pushchair users.

The survey asked individuals for their level of support for the trial closure, the aspects of the idea that they saw as positive and negative, and their views on what necessary services and structures need to be in place to support the implementation of the trial if it went ahead.

4.3.1 Support for proposed trial

Respondents were asked ***'In principle, do you support an 18-month trial closure of The Causeway to general traffic, with access maintained for emergency vehicles and users such as pedestrians, cyclists, horse riders and pushchair users?'***. They could select the most appropriate answer from a five-point scale ranging from strongly oppose to strongly support but also had the additional choice to select not sure/need more information. They could select only one answer. This was not a required question but 1,531 (99.4%) provided an answer.

The majority of individuals selected strongly support (58.3%, n=892). However, support was polarised with the next most selected option being strongly oppose (33.6%, n=515). Details of all the options and responses can be seen in Figure 6 and Table 11.

Figure 6 – In principle, do you support an 18-month trial closure of The Causeway to general traffic, with access maintained for emergency vehicles and users such as pedestrians, cyclists, horse riders and pushchair users? (n=1,531)

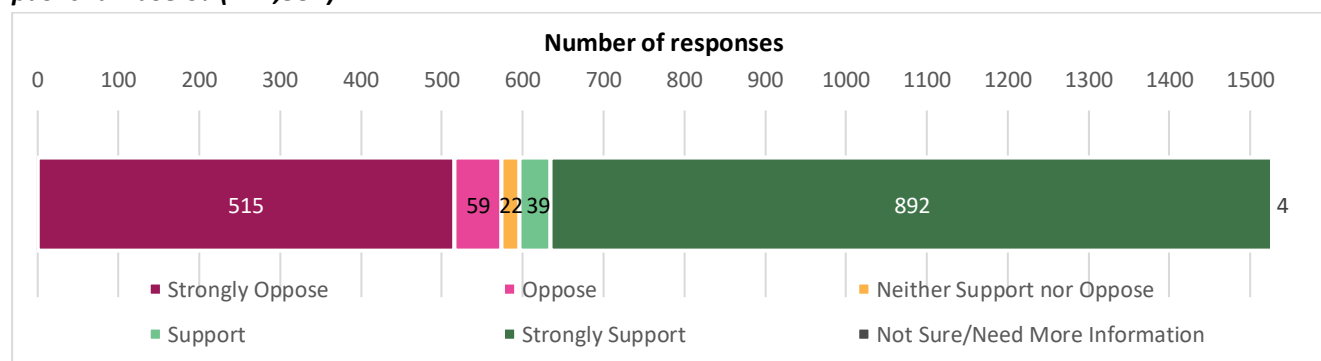


Table 11 – In principle, do you support an 18-month trial closure of The Causeway to general traffic, with access maintained for emergency vehicles and users such as pedestrians, cyclists, horse riders and pushchair users? (n=1,531)

Level of support	Count	%
Strongly oppose	515	33.6%
Oppose	59	3.9%
Neither support nor oppose	22	1.4%
Support	39	2.5%
Strongly support	892	58.3%
Not sure / need more information	4	0.3%

4.3.1.1 Sensitivity analysis

The level of support question was selected as most relevant for conducting sensitivity analysis for the IP and paper copies test.

IP addresses

Twelve IP addresses were flagged as requiring further sensitivity review (see Methods section). To protect anonymity IP addresses were allocated a code.

A chi-square test of homogeneity was used to test for significant variance amongst expected vs observed results for the responses submitted from the twelve IP addresses. This tested results from the observed IP address vs the remainder of the results (expected). The test found that there was a significant difference between observed and expected results for IP1, IP2, IP3, IP4, IP5 and IP12 (p value <0.05). There was no significant difference found between observed and expected results for IP6, IP7, IP8, IP9, IP10 and IP17 (p value >0.05). Details on the results of the chi-square tests are available in [Appendix 2](#).

Table 12 compares overall survey responses with responses from the IP address clusters with a statistically different pattern of answers from the wider respondent group. Several of these clusters showed highly concentrated views, with some recording either 100% strongly support or over 80% strongly oppose responses. When these six IP address clusters are excluded, the overall level of support falls from 60.8% (support or strongly support) to 54.3%, while opposition (oppose or strongly oppose) rises from 37.5% to 43.5%. Although these responses are not treated as invalid, the comparison demonstrates that they had a measurable influence on the overall results. As such, readers should consider both the headline findings and the sensitivity analysis when assessing the overall level of public support for the proposal.

Table 12 – Support for 18-month trial by IP addresses found to have a significant variance, compared to all results

IP address cohort	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly support	Not sure / Need more information
All responses (n=1,531)	33.6% (515)	3.9% (59)	1.4% (22)	2.5% (39)	58.3% (892)	0.3% (4)
All responses without IP addresses with significant variance (n=1,244)	39.2% (488)	4.3% (54)	1.8% (22)	2.9% (36)	51.4% (640)	0.3% (4)
IP1 (n=159)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	100% (159)	0.0% (0)
IP2 (n=45)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	100% (45)	0.0% (0)

IP3 (n=33)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	100% (33)	0.0% (0)
IP4 (n=24)	83.3% (20)	16.7% (4)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
IP5 (n=18)	0.0% (0)	0.0% (0)	0.0% (0)	16.7% (3)	83.3% (15)	0.0% (0)
IP12 (n=8)	87.5% (7)	12.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)

Paper copies

The paper copies that were delivered in batches by hand (batches 3-5) were also combined and a chi-square test carried out to test for significant variance. The results showed that there was a statistically significant difference (p value <0.05). Details on the results of the chi-square tests are available in [Appendix 3](#).

Table 13 shows the level of support for the proposed trial closure amongst the combined paper copy batches that were tested. The responses within these batches were heavily concentrated towards opposition, with 95.6% of respondents selecting strongly oppose. When these are excluded from the analysis, the proportion of respondents selecting strongly support increases from 58.3% to 69.7%, whilst the proportion selecting strongly oppose decreases from 33.6% to 21.5%. While these responses are not treated as invalid, the comparison demonstrates that they influenced the overall distribution of support and opposition. As such, the findings from the sensitivity analysis provide context when considering the headline survey results.

Table 13 – Support for 18-month trial by paper copy batches for paper copy batches found to have a significant variance, compared to all results

Paper copies	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly support	Not sure / Need more information
All results (n=1,531)	33.6% (515)	3.9% (59)	1.4% (22)	2.5% (39)	58.3% (892)	0.3% (4)
All results without paper copy batches 3-5 (n=1,280)	21.5% (275)	3.9% (50)	1.6% (20)	3.0% (39)	69.7% (892)	0.3% (4)
Batches 3-5 (n=251)	95.6% (240)	3.6% (9)	0.8% (2)	0.0% (0)	0.0% (0)	0.0% (0)

4.3.1.2 Levels of support across different subgroups

To determine how levels of support differed across respondents, further analysis was performed to provide insight into how certain subgroups of respondents compared to others. This included breaking down levels of interest based on respondents' interest in the survey, where they live, how they use The Causeway and how often they use The Causeway.

Interest in the survey

In terms of the respondents' interest in the survey, individual respondents were grouped together based on whether they identified themselves as a resident; if responding on behalf of a business or an organisation (combined due to small response rate); or whether they identified themselves as having an 'other' interest.

Figure 7 and Table 14 show that support was high across all groups, with strongly support being the most frequent selection, and the majority response, amongst all three groups, ranging from 56.6% (n=742) for residents to 79.1% (n=72) for businesses and organisations.

Figure 7 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents' interest in the survey (n=1,508)

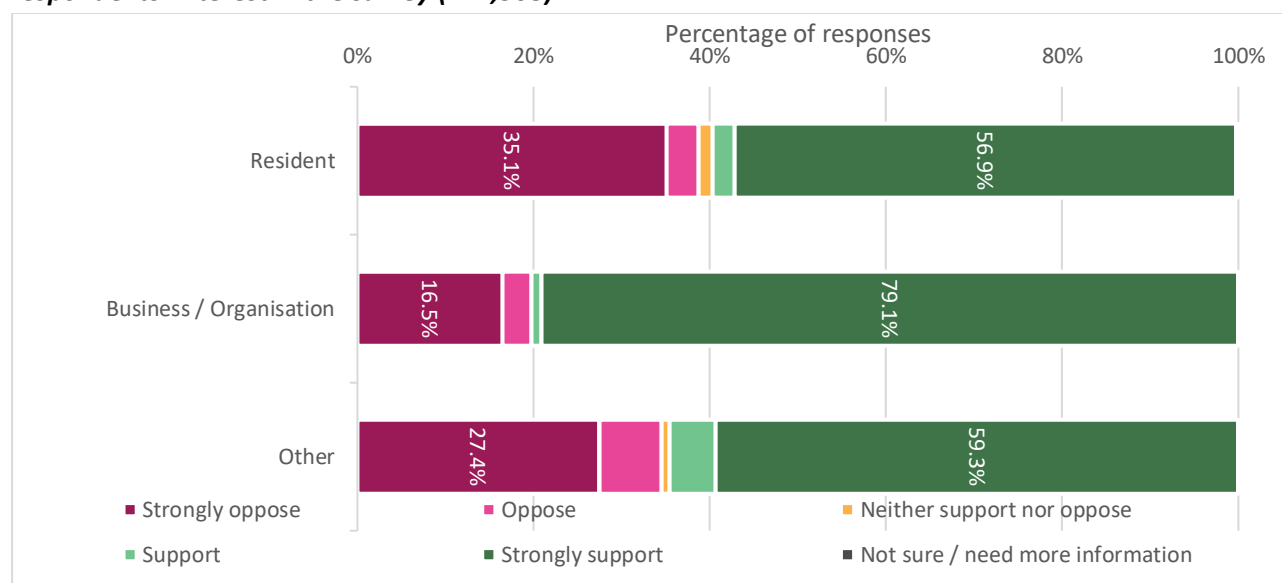


Table 14 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ interest in the survey (n=1,508)

Interest	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly support	Not sure / Need more information
Resident	35.1% (458)	3.6% (47)	1.6% (21)	2.5% (32)	56.9% (742)	0.3% (4)
Business / Organisation	16.5% (15)	3.3% (3)	0.0% (0)	1.1% (1)	79.1% (72)	0.0% (0)
Other	27.4% (31)	7.1% (8)	0.9% (1)	5.3% (6)	59.3% (67)	0.0% (0)

A Chi-square test of independence was conducted to examine whether respondents’ stated interest in the survey was associated with their level of support for the proposed 18-month trial closure of The Causeway.

The results showed a statistically significant association between interest group and level of support ($p = 0.0024$). The strongest differences were observed among respondents categorised as businesses or organisations, who were less likely to select strongly oppose and more likely to select strongly support. However, analysis found that while support levels differed by respondent interest, the strength of this association was weak.

Area of residence

With regards to where people live, individual respondents were grouped together if they selected that they lived in Earlswood (Malthouse Lane); if they selected that they lived in Earlswood (elsewhere); if they selected that they lived in a Nearby village or town; or combined together if they selected that they lived in any of the remaining location options.

Figure 8 and Table 15 show that support is lower and subsequently opposition is higher amongst those located closer to The Causeway. Strongly oppose is the most selected option amongst those living in Earlswood (Malthouse Lane) (56.6%, n=263). In comparison, strongly support is the most selected option for those living in Earlswood (elsewhere) (56.7%, n=264), for those living in nearby villages and towns (82.1%, n=334) and those living in all other locations (74.9%, n=134).

Figure 8 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ location (n=1,517)

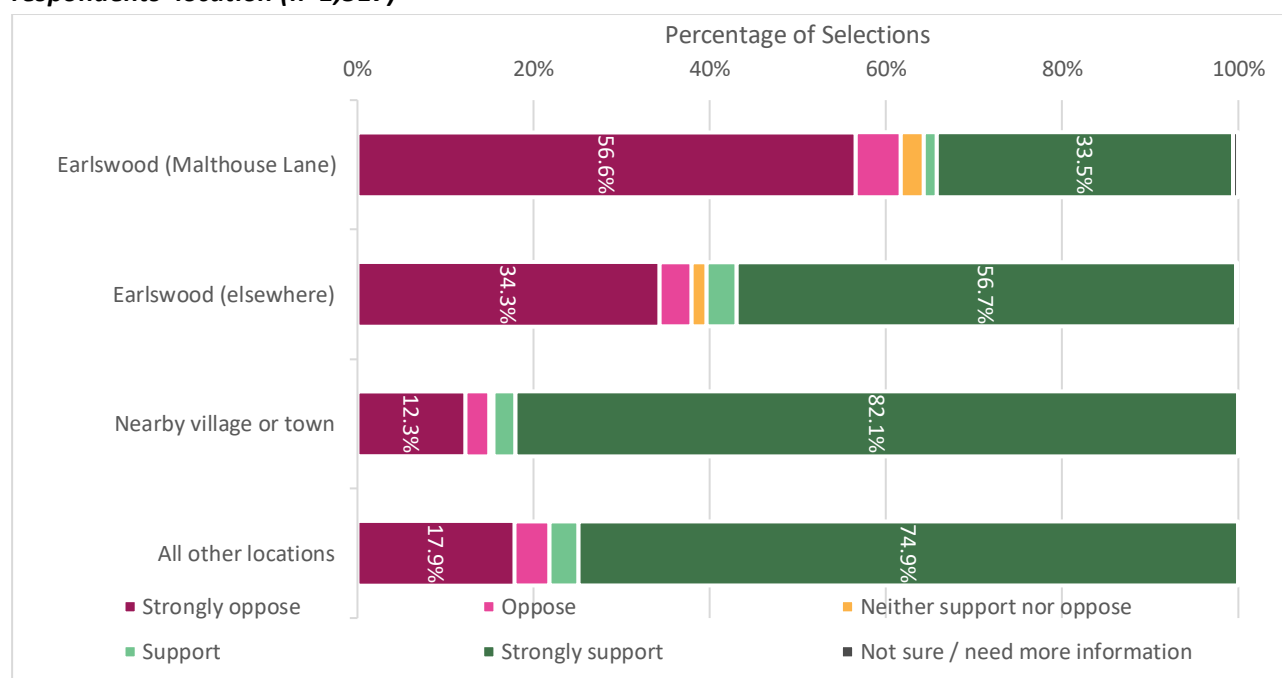


Table 15 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ location (n=1,517)

Location	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly support	Not sure / Need more information
Earlswood (Malthouse Lane)	56.6% (263)	5.2% (24)	2.6% (12)	1.5% (7)	33.5% (156)	0.6% (3)
Earlswood (elsewhere)	34.3% (160)	3.6% (17)	1.7% (8)	3.4% (16)	56.7% (264)	0.2% (1)
Nearby village or town	12.3% (50)	2.7% (11)	0.5% (2)	2.5% (10)	82.1% (334)	0.0% (0)
All other locations	17.9% (32)	3.9% (7)	0.0% (0)	3.4% (6)	74.9% (134)	0.0% (0)

A Chi-square test of independence was conducted to examine whether respondents’ location was associated with their level of support for the proposed 18-month trial closure of The Causeway.

The analysis found a highly statistically significant association between location and level of support ($p < 0.001$). Analysis found that those located on Malthouse Lane were much more likely to strongly oppose the proposal and much less likely to strongly support the proposal. Whereas respondents from nearby villages and towns were much less likely to strongly oppose the proposal and much more likely to strongly support the proposal. Respondents living outside the immediate area also showed higher support and lower opposition, although these effects were less

pronounced than those seen among nearby villages and towns. The effect size was moderate, indicating that location appears to be a reasonable factor in explaining variations in support levels.

Use of The Causeway

With reference to how people use The Causeway, individual respondents were grouped together depending upon how they selected they used it. Respondents could select multiple uses and therefore an individual respondent's views could be represented in more than one of these groups.

Figure 9 and Table 16 show that opposition is higher amongst those that travel along The Causeway to get to other places. Strongly oppose was the most selected option amongst those that use The Causeway in a vehicle as a through route/crossing (55.2%, n=364) and those that use The Causeway in a vehicle mainly to access homes/land/businesses (55.3%, n=405). In comparison, strongly support was the most selected option for all of the other four groups ranging from those that walk along/across The Causeway (60.4%, n=576) to those that use The Causeway in a vehicle mainly to visit Earlswood Lakes (76.1%, n=343).

Figure 9 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ use of The Causeway (n=1,519)

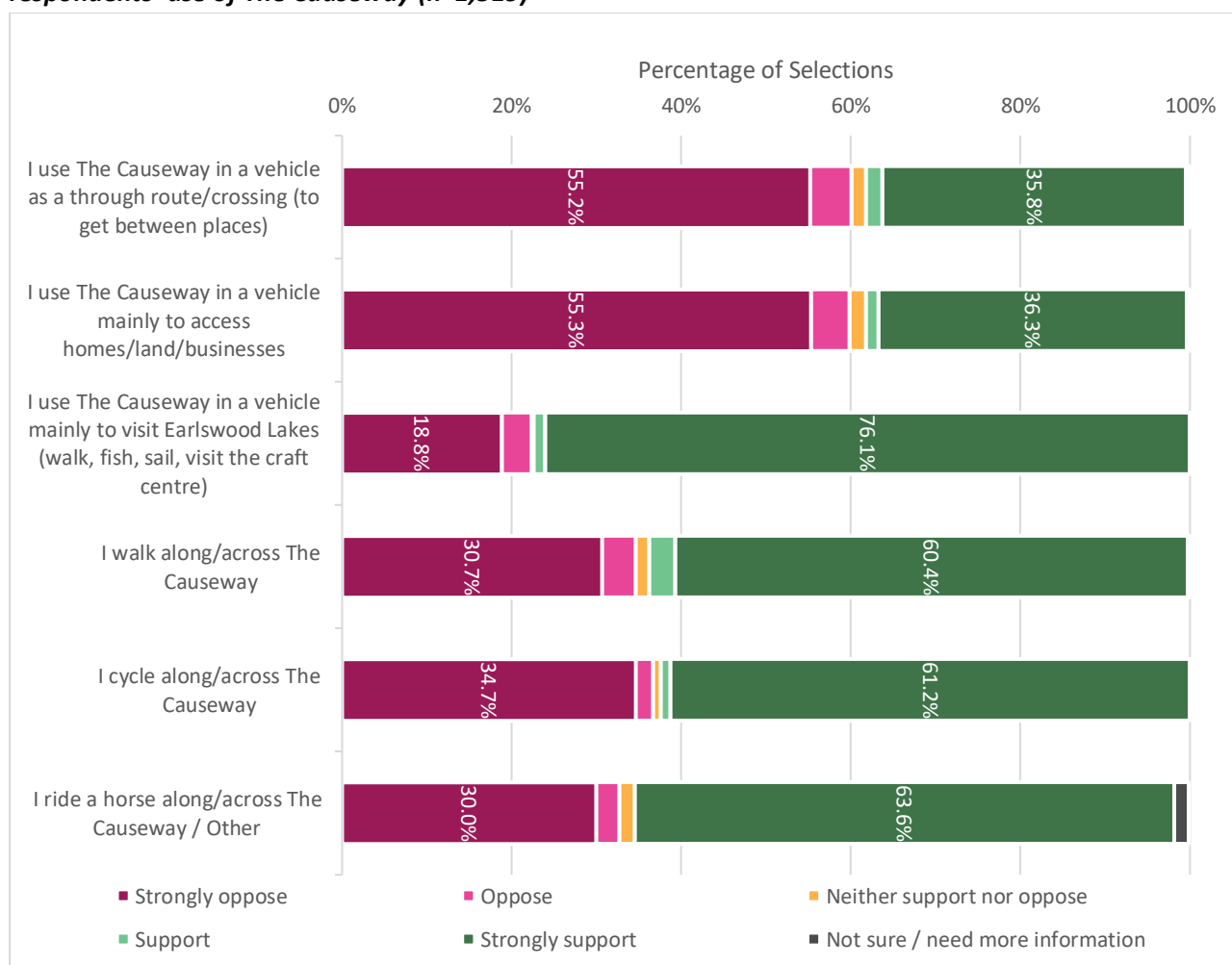


Table 16 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ use of The Causeway (n=1,519)

Use	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly support	Not sure / Need more information
I use The Causeway in a vehicle as a through route/crossing (to get between places)	55.2% (364)	4.9% (32)	1.7% (11)	2.0% (13)	35.8% (236)	0.5% (3)
I use The Causeway in a vehicle mainly to access homes/land/businesses	55.3% (405)	4.5% (33)	1.9% (14)	1.5% (11)	36.3% (266)	0.4% (3)
I use The Causeway in a vehicle mainly to visit Earlswood Lakes (walk, fish, sail, visit the craft centre)	18.8% (85)	3.5% (16)	0.2% (1)	1.3% (6)	76.1% (343)	0.0% (0)
I walk along/across The Causeway	30.7% (293)	4.0% (38)	1.6% (15)	3.0% (29)	60.4% (576)	0.3% (3)
I cycle along/across The Causeway	34.7% (85)	2.0% (5)	0.8% (2)	1.2% (3)	61.2% (150)	0.0% (0)
I ride a horse along/across The Causeway / Other use	30.0% (33)	2.7% (3)	1.8% (2)	0.0% (0)	63.6% (70)	1.8% (2)

A Chi-square test of independence was conducted to examine whether respondents’ stated use of The Causeway was associated with their level of support for the proposed 18-month trial closure of The Causeway.

The results showed a statistically significant association between usage group and level of support ($p < 0.001$). The strongest pattern is around vehicle use and access. Respondents who selected either I use The Causeway in a vehicle as a through route/crossing or I use The Causeway in a vehicle mainly to access homes/land/businesses were more likely to strongly oppose the proposal and less likely to strongly support it. In contrast, respondents who selected I use The Causeway in a vehicle mainly to visit Earlswood Lakes or I walk along/across The Causeway were generally less likely to strongly oppose and more likely to strongly support the proposal. The effect size was small to moderate, indicating that while support levels differed by respondent usage, the strength of this association was not large.

Frequency of use of The Causeway

On the subject of how often people use The Causeway, individual respondents were grouped depending upon how regularly they used it. Figure 10 and Table 17 show that support is generally greater amongst those that use The Causeway less frequently. More specifically, strongly oppose is highest amongst those that use The Causeway most days (42.9%, n=399). Strongly support is the most selected option amongst all the groups. Selections range from 51.3% (n=478) for those using most days to 72.0% (n=72) for those using about once a week.

Figure 10 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ frequency using The Causeway (n=1,522)

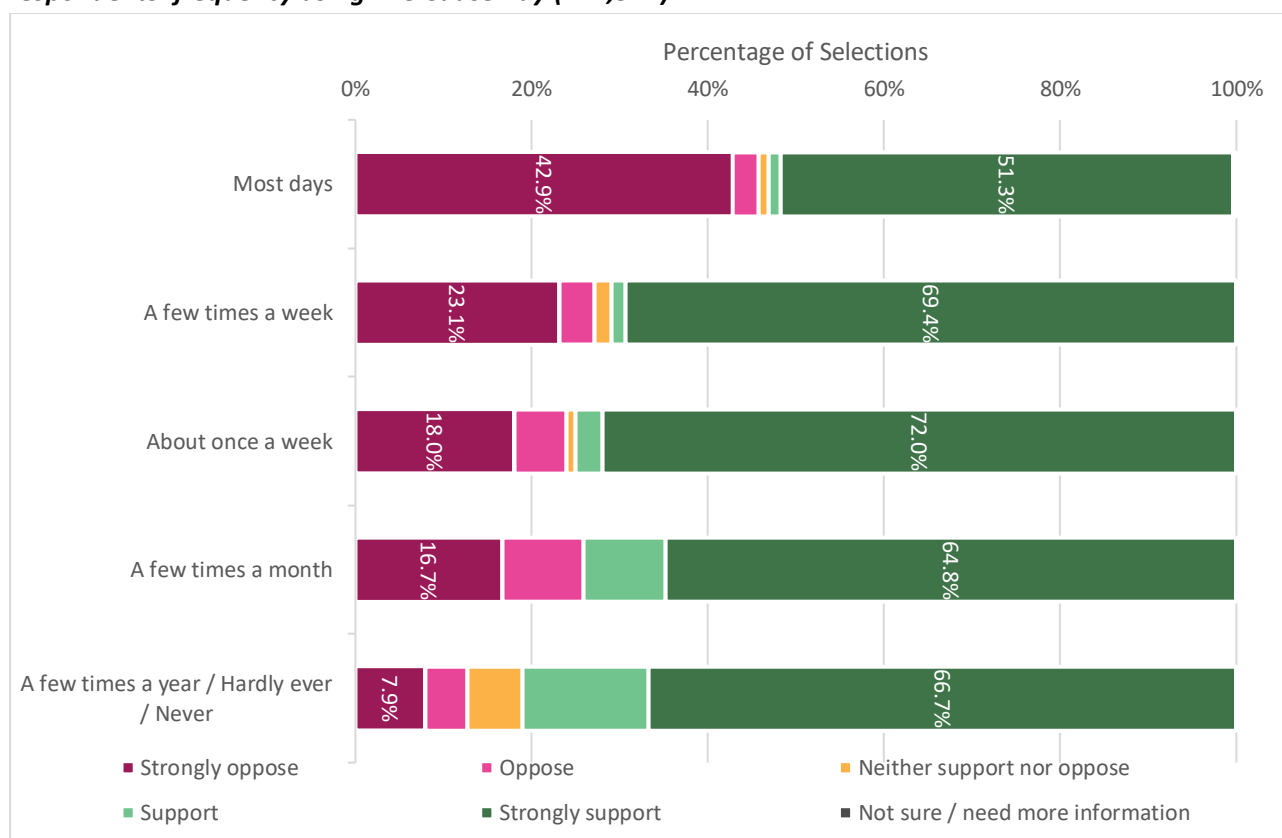


Table 17 – Responses to “in principle, do you support an 18-month trial closure of The Causeway?” by respondents’ frequency using The Causeway (n=1,522)

Frequency of use	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly support	Not sure / Need more information
Most days	42.9% (399)	2.9% (27)	1.2% (11)	1.3% (12)	51.3% (478)	0.4% (4)
A few times a week	23.1% (74)	4.1% (13)	1.9% (6)	1.6% (5)	69.4% (222)	0.0% (0)
About once a week	18.0% (18)	6.0% (6)	1.0% (1)	3.0% (3)	72.0% (72)	0.0% (0)
A few times a month	16.7% (18)	9.3% (10)	0.0% (0)	9.3% (10)	64.8% (70)	0.0% (0)
A few times a year/ Hardly ever / Never	7.9% (5)	4.8% (3)	6.3% (4)	14.3% (9)	66.7% (42)	0.0% (0)

A Chi-square test was conducted to examine whether respondents’ frequency of use of The Causeway was associated with their level of support for the proposed 18-month trial closure of The Causeway.

The analysis found a highly statistically significant association between interest group and level of support ($p < 0.001$). This means that the pattern of support varies substantially according to how frequently respondents use The Causeway. Analysis shows that support generally increases as frequency of use decreases. Respondents using The Causeway most days were much more likely to strongly oppose the proposal and less likely to strongly support it. Whereas those using The Causeway a few times a year / hardly ever / never were much less likely to strongly oppose the proposal and somewhat more likely than expected to express positive or neutral views. The effect size was small to moderate, indicating that while support levels differed by respondent frequency of use, the strength of this association was not large.

Further information on the tests of independence including detailed results tables can be found in [Appendix 4](#).

4.3.2 Aspects of the trial seen as positive

An open text question asked what aspects of the trial idea, if any, do you see as positive? All respondents had the opportunity to provide a comment with 1,052 (68.3%) respondents opting to do so, as shown in Table 20. Despite the question asking about positive aspects of the trial 321 (30.5%) comments were made saying there were no positives or expressing disagreement with the closure. However, many respondents identified potential benefits, particularly improved safety for pedestrians (23.7%, n=249), a reduction in crime and anti-social behaviour (21.9%, n=230), and improved safety more generally (16.8%, n=177). Other recurring positives included support for the trial as an opportunity to assess impacts, reduced parking issues, less speeding, reduced conflict between road users, and a quieter, more pleasant environment. Smaller numbers of comments also highlighted benefits for cyclists, horse riders, wildlife, visitors and people using the area for leisure activities. Table 18 summarises the themes arising from comments with example quotes.

Table 18 – Themed responses to what aspects of the trial idea, if any, do you see as positive (n=1,052)

Theme	Count	Example Quotes (respondent type)
No positives/ Against the proposal Comments that did not identify any positive aspects and/or opposed the closure	321	<i>"I can not see any positives, this trail is not needed and goes against the views of the majority of Earlswood Community." (Strongly oppose, Earlswood resident)</i> <i>"Sorry I cannot see anything positive except for the locals who want it closed and I guess that the causeway has been there long before most of the locals moved into their houses." (Strongly oppose, business)</i> <i>"None whatsoever." (Strongly oppose, Earlswood resident)</i> <i>"I understand the need for a change, however I think a closure for vehicles is wholly unreasonable" (Oppose, Earlswood resident)</i> <i>"Absolutely no positives what so ever." (Strongly oppose, Earlswood resident)</i> <i>"There are no positive aspects of this. Since there has been no thought given to the locals who will affected." (Strongly oppose, Earlswood resident)</i> <i>"None. Instead of closing the causeway you should be looking at the reasons for closure & dealing with those" (Strongly oppose, Earlswood resident)</i> <i>"Struggling to find a positive" (Oppose, Earlswood resident)</i> <i>"I really don't see any positives in closing the road." (Strongly oppose, Earlswood resident)</i>

		<i>"I don't see any positives to the closure." (Strongly oppose, Earlswood resident)</i> <i>"None I'm afraid... and I have tried to look for positives." (Strongly oppose, Earlswood resident)</i> <i>"I personally cannot see anything positive in going ahead with a trail that goes against the wishes of the majority of the Earlswood Community" (Strongly oppose, Earlswood resident)</i> <i>"I cannot see any positives about this idea. No matter how hard I look at this." (Strongly oppose, Earlswood resident)</i> <i>"I don't think it should happen because lots of people use it" (Strongly oppose, Earlswood resident)</i> <i>"None....Vehicle access is essential for residents in the area." (Strongly oppose, Earlswood resident)</i> <i>"None" (Oppose, visitor to area)</i> <i>"None" (Strongly oppose, business in Earlswood)</i>
Safer for pedestrians Comments saying the closure would make the area safer or more pleasant for people walking	249	<i>"It will make the causeway so much safer for pedestrians (Strongly support, Earlswood resident)"</i> <i>"The current set up of the road means traffic can and does speed over the causeway leaving it very dangerous for pedestrians and other users. Traffic does not slow down sufficiently to allow people to safely reach the step ins." (Strongly support, Worcestershire resident)</i> <i>"I see it as a great thing to create a safer space for people to exercise without the fear of being mown down by cars." (Strongly support, Resident of nearby town or village)</i> <i>"As much as this will impact my car travel, the benefits to pedestrians far out ways my minor inconvenience. The causeway will feel safer for walkers" (Support, Earlswood resident)</i> <i>"It'll be much safer and more pleasurable for walkers". (Strongly support, Warwickshire resident)</i> <i>"Safety of pedestrians" (Support, Earlswood resident)</i>
Reduction in crime and anti-social behaviour Comments suggesting the closure could reduce nuisance behaviour, crime, drug use or other anti-social activity	230	<i>"Something needs to be done to restrict the nuisance crime and abuse of the causeway lake and area." (Strongly support, Earlswood resident)</i> <i>"reduce antisocial behaviour, safer for my children outside" (Strongly support, Earlswood resident)</i>

		<i>"Curb antisocial behaviour, drug dealing" (Strongly support, Earlswood resident)</i> <i>"Hopefully closure if the causeway would reduce the anti social behaviour." (Strongly support, Earlswood resident)</i> <i>"Discourages anti social behaviour." (Strongly, support, Solihull resident)</i> <i>"Less criminal activity" (Strongly support, visitor to area)</i> <i>"It will reduce the antisocial behaviour on the causeway. It is currently dangerous and also attracting people to the area to partake in drug fuelled gatherings. It is disruptive to all residents surrounding Valley Road. I strongly support this trial to help put an end to these visitors to Earlswood." (Strongly support, Earlswood resident)</i> <i>"Far less ASB." (Support, Earlswood resident)</i> <i>"Anti social behaviour has gone way too far and it needs managing" (Support, Earlswood resident)</i> <i>"There is also regular footage of drug taking there which has been ignored by the authorities. Closing will help prevent this blight on local residents"(Strongly support, Earlswood resident)</i> <i>"Closure will help reduce asb on causeway as no where for anti socials to parkup." (Strongly support, Earlswood resident)</i> <i>"Will deter anti social behaviour every day from visitors out of the area." (Strongly support, Earlswood resident)</i> <i>"I believe the closure (assuming it's properly imposed and policed) will help reduce the antisocial behaviour." (Strongly support, Earlswood resident)</i>
Improve safety of the area Comments about the proposal making the area safer as a whole	177	<i>"Much safer for everyone to enjoy the local surroundings." (Strongly support, Local business)</i> <i>"It will make it a safer more pleasant way to visit the Lakes and enjoy walking the neighbourhood" (Strongly support, Resident of nearby town or village)</i> <i>"Safer for children and local residents." (Strongly support, Earlswood resident)</i> <i>"This needs doing asap. It will be safer and quieter for all residents" (Strongly support, Earlswood resident)</i> <i>"Create a safer place for families" (Strongly support, Earlswood resident)</i>

		<i>"Increase safety" (Support, Earlswood resident)</i> <i>"Making it a better amenity for all and a safer space is a very good idea" (Strongly support, Earlswood resident)</i> <i>"It will be safer for people visiting the lakes" (Strongly support, Earlswood resident)</i> <i>"A safer space for people like me who come to visit with my dog and small children." (Strongly support, visitor to area)</i>
Good opportunity to test closure /Support the proposal Comments supporting the trial or seeing it as a useful opportunity to test the impact of closure	116	<i>"A trial will allow all stakeholders to definitively understand how a permanent closure of the Causeway will impact the appalling ASB that takes place on the Causeway and that seriously affects the quality of life of those who live near it" (Strongly support, Earlswood resident)</i> <i>"This issue & debate has been a issue for Earlswood residents for many years. I hope by having a trial closure it will provide accurate information (not just people's opinions) on whether closure of the causeway is beneficial to the majority of the residents." (Strongly support, Earlswood resident)</i> <i>"The 18 months trial is brilliant and allows residents and people visiting the lakes the opportunity to see the difference the trial makes." (Strongly agree, Earlswood resident)</i> <i>"The fact this is a trial - therefore no reflection. We need to see if the closure stops dangerous health and safety concerns." (strongly support, Earlswood resident)</i> <i>"Very supportive of this" – (Strongly support, Organisation in Earlswood)</i> <i>"A much needed change to the lakes. This is a positive idea from the council" – (Strongly support, resident of nearby town or village)</i> <i>"This would be a fantastic way to improve the area around the lakes." (Strongly support, Earlswood resident)</i> <i>"It's very positive. I work locally and my customers talk about how bad the causeway is and how badly it affects the area being open. It needs to be closed to improve the area as a whole." (Strongly support, business in Earlswood)</i> <i>"This is a fantastic idea" (Strongly support, Earlswood resident)</i> <i>"I see it all as positive" (Strongly support, Earlswood resident)</i>

Reduce parking issues Comments suggesting the closure could reduce illegal, unsafe or obstructive parking	77	<i>"It would also stop the cars that park on the passing place who block the causeway and cause huge problems." (Strongly support, Earlswood resident)</i> <i>"To stop blockages along the causeway of people parking their car illegally" (Strongly support, Solihull resident)</i> <i>"Prevent illegal parking in the passing point." (Support, Earlswood resident)</i> <i>"Less stupid parking at junction" (Support, Earlswood resident)</i> <i>"Not parking on the passing point." (Strongly support, Earlswood resident)</i> <i>"Parking in the passing places, on double yellow lines makes it dangerous for residents and people wanting to pursue their leisure activities." (Strongly support, Earlswood resident)</i> <i>"stop the illegal parking of vehicles in the middle of the causeway which is where the biggest problem lies." (Earlswood resident)</i>
Reduce speeding/ dangerous driving Comments saying the closure could stop or reduce speeding and dangerous driving	74	<i>"It will stop cars from using it as their own personal race track" (Strongly support, Earlswood resident)</i> <i>"Stop people drag racing up my road." (Strongly support, Earlswood resident)</i> <i>"Significantly reduces the risk of injury/death y speeding vehicles." (Strongly support, Visitor to area)</i> <i>"No more cars speeding along the causeway + continuing up Malthouse Lane." (Strongly support, Earlswood resident)</i> <i>"Its will stop the boy racing traffic which has become a real health and safety issue I have nearly been hot several times walking my dog and also my friends horse was nearly hit when coming on to Malthouse Lane" (Strongly support, Earlswood resident)</i> <i>"Improved safety due to those cars that specifically visit the causeway to drive it only, often at speed, would no longer make the trip" (Strongly support, Earlswood resident)</i> <i>"Reduce unwanted speeding and dangerous driving" (Strongly support, Earlswood resident)</i>
Reduce conflict Comments suggesting the closure could reduce conflict between everyone	43	<i>"Reducing potential conflict" (Support, Earlswood resident)</i> <i>"The closure to cars to remove conflict" (Strongly support, Earlswood resident)</i>

		<i>"Removal of conflict of different road users, given there's a functional road alongside." (Strongly support, Earlswood resident)</i> <i>"Improve the safety and remove conflict with cars" (Strongly support, Earlswood resident)</i>
Reduce noise Comments saying the area would be quieter or more peaceful without vehicles	40	<i>"Making it quieter without the constant noise of cars will be lovely." (Strongly support, Earlswood resident)</i> <i>"Making it quieter for everyone can only be a positive for the area and the wonderful lakes." (Strongly support, Earlswood resident)</i> <i>"Safer and quieter so much better" (Strongly support, Earlswood resident)</i> <i>"The area would become peaceful" (Not answered, Earlswood resident)</i> <i>"Less car noise" (Strongly support, lives locally)</i>
Improve safety for cyclists Comments saying the closure would make the route safer or easier for cyclists	38	<i>"cyclists can enjoy the causeway without fearing for their health and safety." (Strongly support, Earlswood resident)</i> <i>"It will be great for cyclists. It's currently awful having cars sharing the same space and trying desperately not to fall off when passing them." (Strongly support, Solihull Resident)</i> <i>"Much better access for cyclists." (Strongly support, Earlswood Resident)</i> <i>"Safer for cyclists and walker" (Strongly support, resident of nearby village or town)</i> <i>"As a keen cyclist 'I like to cycle around there Currently dangerous" (Strongly support, Warwickshire resident)</i>
Reduce traffic Comments suggesting the closure would reduce the volume of traffic using the causeway	37	<i>"Reducing traffic" (Strongly support, Earlswood resident)</i> <i>"To reduce traffic on this narrow walkway and make it safer for walkers and cyclists/horses" (Strongly support, Earlswood resident)</i> <i>"Less through traffic" (Support, Earlswood resident)</i>
Improve conditions for wildlife Comments saying the closure could better protect wildlife from vehicles, noise or disturbance	28	<i>"Wildlife will be less harmed" (Strongly support, Earlswood resident)</i> <i>"Brilliant. I am a bird watcher and am very keen on protecting the area for the wildlife. The grey lagged geese block the causeway every summer and people drive up to them and sound their horns. There have been many ducks that have sadly been crushed by car tyres on the causeway. The sounds of the loud cars also petrifies the birds and the lights from the cars causes</i>

		<i>light pollution. It'll be much better for the environment without the cars." (Strongly support, Earlswood resident)</i> <i>"It would be better for the wildlife and conservation." (Strongly support, Earlswood resident)</i>
Improve the environment Comments mentioning environmental benefits such as less pollution and litter	27	<i>"Less pollution" (Strongly oppose, resident of nearby town or village)</i> <i>"Reduction of litter dropped from vehicles" (Strongly support, Earlswood resident)</i> <i>"Good for the environment" (Strongly oppose, Earlswood resident)</i> <i>"Reduction in air pollution" (Support, Earlswood resident)</i>
Improve safety for horse riders Comments saying the closure would make the route safer for horse riders	21	<i>"Taking horses along this road, especially in the evenings, has become impossible - this is due to the near constant speeding cars that do not care for the horses, many of the cars have loud popping exhausts and seem to do the noise on purpose as they pass close by the horses. We have to now avoid the causeway with our horses as it is too dangerous, plus the large groups of men standing around doing dugs and very often say sexual things to the young girls from my stables who are taking the horses across." (Strongly support, Earlswood resident)</i> <i>"As a horse rider this road has become a no go area for horse riders. This will be a fantastic positive change to the lakes as a whole." (Strongly support, Organisation in Earlswood)</i> <i>"It will be safer for pedestrians/cyclists/ horse riders and will also stop the hold up of traffic on valley road and when car users are currently trying to use the causeway." (Strongly support, Resident of nearby town or village)</i>
Improve safety for drivers Comments suggesting the current road layout is difficult or unsafe for drivers and closure could reduce risk	20	<i>"Despite the fact I use it as it's more convenient (as opposed to using Springbrook Lane) it has got more and more dangerous to use due to inconsiderate drivers. Closure of the Causeway would force the use of other routes which in turn would reduce the risk to Causeway users (Strongly support, Resident of nearby town or village)</i> <i>"I see problems with cars almost daily. The system is inefficient and unclear and causes conflict between cars and also between cars and pedestrians" (Strongly support, Earlswood resident)</i> <i>"The causeway is a nightmare to drive across especially weekends. I have a rule if when coming from valley road and a vehicle is already on the causeway I don't venture across." (Strongly support, Earlswood resident)</i>
Prevent damage to barriers	15	<i>"prevent further damage to the barriers" (Strongly support, Earlswood resident)</i>

Comments saying the closure could prevent vehicles damaging barriers or reduce repair costs		<i>"It would save the canals and river trust money in not replacing the barriers that keep getting smashed into." (Strongly support, Earlswood resident)</i>
Encourage visitors Comments suggesting the closure could make the lakes more attractive for visitors	9	<i>"This would positively change the lakes into a walkers destination" (Strongly support, Earlswood resident)</i> <i>"I think this will help attract more people to visit the lakes as it will be nicer to walk around" (Strongly support, Business in Earlswood)</i>
Benefit for some residents Comments saying the proposal would mainly benefit certain local residents	4	<i>"It will benefit the few residents at the bottom of Malthouse Lane who have been trying to close the lakes since they moved in . These residents are extremely fortunate that they not only live in a beautiful area but they have uninterrupted views over the lakes from their gardens .unlike the majority of Earlswood residents .they want it all." (Strongly oppose, Earlswood resident)</i>
Encourage people to exercise Comments saying the closure could encourage walking, cycling or other physical activity	4	<i>"This will promote walking around the lakes, rather than simply just driving over the lakes. This is the point of this proposal, to promote exercise." (Strongly support, Resident of nearby village)</i>
Timed closures Comments suggesting partial closure, such as evenings or summer months only	4	<i>"Closure for summer months only." (Oppose, Earlswood resident)</i> <i>"Evening closure" (neither support nor oppose, resident of nearby town or village)</i>
Has worked previously Comments referring to previous closures and saying they had positive impacts	3	<i>"When the causeway was closed before the road was a quieter and safer place" (Strongly support, Earlswood resident)</i>
Improve conditions for people to fish Comments saying the closure would make fishing easier, safer or more enjoyable	3	<i>"It's a brilliant idea. Making it more accessible for fishing and being able to move fishing equipment over the causeway without cars driving at me, is great." (Strongly support, Solihull resident)</i>

Other themes raised within the comments were:

- Improve current signage
- Review double yellow lines
- Limit access

4.3.3 Aspects of the trial seen as negative

Another open text question asked what aspects of the trial idea, if any, do you see as negative? All respondents had the opportunity to provide a comment with 1,036 (67.2%) respondents opting to do so. Despite the question asking about negative aspects of the trial, 410 (39.6%) comments were made suggesting there were no negatives. However, most other comments highlighted negatives with frequent themes being longer journeys and reduced access (26.1%, n=270), issue for surrounding roads/additional traffic (25.7%, n=266), concerns that crime and anti-social behaviour will move instead of being addresses (13.1%, n=136), parking concerns (12.1%, n=125) and 93 comments saying everything is negative (9.0%). Table 19 summarises the themes arising from comments with example quotes.

Table 19 – Themed responses to what aspects of the trial idea, if any, do you see as negative? (n=1,036)

Theme	Count	Example Quotes
No negatives Many respondents felt there would be no negative impacts and believed the closure could improve safety, reliability and the local environment.	410	<i>"No negatives. Some people would have slightly longer but more reliable journeys, there is little real hardship in using the diversion routes. I know that some emergency services, fire brigade from Solihull direction do not currently use the causeway, due to the risk of being blocked by oncoming vehicles, they use the main roads .. if it's gated it may still be quicker to use the diversion routes." (Resident, strongly support)</i> <i>"None. It's not fit for purpose anymore due to so much increased traffic just for a access to malt house lane houses it's not necessary all it is now is a short cut off poolhead lane from the motorway also it's not just on the causeway is the problem it's the access points trying to cross onto them from valley road it creates congestion also more importantly confusion." (Resident, strongly support)</i> <i>"None at all. Some have suggested parking at the bottom of Malthouse Lane might become an issue- it wasn't when the dam was closed to traffic when it was being repaired. No, no negatives at all. It will hugely improve the area for residents and visitors." (Resident, strongly support)</i>
Longer journeys and reduced access Respondents felt the closure would make everyday journeys longer and more difficult, particularly for local residents who rely on direct access via The Causeway.	270	<i>"It will cause disruption and inconvenience to the people who use it daily. As a resident of Malt House Lane, the problems and difficulties using the Causeway only really occur in the summer months and good weather. So for 9 months of the year its ok. Yes there is drug dealing - its everywhere in the country. Yes cars speed, but there's no deterrent or monitoring. Yes there's a camera, which doesn't appear to be used. Yes there are double yellow lines, which again aren't monitored. Just because there's no money or resources to Police a beautiful and unique road, doesn't mean it should be closed. Its a road a public highway without a pavement, so are lots of other roads in the country." (Resident, strongly oppose)</i>

	<i>"This would have a negative impact on my life as I use the causeway several times a day and it would result in a considerable personal expenditure through increased fuel consumption and will increase pollution." (Resident, strongly oppose)</i> <i>"The closure will impact the local residents with more traffic using Valley Road and The Common which is already congested at peak times. It brings more pollution to the area with more standing traffic at the crossroads, and at the narrow bridge on Valley Rd. At times we are unable to cross the road to the shops already and wait long periods to try to get off our drive - it will become impossible. The Causeway has been open for many years there is no need to change it and impact locals. This does nothing but impact the local residents." (Resident, strongly oppose)</i> <i>"From a personal perspective, closing the causeway to vehicles would:</i> <i>• Impact on my long standing freedom to drive across the causeway, and the pleasure I derive from that every time - nearly 70 years and it always delivers.</i> <i>• Force me to drive an extra 4 miles to my home, leading to extra fuel cost and time, and pollution</i> <i>• Force me to use the Common which I choose to avoid as it has fast traffic and is busy, and dangerous to exit from Springbrook.</i> <i>• Force me to use Springbrook which floods and is inaccessible in snow and icy conditions as it has steep inclines</i> <i>• Force me to use Small Lane which is single track</i> <i>• Force me to use Valley Road which is busy and has fast traffic and is already congested especially during commuting times</i> <i>• Prevent me walking across the causeway at dusk or after dark as I would be fearful regarding my personal safety due to there being no passing traffic which I believe is a preventative to any possible incidents. Needless to say I would not be using the pathways</i> <i>• Impact on my social life as I could only then drive to the Red Lion and Hickorys and therefore only consume non alcoholic drinks</i> <i>• Be denying residents direct and long standing access over the Causeway, to their homes, in favour of seasonal visitors.</i> <i>• Be isolating residents from their village, dictating how they move around their village, and certainly taking away freedom of choice regarding driving and walking" (Resident, strongly oppose)</i> <i>• "Inconvenience to residents</i> <i>• Extra traffic in Malthouse</i> <i>• Extra cars parking in Malthouse as cannot drive through</i> <i>• Cars turning in residents drives as cannot drive through</i> <i>• Increased fuel costs due to long detour</i> <i>• Increased pollution in Malthouse</i> <i>• No direct access to homes" (Resident, strongly oppose)</i> <i>"I travel to Malthouse Lane to offer daily care to an elderly couple through the company I work for. I travel across the lakes</i>
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		<i>(causeway) to do this on a daily basis. This diversion would add time, fuel cost, wear and tear and a delay response to my clients. I believe this closure would impact many other company's that use the causeway regularly." (Business, strongly oppose)</i>
Issue for surrounding roads/ additional traffic Respondents were concerned that closing the Causeway would displace traffic onto nearby roads that are already busy, narrow or unsuitable for higher traffic volumes.	266	<i>"Springbrook Lane/Small Lane will not cope with extra traffic. Junctions - Valley Road/Shutt Lane/Springbrook Lane/Earlswood Common. Hazardous exits obstructed to drivers." (Resident, strongly oppose)</i> <i>"The negatives. This will cause a build up of parked cars outside no's 1,2,3 & 4 malthouse lane. As they do this now on double yellow line and do not care as there is no one to enforce them parking there. So making Malthouse lane a dead end will only increase this problem we already have. Police, ambulance, fire not being able to get to us quickly life threatening." (Resident, strongly oppose)</i> <i>"The closure of the causeway will significantly increase traffic down springbrook lane, a country lane not designed for significant traffic. The junction at the common will also be much more heavily used. Moreover, the diversion of those who currently use the causeway for access to Solihull and Wythall and beyond, may cause more incidents of speeding down the 30 mph Common to make up 'lost time'. Other routes to malthouse lane are likely inadequate." (Resident, neither support nor oppose)</i> <i>"The junction of Malthouse turning right out of Springbrook has poor visibility to the left so something would need to be done to improve that in light of increased traffic." (Other, strongly support)</i> <i>"Springbrook Lane will become busier with traffic and as horses regularly use this path, perhaps the speed limit could be reduced during this trial period as 40 mph is too fast when horses and pedestrians are on the road." (Resident, strongly support)</i> <i>"It means I will have to use the Common which I normally avoid as it has fast traffic and has a blind exit from Springbrook. I will have to use Valley Road - this road is busy and has speeding cars and is congested especially during commuting times. I would not be able to walk across the causeway at certain times as I think my personal safety would be compromised with no cars passing by. (Resident, strongly oppose)</i> <i>"Increased traffic on Springbrook Lane. Problems getting out of Malt house Lane during inclement weather. Cars using driveways to turn around. Cars parking on double yellow lines and blocking dropped kerbs." (Resident, strongly oppose)</i> <i>"The closure to vehicles is wholly unreasonable and will cause additional traffic on surrounding roads such as The Common and Springbrook lane. Especially Springbrook lane does not have the</i>

		<i>infrastructure for the additional traffic. It is in need of a complete resurfacing and not suitable for additional traffic...I would also suggest that a lack of thought has been put into the traffic delays which will be caused on the crossing to the common which can already have traffic jams and nasty accidents without the addition of extra traffic.” (Resident, strongly oppose)</i> <i>“Barriers will cause traffic chaos at the bottom of Malthouse lane and attract drug dealers into the area.” (Resident, strongly oppose)</i> <i>“This trial is going to cause more traffic congestion, delays and more inconvenience to those who live in the area.” (Other, strongly oppose)</i> <i>“The extra distance to travel. Access out of Malthouse lane is virtually impossible in bad weather , snow ice extreme rainfall from Springbrook and Poolhead. The road is not suitable for all the extra traffic. There is no footpath along Springbrook, Small lane and added vehicles will make an already dangerous walk even harder. No turning circle at the end of Malthouse for those vehicles who carry on down the road.” (Resident, strongly oppose)</i> <i>“Will just pass the problem onto another section of earlswood. Traffic will be even heavier to adjoining roads. The problem on the causeway is not the amount of traffic it’s stupid people being allowed to park on the junction which should be used to allow safe passing which then causes problems. The closing of the causeway will not eradicate problems it will just cause more.” (Resident, strongly oppose)</i>
Concerns that crime and anti-social behaviour will move rather than be addressed Respondents felt the closure would not address the root causes of anti-social behaviour and could simply move the problem elsewhere.	136	<i>“I don’t believe it will stop the antisocial visitors doing the drug taking and dealing, meaning i think it will just increase these activities into Malthouse itself. I often walk past cars parked up on the pavement full of Asian youths and you can see them with drugs/paraphernalia through their windows. There will also be a significant Increase in traffic along small and springbrook lane. That crossroads can also be quite blind when you’re turning right out of Springbrook. I anticipate will be an increase in accidents on this crossroads. I also think you will still see people driving down to it and I think it’s going to create disturbances for those houses at the very end of moulthouse. They’re going to have cars constantly turning round at them. I also think you’ll probably see these ASBOs parking at the blockade entrances.” (Resident, not sure)</i> <i>“To close the causeway to try and stop anti-social behaviour is completely incorrect. It will not stop this only enhance it as many more people will use it to gather in Earlswood without the repercussions of cars driving through and reporting any illegally parked cars, people smoking weed or just general rudeness and aggression to local people. This will all carry on. There are many other options to attempt to solve the problems in Earlswood. ANPR Cameras, regular police presence who actually</i>

		<i>prosecute for illegally parking and even clamping and towing. This feels an easy option that only impacts the local community instead of tackling the problem of those who visit and cause problems who are not local to earlswood. This will only move the anti-social behaviour elsewhere further into the community like to the park, malthouse & Cloweswood lane and the valley. This is not a solution.” (Resident, strongly oppose)</i> <i>“It won’t stop anti-social behaviour. They will park on double yellows and walk down to a now quieter causeway. They are likely to move their anti-social behaviour closer to residential properties instead of on a non-residential road.” (Resident, strongly oppose)</i> <i>“This doesn’t not provide a sensible solution. It will just shift the problem elsewhere. The cars parking in the middle of the causeway will still come and they will park up Malthouse lane. This already happens and closing it will just see them drive and park there. There is already a huge amount of evidence showing that when multiple cars arrive this is what they do. They play music loudly at night outside houses and race up and down Malthouse Lane at an incredible speed. My suggestion would be to (1) have bollards placed in the middle of the causeway which would still leave room for cars to pass and (2) ensure cars parked illegally on Malthouse Lane (on the double yellow lines) are regularly ticketed and also, ANPR is used to see the cars that do this and prosecute the drivers. There has also been complaints of evidence see relating to drug use. A solution is needed to stop these cars repeatedly coming to Earlswood and causing a nuisance to all residents and well meaning visitors. The demographic in Malthouse Lane in particular is one of older ages and people are scared to walk down Malthouse at the moment. Closing the causeway will make this worse and just drive the traffic to the Lane and not the causeway. This is also a more cost effective solution.” (Resident, strongly oppose)</i> <i>“Don’t see how closing the causeway will help? The main reasons people want it close due to ASB and traffic issue. In my option this will not solve the problem and will just create more problems of ASB. It would affect residents on Malthouse, myself being a resident, more than it does now. This is not the solution.” (Resident, strongly oppose)</i>
Parking concerns Comments raised concerns that parking problems would increase on Malthouse Lane and surrounding roads, particularly where enforcement is already seen as limited.	125	<i>“The trial closure of the Causeway sidesteps what I believe to be the fundamental underlying issue which is the illegal parking of vehicles on the middle of the causeway that then impacts all vehicle users going in both directions. If this were policed more adequately then in my opinion no closure would be necessary. I can envisage parking becoming a much wider problem as cars will park along the length of Malthouse Lane and the surrounding roads.” (Resident, strongly oppose)</i>

		<i>"Instead of people being able to access the car park by the park for walking around the lakes, it'll push further illegal parking on the Valley Road, Wood Lane and other surrounding areas because people won't know or want to drive the long way around. The same can be said for the poor residents that live on Malthouse Lane." (Other, strongly oppose)</i> <i>"It may greatly increase the illegal & dangerous parking issue on Valley Road, by the causeway. Vehicles frequently illegally park on the double yellow lines & block the only pavement. This causes a danger to pedestrians using the footpath, who are then forced to walked down the very busy road. Parked vehicles also cause a hazard to vehicles travelling down Valley Road. This is aggravated by many vehicles exceeding the 30mph speed limit. There is very little no parking signage & enforcement against the illegal parking is virtually non-existent. The problem is significantly worse during summer months & the lack of public parking. There has previously been an increase of illegal parking when the causeway has been closed over the past 10 years for repair works. The illegal parking on Malthouse lane may also increase at the entrance to the causeway." (Resident, strongly support)</i>
Everything is a negative Some respondents felt the proposal would have wide-ranging negative impacts and did not identify any benefits.	93	<i>"All of them! Closing the Causeway is a ridiculous idea!" (Resident, strongly oppose)</i> <i>"All. I think a waste of funds to do benches etc. The traffic issues that will be caused by closing. Causing more cars to also park up Malthouse Lane and more ASBO behaviour. You are simply moving the problem instead of fixing! The extra fuel it will take me daily because I will have to go all the way around. Has anyone thought about the effect on the environment?" (Resident, strongly oppose)</i> <i>"All of it. A trial has already previously taken place when the causeway was closed for maintenance on the banks of the valley road during COVID. For all that can remember it was a nightmare. You are effectively turning Malthouse lane into a 200 plus house cul-de-sac with unusable roads to get out. Spring brook lane and small lane are single track roads that can not take the amount of cars that this change would create. The causeway is the main road in to Malthouse lane." (Resident, strongly oppose)</i>
Safety concerns Comments raised safety concerns linked to increased traffic on surrounding roads, reduced personal safety, and risks to pedestrians, cyclists and horse riders.	86	<i>"Every aspect. Proposal will have a massive safety impact on surrounding areas through increased traffic, pollution increased risk to pedestrians, school children, cyclists, equestrians and other users of Springbrook Road. Increased incident of ASB. During winter, causeway safest route." (Resident, strongly oppose)</i> <i>"Elimination of freedom of choice of accessibility. Longer car journeys on unsuitable roads, particularly in winter. Pedestrians, cyclists and horse don't mix, total chaos. Personal safety increased in the presence of the cars." (Resident, strongly oppose)</i>

		<i>"If there were no cars I would have to choose when I walked across as there is increased personal safety when cars are passing. I would not be able to walk across at night in the dark without being fearful - so I would not do it." (Resident, strongly oppose)</i> <i>"I would be fearful of walking across the causeway with no passing cars, as I think this promotes personal safety in cars seeing what is going on and these extra eyes to deter any negative behaviours by people visiting. Passing cars provide a flow which in turn creates safety. It would be a "no go" area after dark for me. Currently safer than Springbrook valley, small lane." (Resident, strongly oppose)</i> <i>"Make area unsafe by increasing traffic on Springbrook Lane - No pavement, no lighting, school children, communities use already hazardous area." (Resident, strongly oppose)</i> <i>"Increased danger to walkers/ cyclists/horse riders on Springbrook due to increase of traffic." (Residents, strongly oppose)</i> <i>"Increased risk to pedestrians, horses, cyclists on springbrook Lane due to increased traffic. Increased risk to walkers on the causeway due to the drug dealers and no traffic to interrupt them." (Residents, strongly oppose)</i> <i>"No thought given to the locals who will affected. For example there is a high risk of an accident on Springbrook lane that is used by horse riders, walkers, cyclists. The road has no pavement and we often get cars racing down. This closure will mean more traffic's thereby increasing the accident risk." (Residents, strongly oppose)</i>
Environmental impact Some comments highlighted concerns about increased emissions, wildlife impacts and environmental harm from longer journeys or more visitors.	59	<i>"New benches and planters will encourage even more people to visit creating more litter more dangerous to the wildlife." (Resident, strongly oppose)</i> <i>"I believe that closing the causeway is not needed as a way to improve the area. It will have a negative impact on alternative routes making them unsafe. I feel that there will be an impact on the environment, through increased pollution plus there is more wildlife fatalities on the surrounding roads than ever on the causeway and the risk of this will increase." (Resident, strongly oppose)</i> <i>"Environment issues with traffic and more CO2." (Resident, strongly oppose)</i>
Increased costs for residents Respondents were concerned about additional fuel costs,	59	<i>"Personally, the closure will add ~7 full days of travel per year, that's 7 days (168 hours) of additional time spent in our car, adding to carbon footprint, costing us money!" (Resident, strongly oppose)</i>

vehicle wear and tear, and the financial impact of longer journeys.		<i>"All aspects of this proposal is negative. Why should 1000 car journeys a day be sent around a longer route making it more expensive and more polluting why should these drivers lose their right of way which they have had from birth, because maybe more cyclists might use it? Cyclists use it daily now there is no conflict between motorist and vehicles." (Resident, strongly oppose)</i> <i>"The causeway is a road and its closure will add time and cost on to journeys. There are plenty of passing places for pedestrians to use for safety. I would argue that on most days there is more vehicle use of the causeway than there is pedestrian use." (Resident, strongly oppose)</i>
Emergency service delay Respondents were concerned that barriers or diversion routes could delay emergency service access.	52	<i>"Risk that access by emergency vehicles might be compromised by the need to lift barriers or remove other obstacles necessitated by a pedestrianisation of the causeway ie benches, planters etc." (Resident, strongly oppose)</i> <i>"Blocking access for Emergency vehicles." (Resident, strongly oppose)</i> <i>"I am concerned how it will delay, restrict emergency services, an extra 4 mins emergency response can be extremely significant impacted, for example, the survival chance can drop between 7 and 10% for cardiac arrest per min, without CPR. House fires can become unsurvivable within minuets. All of these need to be considered and I would like to be reassured that public safety is not being compromised." (Resident, strongly oppose)</i>
Opposition to the proposal is the majority view of the local residents Some respondents questioned whether the proposal reflected the views of the wider local community.	37	<i>"This proposal is clearly the work of the parish council, more specifically at least 3 parish councillors, who have engineered themselves onto the Parish Council in order to influence closing the causeway, which has been their sole aim, since moving to the area. They have no interest in Earlswood as a whole. It will make surrounding roads unsafe as they have no pedestrian facilities such as pavements, lighting, refuges. Problem parking will increase and will impact all residents on Malthouse Lane, Valley Road, Wood Lane and Lady Lane. Provides an open space for increased ASB, increased litter and opportunities for damage to the environment." (Resident, strongly oppose)</i> <i>"Everything is negative. We use the road all the time and it will cost me more money to go all the way around. Valley Road is already busy, Springbrook is dangerous in the winters. Valley Road floods. People will gather on the causeway. Noisy for residents. No police to keep people moving. We voted to keep it open." (Resident, strongly oppose)</i> <i>"This proposal is totally against the majority of local resident opinions as surveyed when at least 70% of people voted for it to stay open. Moving on from the last meeting with the council on this matter many suggestions were put forward of which none have been actioned. No signage to inform people on the etiquette</i>

		<i>of the causeway, no speed calming across the Lakes or up malt house lane, no enforcement on illegal and inconsiderate parking on and around the causeway. However, you suggest that to close is the only option. This is a calculated and inappropriate action driven by a minority whose intentions are for personal gain and not in the interest of the wider community.” (Resident, strongly oppose)</i>
Road conditions are poor Respondents highlighted the poor condition of alternative routes and concerns that extra traffic would worsen road surfaces.	35	<i>“Springbrook Lane, Small Lane and the upper end of Malthouse Lane by the railway line are all in dire state with regards to the road surface and will deteriorate further with increased traffic. There have been numerous RTAs on Malthouse Lane south of the Lakes station, this will only get worse without some spend on highways?” (Resident, strongly oppose)</i> <i>“The proposed changes will significantly increase traffic on Small Lane and Springbrook Lane, both of which are narrow rural roads already in poor condition. These lanes are full of potholes, have limited passing points, and were never designed to accommodate higher traffic volumes. Any increase in vehicle movements will worsen road deterioration, raise the risk of accidents, and place additional pressure on already-strained infrastructure.” (Resident, strongly oppose)</i> <i>“I live in Springbrook Lane and have experienced over the last couple of years the amount of traffic increase there is if certain roads in the area are being resurfaced. The condition of Springbrook road surface is poor and having lived there for 16 years has never been resurfaced. If the causeway is closed the road surface will not survive.” (Resident, oppose)</i>
Issues when flooding and adverse weather Respondents said the Causeway can act as an important alternative route during flooding, snow or icy conditions.	29	<i>“The surrounding roads would not be able to cope with the huge amounts of traffic. Small Lane is a one way track; it has the odd passing point and hence, is renowned for its pot holes. Spring Lane can be treacherous in the snow and ice and could never take the sheer amount of traffic in the winter. It also floods near the brook.” (Resident, strongly oppose)</i> <i>“It has been the only way I could get to work when it floods which is becoming more often!!” (Resident, strongly support)</i> <i>“Restricts vehicle access on the higher causeway road when Valley road floods (at least 10 flood alerts since 2023).” (Resident)</i>
Keen to see the data to support the closure Respondents wanted clearer evidence, data and transparency about the reasons for the proposed closure.	28	<i>“The proposal states closure will make the Causeway a 'safer amenity' - I am not aware of any incidents/collisions which have taken place in the past 8 years. Police records of collisions, injuries or accidents reinforce this view. In my experience drivers are courteous and there are plenty of passing points for pedestrians and drivers. The complete absence of appropriate signage for vehicles is the main reason why on occasion there is conflict between users. The fact that the signage has not been improved despite many years of local residents requesting it is concerning. In addition, passing traffic acts as a deterrent for anti social</i>

		<i>behaviour. If the Causeway is closed to vehicles, it will very quickly become a no go area in the evenings as the isolation will attract more ASB not less.” (Other, strongly oppose)</i> <i>“Where are the stats about these alleged conflicts? This trial is clearly a stalking horse for permanent closure. Has there been an economic impact assessment? People have bought houses in Earlswood on the basis of the roads as they are now and politicians are trying to shaft them. How will this trial be monitored and at what cost to taxpayers? (Other, strongly oppose)</i> <i>“Lack of transparency as to why this trial has been proposed. No data or evidence to show any accident statistics on the causeway. All roads leading to it and from it as well as M42 have more accidents.” (Resident, strongly oppose)</i> <i>“As a long-standing resident of Earlswood who regularly uses the Causeway both as a driver and pedestrian, I would appreciate clarification on several points relating to this proposal. Firstly, who initiated the proposal to close the Causeway? From conversations within the village, it certainly does not appear to reflect the views of the majority of Earlswood residents. In fact, many residents seem entirely unaware that this proposal has progressed to this stage unless they actively follow Parish Council agendas. To many of us, this has appeared suddenly and without meaningful public consultation. As you will be aware, the original village-wide survey conducted prior to COVID resulted in an overwhelming majority in favour of keeping the Causeway open. Following this, a second, far smaller survey involving only a limited number of properties near the bottom of Malthouse Lane reportedly produced a narrow majority in favour of closure. Many residents remain concerned about how representative and impartial that process was. I also understand that there have been reports of anti-social behaviour in the area. However, Earlswood continues to experience relatively low levels of crime, and residents have seen little evidence of significant police intervention being required. Previously, we were informed that anti-social behaviour alone would not justify a road closure. It now appears that the rationale has shifted towards “safety” and “improved amenities”, and I would therefore ask what specific evidence supports this position. There is now a growing number of residents seeking full transparency regarding the safety concerns, accident data, or collision statistics being relied upon to justify the closure. Earlswood is a small community where information circulates quickly, yet very few residents are aware of any serious incidents relating to the Causeway itself. By contrast, many of us would argue that the Valley Road crossroads and the Valley Road/Earlswood Common junction present far more significant safety concerns.</i>
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	<i>I also understand that a mini-roundabout is being considered at the Valley Road/Earlswood Common junction, presumably due to traffic volume and safety concerns, particularly with the prospect of approximately 700 additional houses proposed for Norton Lane. If this is the case, closing an important alternative route through the village seems entirely counterproductive and likely to worsen congestion and accessibility issues. Should the junction require temporary closure for works, residents could effectively become cut off, with extremely lengthy diversion routes.</i> <i>Many residents are therefore questioning how this proposal has advanced so far with what appears to have been very limited public awareness or consultation. From the outside, the process feels lacking in transparency and supported by insufficient publicly available evidence.</i> <i>I live overlooking the Causeway and can observe activity there daily. In reality, issues are infrequent. In fact, I would argue that the presence of passing traffic and regular movement across the Causeway helps discourage anti-social behaviour. As a woman, I would personally feel less safe walking there after dark if the route became isolated, with reduced traffic, lighting, and passive surveillance.</i> <i>I would also appreciate clarification regarding the claim that the closure would "improve amenities". Earlswood already benefits from extensive walking routes, woodland paths, and green spaces. As someone who walks multiple dogs daily, I feel significantly safer using the Causeway and its passing places than walking along roads such as Springbrook Lane, Cutthroat Lane, or Cleobury Lane, where fast-moving traffic frequently forces pedestrians into verges for safety.</i> <i>Similarly, the claims regarding "reduced noise and pollution" raise important questions. Has any traffic, environmental, or air quality data actually been collected to support these assertions? Logic would suggest that forcing residents onto longer diversion routes may in fact increase both congestion and pollution.</i> <i>The statement that the closure would be "better for wildlife" also requires clarification. On what evidence is this based?</i> <i>You also state that the impact of the closure would be actively monitored and feedback gathered. Could you please explain:</i> <i>What data sources will be used?</i> <i>Who will oversee this process?</i> <i>Whether residents will have access to all findings and reports?</i> <i>How impartiality and transparency will be ensured?</i> <i>Residents would expect any monitoring process to rely on credible, independently verifiable evidence rather than feedback from a small number of individuals with pre-existing views on the matter. There are also important practical considerations which appear to have been overlooked. Valley Road floods annually near Earlsmere, where I live, and has done throughout the 17 years I have lived here. During flooding events, access across the Causeway becomes an essential alternative route for residents.</i>
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		<i>Likewise, Springbrook Lane is steep and frequently hazardous during snow and ice due to limited gritting and clearance. Local residents regularly discuss vehicles becoming stranded there during winter conditions. While improvements for visitors may be a consideration, the day-to-day realities faced by residents must also be properly acknowledged.</i> <i>Finally, I would appreciate clarification regarding the online and printed survey process. How are responses being verified to ensure legitimacy and prevent duplication or anonymous multiple submissions? You state that results “may” be shared — I would ask why full publication of the results would not automatically occur in the interests of transparency.” (Resident, strongly oppose)</i>
A historical route that should be used Some respondents felt the Causeway’s long-standing use as a route should be preserved.	21	<i>“Preservation of cultural and historical heritage, as the route has been in use for over 200 years.” (Resident, strongly oppose)</i> <i>“The causeway has been open and used daily for nearly 200 years. It would add thousands of extra miles to the people living on Malthouse Lane collectively and thousands of miles to those visiting. This would be a disaster to the environment. Ask all the homeowners on Malthouse Lane and side roads what they would like, not just two parish councillors.” (Resident, strongly oppose)</i> <i>“This is a historic right of way for vehicles and as someone who uses the causeway for most activities like horse riding, walking and driving I do not want to see it closed. Changed is fine if it allows all road users to carry on. Let improve the road to stop speeding and inconsiderate parking, but lets no cut our nose off to spite our face. Over 200 year the lake have been used by traffic and pedestrians. There are over 3k of pedestrians paths, three lakes, sailing club, 2 woods, the manor farm (cafe), 3 pubs and the play area/park/playing field. This has been orchestrated by a small minority (most PC members) who have used deceptions and bullying to get this already beautiful historic locations change for their own desires. The PC are not representing the whole community and have a bias.” (Resident, strongly oppose)</i>
Enforce parking violations Respondents suggested that better enforcement of illegal or inconsiderate parking should be considered before closure.	19	<i>“Parking on Malthouse would be more of an issue than it already is. We have difficulty seeing clearly to exit our driveway. Double yellow lines parking is not currently enforced.” (Resident, strongly support)</i> <i>“If they can’t park in the middle of the causeway they will park in and around Malthouse lane and just walk out into the lakes and causeway area. Residents have been reporting illegal parking; antisocial behaviour and allegedly have found evidence of drug use. The same people will just park around the area to head in and around the causeway. Cars parked illegally are rarely ticketed or moved on. This includes the causeway and Malthouse lane. This is despite there being double yellow lines and a camera at the foot of Malthouse Lane. Closing the causeway will just move the problem into Malthouse lane and not address the issues. Better use of CCTV cameras to monitor all the above issues mixed with other</i>

		<i>approaches would be a better solution for all. The Lakes are enjoyed by many people - residents and visitors alike. Closing even on a temporary measure is not the solution.” (Other, strongly oppose)</i> <i>“It will inconvenience residents, I use the causeway when visiting friends that live on Malthouse lane it will increase their journey times. I also think the lakes parking and signage to parking. There’s frequently parked cars on pavements and yellow lines all down Malthouse lane and Wood Lane (although no yellow lines here). I have never seen a parking warden, my friends that live on the road have seen maybe one or two in 40 years of living on the lane! Why is there no enforcement? A few visits will soon put people off!!” (Resident, oppose)</i>
Will isolate some of the community Comments suggested the closure could leave some residents feeling cut off or less able to travel locally.	14	<i>“All, it will cut off Malthouse Lane from the village cause extra mileage for everyone of at least 4 miles on every journey. When Valley Road floods we will be cut off and have to go miles out of our way. We don't all own 4x4's to go through the floods or the single track roads.” (Resident, strongly oppose)</i> <i>“I will leave the house less often as a result.” (Resident, strongly oppose)</i> <i>“Lack of access reduces community. Increased loneliness and danger for elderly relatives who are hard to reach. Elderly people unable to leave home due to longer journey.” (Resident, strongly oppose)</i>
Other options should be explored first Respondents wanted alternatives such as signage, traffic calming, enforcement or access changes to be considered before full closure.	13	<i>“Don’t see a need to close the causeway / perhaps installing better road signage or even traffic lights would help the flow of traffic but generally people give way as and when required.” (Resident, strongly oppose)</i> <i>“The trial closure is an unnecessary measure, not one which is supported by the majority of local residents (please refer to previous surveys taken). Residents have repeatedly asked for signage for drivers using the Causeway. This simple measure has not been implemented, instead you are proposing a trial closure which is excessive. Give way signs at each entry point and speed signs is all that is required. Why is this not being trialled first?” (Resident, strongly oppose)</i> <i>“Consideration of Alternative Measures - Closure is one of the most significant interventions available. Before proceeding with an 18-month closure, Warwickshire County Council should demonstrate that less restrictive measures have been fully considered. Simple signage for drivers and cyclists crossing the Causeway e.g. "give way to oncoming vehicles" at each entry point and 20mph speed limit signs would make a huge difference. There is nothing in place today. Quick win without the upset of closure.” (Resident, strongly oppose)</i>
Disruption to local businesses	13	<i>“Blocking off the roads will increase traffic, = more pollution. This will be a massive inconvenience to local homeowners, family of</i>

Some respondents felt the closure could negatively affect local businesses, staff, customers and access to local services.		<i>these homeowners and will potentially harm local businesses.” (Other, strongly oppose)</i> <i>“Residents in Malthouse Lane face much longer route in accessing local shop and post office.” (Resident, strongly oppose)</i> <i>“I think it will be massively disruptive. I have three members of staff who live on Malthouse lane as well as countless customers who will not have a 3+ mile detour to get to work or to visit my business at a time where small businesses and working people are really feeling the pinch this is not ideal. You’ll recall the disruption when the lakes were closed in 2021, this was actually the nail in the coffin for the previous operator of the business I now own based in Earlswood Craft Centre.” (Business, oppose)</i>
Crime and anti-social behaviour will increase Respondents were concerned that pedestrianisation could create more opportunities for anti-social behaviour, gatherings, littering or drug-related activity.	12	<i>“Possible increase in anti-social behaviour.” (Resident, strongly support)</i> <i>“The trial will encourage and facilitate anti-social behaviour, for example groups meeting up & drinking, it will potentially facilitate the passing of drugs in a ‘safe’ social space, picnicking in non-picnic areas, there will be more dropped rubbish & litter which will have an adverse effect on the wildlife, the riding of motor bikes, e-scooters & bicycles etc too fast and at the detriment of pedestrians & wildlife. I think it will also encourage more anglers who do not have fishing permits leading to confrontation in an effort to enforce restrictions & rules.” (Resident, strongly oppose)</i> <i>“Furthermore, the causeway will likely become a party-place, we saw during Covid the massive increase in visitors, this will encourage that. There is no local industry that will benefit from the increased visitors. As a resident overlooking the lakes and causeway, i know this will bring increased traffic, increased parking outside our home, and an increase in visitors with an inevitable increase in ASB - loud music, late night partying, drinking and drug dealing. The council making the decisions are not the people who live with the consequences.” (Resident, strongly oppose)</i>
Pollution concerns Comments focused specifically on increased emissions and pollution from longer routes and additional traffic and increased noise pollution.	12	<i>“Pollution increase.” (Resident, strongly oppose)</i> <i>“Increase in traffic at malthouse and surrounding road. This road is not equipped for this amount of traffic. This would cause a high environmental CO2 output out habitats of animals.” (Resident, strongly oppose)</i> <i>“It would result in increased mileage, fuel consumption and personal cost to visit and area I value. I am worried how this will impact the environment with increased pollution and collectively - Increase / impact on climate change.” (Resident, strongly oppose)</i> <i>“Increase of CO2. Increase of traffic and noise pollution.” (Resident, strongly oppose)</i>

Survey unfair Some respondents questioned the fairness, representativeness or validity of the survey process.	11	<i>"This survey. If you are going to make a decision as big as this based on a floored survey." (Resident, strongly oppose)</i> <i>"There have been several surveys over the past years, all of which returned a strong desire to keep the causeway open to traffic, as it has been for the last 200 years, why is this been ignored. There is also evidence that many complaints come from people not living in the area and people submitting this survey several times." (Resident, strongly oppose)</i>
Trial period is too long Respondents felt that an 18-month trial was excessive and suggested a shorter review period.	11	<i>"18 months is far too long a trial. It shouldn't happen anyway." (strongly oppose)</i> <i>"The length of the trial, 18 months is very long! Most of the issues about the causeway are due to people not knowing the rules, there is improper signage on how to use / drive across - perhaps consider a one way system or making it a lot clearer when and how to wait? Most antisocial behaviour with parking on the causeway and groups tend to be late evening and weekends, more police/enforcement presence could help! We use it daily to access home, large majority of the time during the week we have no issues! It would be very disappointing the residents have to take a long detour and miss out passing over the lakes which is often a highlight on the day!" (Resident, oppose)</i> <i>"Why 18 months? 12 months would give a full calendar year of data." (Resident, strongly oppose)</i>
Timed closures Some respondents suggested limited or timed closures, such as evenings or weekends, rather than a full-time closure.	5	<i>"I think it would be better to only shut it on the weekends. This would allow students and workers to use it to get to work/school during the week but then on the weekend it would minimise people illegally parking and would make it more accessible to pedestrians." (Resident, oppose)</i> <i>"The causeway has been open to public for the 40+ years I have used it. It is never an issue during normal working hours - why not adopt a night closure system - e.g. 6pm to 6am, rather than inconvenience everyone due to the actions of a tiny minority." (Organisation, strongly oppose)</i> <i>"I would prefer access for MHL residents (even if only for day/time/winter months - but understand that this has been deemed unviable." (Resident, strongly support)</i>
Should remain accessible Respondents felt the Causeway should continue to be accessible for residents, visitors and responsible users.	4	<i>"The negative of closing the causeway is closing it iv used it nearly every day multiple times a day over the last 50year and would not like to see it closed for any period of time." (Resident, strongly oppose)</i> <i>"Closing the route risks causing inconvenience to law-abiding users. The lakes are an important community asset and should remain accessible. A closure could also negatively impact tourism, local recreation, and the enjoyment of the area for families and responsible visitors. Many residents value the open and accessible</i>

		<i>nature of the lakes and do not want to see a precedent set where public access is reduced instead of tackling criminal or disruptive behaviour directly.” (Resident, strongly oppose)</i> <i>“Why try and fix something that is not broken It is not unsafe.” (Resident, strongly oppose)</i>
Make it one way Some respondents suggested a one-way system as a less restrictive alternative to closure.	4	<i>“Why close it completely to vehicles? Why not make a one way to prevent traffic issues. It will create more of an issue with bad parking as not adequate provision and vehicles driving down Malthouse Lane and turning round trying to find way through or parking issue on Malthouse Lane. Potential risks of increased asb or crime as more desirable for large groups to gather without being noticed.” (Oppose)</i> <i>“One way.” (Resident, strongly oppose)</i> <i>“Why can the causeway not be made one way? If traffic were only able to leave Malthouse Lane via the causeway and not enter it this would reduce any 'conflict' as motor vehicles would only be travelling in one direction.” (Resident, strongly oppose)</i>
Devalue property A number of respondents were concerned that reduced access or increased traffic could affect property value or saleability.	4	<i>“On a side note we would miss the beautiful route we paid so much for our houses and those lakes are a huge appeal - it may devalue our homes. It will not stop youths doing drug deals or whatever it is that is being complained about they would probably just move to our lovely Malthouse lane park and cause a nuisance for young families instead.” (Resident, strongly oppose)</i> <i>“From a personal point we don’t want Lower Malthouse Road’s share of traffic added to ours high traffic flow. It’s not fair on us. We didn’t buy a house next to a tourist attraction.” (Resident, strongly oppose)</i> <i>“It will increase the amount of time it takes for us as residents to get to places north of our property on Malthouse Lane and therefore increase our cost of living. It may take longer to sell houses if potential purchasers cannot drive across the Lakes and have to drive up to the crossroads to access the Common (always issues there) drive along the Common and down Springbrook Lane.” (Resident, oppose)</i>
Review and monitoring after implementation Respondents wanted clear monitoring, review points and evidence to assess the impact of any trial.	3	<i>“12 months would be a better timeframe to check the traffic flow.” (Resident, strongly oppose)</i> <i>“The trial would be good but depend on your long-term objections and the locals will only demolish.” (Resident)</i> <i>“The proposal is being pitched as a road safety issue but no one across the council has presented and data or analysis supporting the fact that a safety issue exists. The nature of the road has not changed at all. When speaking to councillors it has been made clear that this proposal is more an attempt to tackle anti-social</i>

		<i>behaviour and so we are being misled as a community - this is very concerning.</i> <i>If we are focussing on ASB, I fear the proposal will actually increase ASB as it is already a popular location for late night gatherings, this will only increase once pedestrianised. The issue is a behaviour issue and not a road issue - we shouldn't close a road just because our policing is failing us!</i> <i>I have also calculated that the road closure will cost me over £1,000 a year in additional fuel costs (and that is using current fuel prices, without taking into account fuel's higher rate of inflation!) I am very happy to share my calculations to prove this estimate, I am also a qualified accountant, so have faith in my workings please!" (Resident, strongly oppose)</i>
Importance of access to the road for their property and their lives Some respondents said they had bought their property with the expectation of continued access via the Causeway and one of the reasons behind purchasing their home was because of that route.	3	<i>"Totally unworkable for those that rely on it most, the residents of Malthouse Lane and others. I purchased my property on Malthouse Lane with a legal right of access via the causeway, closure is illegal and will be vigorously challenged by the vast majority of residents. A pedestrian only Causeway will become a crime and ASB hotspot." (Resident, strongly oppose)</i> <i>"Removes the full access to my property that I purchased it with. As a resident at the causeway end I would be negatively impacted by people parking up and using my driveway to turn around in. The causeway would become deserted at night and so I would be scared to walk to and from local shop and pubs/ restaurants. Passing traffic deters any potential ASB. I would have to drive much further everyday to travel in the direction of local shop, Kings Heath, Birmingham etc this is more expensive and less environmental. Residents on Springbrook lane and The Common would see a large increase in traffic. Many roads in the area and the whole country do not have footpaths- are they going to be closed too??" (Resident, strongly oppose)</i> <i>"It adds miles to my regular daily driving. We use it for shops, schools, work. It's important to my life to drive across a beauty spot, it's part of the reason that I live here." (Resident, strongly oppose)</i>
Encourage more visitors which will have a negative impact Respondents were concerned that making the area more attractive to visitors could increase litter, parking and pressure on residents.	3	<i>"Will not be improved will be more visitors." (Resident, strongly oppose)</i> <i>"All of it. Many ways have been tried over the years to no avail. Putting benches, planters, pedestrianising the Causeway will encourage more visitors to the area creating more litter, more parking, people turning on Malthouse Lane will be a nightmare. If anything it will have more impact on the environment. Parking on Malthouse Lane the people who are newcomer residents have not experienced what we have over the years." (Resident, strongly oppose)</i>
Reduce visitors and enjoyment of area	2	<i>"Seems a total waste of time. May put people off visiting. The impact on local home owners." (Other, oppose)</i>

A small number of comments suggested the closure could discourage visits or reduce enjoyment of the area.		<i>"Potential reduction in enjoyment of the local countryside and lakes area. Other measures should be taken into account before closing it for 18 months." (Resident, oppose)</i>
Depends on the barrier used Respondents wanted more detail about the type of barrier, turning arrangements and how access would be managed.	2	<i>"It will depend on the type of barrier used, if a turning area will be provided to prevent turning on residential driveways, more details are needed." (Resident, neither support not oppose)</i> <i>"The barriers in question have to be of sufficient quality to actually prevent traffic, not just merely suggest not using it. If this would be the solution then there would be no point even bothering as you would stop decent law abiding citizens from using it as they would stick to the rule and the very people this trial is there to deter would just ignore it and use it anyway, if anything, exacerbating the issue. (Resident, strongly support)</i>
Issue during roadworks Respondents said the Causeway is an important alternative route when nearby roads are closed due to roadworks or blockages.	2	<i>"When there is roadworks, blockage of roads due to storm/flooding and roadworks, the causeway is an important route in and out to Malthouse Lane. Closure of the causeway would mean the only route in and out of Malthouse Lane would be Small Lane and Springbrook Lane where blockages is a common occurrence." (Resident, oppose)</i> <i>"During the last few months Severn Trent have closed local roads for work and not having access to the causeway would be a problem for many residents, as Smallbrook is the only full size road as Small lane is really only a single track road." (Resident, oppose)</i>

Other themes raised within the comments were: concern when it reopens, school bus concerns, that it isn't permanent, prior engagements, seek advice from other councils with similar routes, and people will not adhere to it.

4.3.4 Structures and services required to support any potential trial closure

Respondents were asked about structures and services required to support any potential trial closure of The Causeway and could select applicable options from a predetermined list. They could select multiple answers and had the option of providing further information in a text box. This was not a required question and 1,259 (81.7%) provided an answer.

The most selected option was enforcement (82.0%, n=1,032), narrowly followed by signage (81.7%, n=1,028). Over half of respondents also selected monitoring (58.1%, n=732) and communication and updates (55.4%, n=698), whilst slightly under half of the respondents selected parking arrangements (43.8%, n=552) and enhanced amenities (42.5%, n=535). Details of all the options can be seen in Figure 11 and Table 20.

Figure 11 – If the trial goes ahead, what should the County Council put in place to support the trial implementation? (n=1,259)

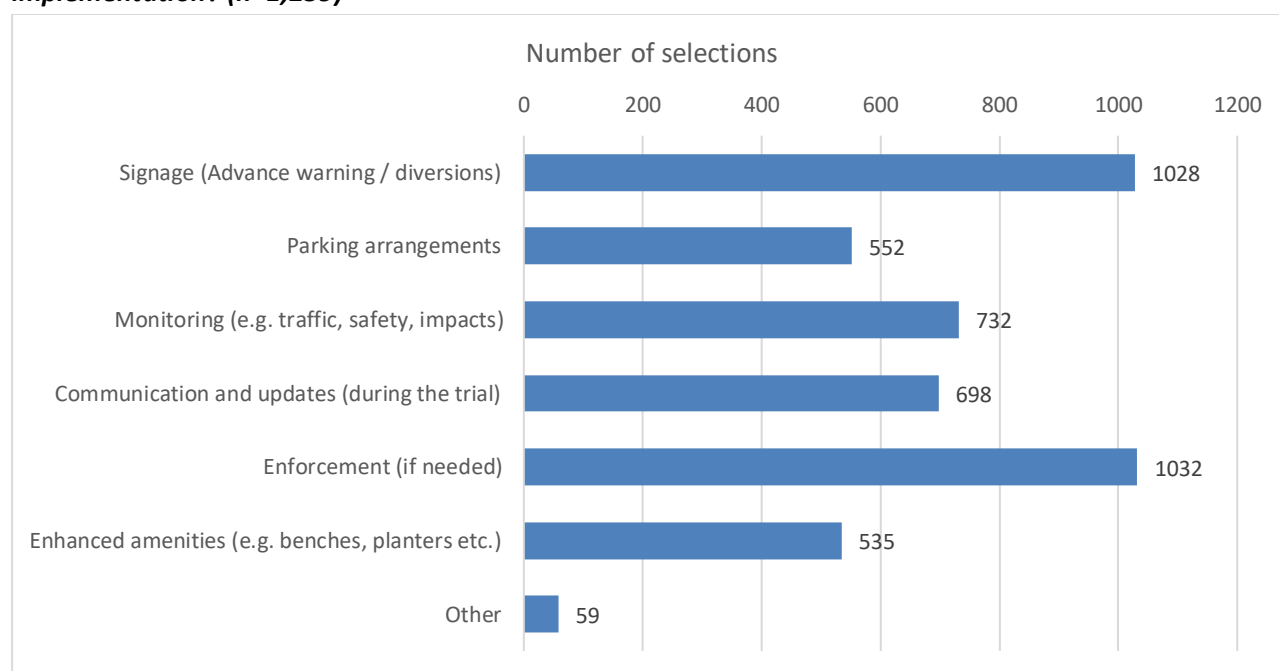


Table 20 – If the trial goes ahead, what should the County Council put in place to support the trial implementation? (n=1,259)

Support structures and services	Count	%
Signage (Advance warning / diversions)	1028	81.7%
Parking arrangements	552	43.8%
Monitoring (e.g. traffic, safety, impacts)	732	58.1%
Communication and updates (during the trial)	698	55.4%
Enforcement (if needed)	1032	82.0%
Enhanced amenities (e.g. benches, planters etc.)	535	42.5%
Other	59	4.7%

There were 139 additional comments left in the supplementary text box. Most of which added further detail on the type of structures and services required. Comments have been themed and are presented in Table 21.

Table 21 – If the trial goes ahead, what should the County Council put in place to support the trial implementation? – Other (n=139)

Support structures and services	Count	% (of all comments)
Enforcement	33	2.6%
Policing/patrols	20	1.6%
Gates/barriers	13	1.0%
Alternative route signage	1	0.1%
Road layout, road maintenance and calming measures	23	1.8%
Monitoring	11	0.9%
CCTV	10	0.8%
Traffic impacts	1	0.1%
Parking arrangements	10	0.8%
Parking restrictions	9	0.7%
Parking spaces	1	0.1%
Enhanced amenities	9	0.7%
Bins	3	0.2%
Seating	2	0.2%
Planters	1	0.1%
Toilets	1	0.1%
Food vendors	1	0.1%
Street lighting	1	0.1%
Signage	7	0.6%
Enforcement signage	4	0.3%
Positive signage	2	0.2%
Alternative route signage	1	0.1%
Communication and updates	3	0.2%
Social media updates	2	0.2%
Public communication	1	0.1%
Removal of current barriers	3	0.2%
Environmental clean up	3	0.2%
Events to promote active travel	1	0.1%
Access to two local train stations	1	0.1%

A second open text box allowed respondents to provide additional information; 364 (23.6%) respondents took the opportunity to make a comment. Of these, 106 (29.1%) respondents expressed opposition to the closure, whilst 13 (3.6%) made comments in support of the closure. Prevalent themes called for support structures and services to be put in place should the trial go ahead. These included police presence to address anti-social behaviour (11.5%, n=42), parking enforcement (10.7%, n=39), clearer signage and visitor information (9.1%, n=33) and physical barriers and access control (8.8%, n=32). Whilst other frequent comments asked for evidence monitoring and evaluation (8.5%, n=31) and to resolve current issues before closure (6.6%, n=24). Table 22 summarises the themes and provides example comments.

Table 22 – Themed responses to additional information provided for if the trial goes ahead, what should the County Council put in place to support the trial implementation? (n=364)

Theme	Count	Example Quotes
Opposition to the closure Comments in this theme express clear opposition to the closure, with some respondents feeling the proposal should not proceed and that underlying issues should be addressed instead.	106	<i>“DON'T CLOSE THE CAUSEWAY!!!!!!!!!!” (resident, strongly oppose)</i> <i>“Instead of closing the causeway you should be looking at the reasons for considering this & addressing those.” (resident, strongly oppose)</i> <i>“All of above but I am against closure.” (oppose)</i> <i>“It shouldn't go ahead end of.” (strongly oppose)</i> <i>“None of the above as not needed to close.” (strongly oppose)</i> <i>“I pray it never goes ahead.” (resident, strongly oppose)</i>
Police presence to address anti-social behaviour Respondents highlighted concerns about antisocial behaviour, drug activity and safety, with many calling for visible and sustained police or council patrols if the closure goes ahead.	42	<i>“Police patrols and parking enforcement is required to carry on throughout and forever until the message is fully delivered to these 'visitors'.” (resident, strongly support)</i> <i>“Night time ASB control.” (resident, support)</i> <i>“Police response needed.” (other, strongly oppose)</i> <i>“It will need to be continually policed day & night to combat the arising anti social behaviour.” (resident, strongly oppose)</i> <i>“The causeway is a well known drug selling spot . The police know this but do nothing . The shutting of the causeway may reduce this if monitored correctly.” (resident, oppose)</i> <i>“Policing in the roads where the drug dealers who use the causeway currently trade are forced out to.” (resident, strongly oppose)</i> <i>“During the early stages of the closure, increase police and council patrols on foot would be welcome to ensure that antisocial behaviour doesn't further take root.” (neither support or oppose)</i>
Parking enforcement These comments focus on illegal or obstructive parking, particularly around passing points and nearby roads, with respondents asking for stronger and more consistent enforcement.	39	<i>“The lack of any effective enforcement of the double yellow lines at the passing point will likely move the problem onto malthouse lane. The council will not allow residents to report for the purposes of prosecution people parking in violation at present. Ultimately this will lead to confrontation on malthouse and with it being turned into an effective dead end then the likelihood of serious confrontation is significantly increased in my view.” (resident, support)</i>

		<i>"It's a bit late now, it appears you could save the council a lot of time, manpower and money just leaving it open and enforce the parking situation. Fine a few who block the traffic, it's probably the same group of people - they would soon get the message. (resident, strongly oppose)</i> <i>"Many people, in the nicer weather, park their vehicles on the double yellow lines on Valley Road, we would like to see no parking signs erected and have this enforced when the causeway is close." (resident, strongly support)</i>
Clearer signage and visitor information Respondents felt clearer signage would be needed to explain the closure, direct people to appropriate parking and alternative routes, and reduce confusion for drivers and visitors.	33	<i>"increased information about the closure, where people can go to park that is not directing them to the bottom of Malthouse Lane." (resident, strongly support)</i> <i>"Signage for the other alternative walking routes to be better sign posted." (oppose)</i> <i>"We need signage, nobody knows what is expected of them when on the Causeway. malthouse will be cut off as Valley Road floods and Small Lane can't take all the traffic and Springbrook is not suitable either." (strongly oppose)</i> <i>"Better signage, signs at entrances to Lake Road with instructions on how to use the road. Perhaps one also in the passing area, to wait here if oncoming traffic." (strongly oppose)</i> <i>"There needs to be notices on such sites that the causeway has changed in use." (regular visitor, strongly support)</i>
Physical barriers and access control Comments suggest physical measures may be needed to prevent vehicles entering or parking on The Causeway, while still allowing maintenance or authorised access where required.	32	<i>"Heavy Barriers that can't simply be moved aside" (resident, strongly support)</i> <i>"Lockable barriers for maintenance access only : council and canal & river trust." (resident, strongly support)</i> <i>"It would seem the only way to stop vehicle entering the causeway would be locked gates." (oppose)</i> <i>"If the trial isn't implemented then maybe some well placed bollards or a few rows of double kerbs could be placed at the passing junction on the Causeway to prevent illegal parking!" (resident, strongly support)</i> <i>"Planters in the current passing places would be good. This would discourage anyone thinking they could still drive across and park." (resident, strongly support)</i>
Evidence, monitoring and evaluation Respondents wanted greater	31	<i>"I think there should be a clear goal with the trial, what are we measuring here in order to deem a success or not? There's plenty of pedestrian routes and parks in the area to be enjoyed by those concerned with walking round the causeway</i>

clarity on the purpose of the trial, what evidence supports it, and how success, negative impacts and any longer-term decisions would be measured and reported.		<i>close to cars so enjoyment is hard to measure, what we are really looking at here is conflict resolution and ASB instances. Regular updates on changes in this should be available to the community. As mentioned earlier where are the statistics for the change in this when the road was closed in 2021? Was there any reduction during that time to support the aim of this trial?" (business, oppose)</i> <i>"Monitoring of the negative impacts, not only the positive in order to reach a fair and reasonable outcome and result of the trial." (resident, strongly oppose)</i> <i>"Need to know how many accidents or fatalities occurred on the causeway in last 5 years. Who made this suggestion? What is the closer trying to achieve?" (resident, strongly oppose)</i> <i>"This is an important project. Data provided will establish the rationale for closing the causeway on a permanent basis". (resident, strongly support)</i> <i>"•How the success or failure of the proposed trial would be measured.</i> <i>• What baseline traffic, safety, environmental and community data has been collected prior to implementation.</i> <i>• How any environmental benefits would be measured and distinguished from the displacement of traffic, noise and emissions to surrounding roads.</i> <i>• How the continued use of the Causeway by cyclists, pedestrians and equestrians has been considered within the overall road safety assessment.</i> <i>• How residents will be able to review monitoring data during the trial period.</i> <i>• What criteria would be applied before any permanent closure is considered." (strongly support)</i>
Resolve current issues before closure Respondents felt that existing problems such as poor signage, illegal parking and weak enforcement should be tackled before considering a closure. Several comments suggested that these basic improvements are needed regardless of whether the trial goes ahead, and that addressing them directly may	24	<i>"This is not a trial it's an easy fix for the Council so they dont have to invest in actually tackling all the problems that we face on a daily basis." (resident, oppose)</i> <i>"I think these measures being put in place now would help the situation more than closure." (strongly oppose)</i> <i>"Signs, parking arrangements, enforcement shouldn't be contingent on the closure! We have needed these to be improved for years! Why aren't we doing that first before risking taxpayer and resident's money on something as drastic as a closure before putting these basic controls in place? There are a number of people I have seen park illegally at the bottom of Malthouse Lane (civil enforcement take no interest!), I have explained to them where the nearest car park is and so far every time I have done that, the response</i>

reduce the need for a more drastic intervention.		<i>has been "oh, I wasn't aware" followed by them jumping back in their car to head to the car park - clear signage would help massively with that!" (resident, strongly oppose)</i> <i>"- We have asked for better traffic signs for a long time, this shouldn't be exclusive to the closure proposal,</i> <i>- Enforcement of laws needs to improve regardless of closure - civil enforcement have no interest in improving their service, that has to change regardless." (resident, strongly oppose)</i>
CCTV, security and security cameras Respondents suggested CCTV or security as a way to deter antisocial behaviour, monitor safety concerns and support enforcement where incidents occur.	20	<i>"I would like cameras installed. This will help both with illegal activity but also safety of residents/ visitors when walking over the lakes." (resident, strongly oppose)</i> <i>"CCTV could solve the asb if people were followed up with asb notices, obstructions etc." (resident, strongly support)</i> <i>"Security cameras." (neither support nor oppose)</i> <i>"Additional security cameras." (resident, oppose)</i> <i>"CCTV for the area must be considered . If people are happy to throw flotation safety devices into the lakes what on earth will they do with benches and planters!!!" (resident, strongly support)</i>
Impact on nearby roads and pavements Comments raised concerns that nearby roads may not be suitable for displaced traffic, highlighting poor road surfaces, narrow lanes, limited pavements and pedestrian safety issues.	16	<i>"Other roads in the area would need improving at a cost to the Council." (strongly oppose)</i> <i>"The lane is in bad condition due to previous diversions and subsequent increases in traffic." (strongly oppose)</i> <i>"There will have to be a turning point made again at the bottom of Malthouse Lane which caused issues before as it kept getting blocked with traffic. We would lose the Double Yellow no parking at the bottom of Malthouse Lane because these were only put in to stop parking to allow a traffic free road access for vehicle going over the lakes." (strongly oppose)</i> <i>"If this happens Springbrook lane will bear the brunt This road is narrow, already falling, un lit has no pavements and unsuitable for increased traffic levels." (resident, strongly oppose)</i> <i>"Please look already at the bad road surface in Springbrook Lane and more traffic would be a disaster to pedestrians, dog walkers and horses as a country lane. It's bad enough already." (Resident, strongly oppose)</i> <i>"I have complained about the lack of a pathway on Valley Road and would like to see a pathway to improve safety for residents. Currently traffic speeds down Valley Road at</i>

		<i>excessive speeds and have hit my husband. A trial was undertaken by the Parish Council who found the speed of cars was excessive a dangerous to residents. It's very dark in the winter and people use Valley Road to get dropped off by school buses, walk to the local shops and go to the post office." (Resident, strongly support)</i>
Support for the closure Comments in this theme support the closure, often linking it to improved safety, quality of life and reduced traffic-related concerns for local residents.	13	<i>"Please do the trial closure and allow my children to play safely without the fear of young reckless drivers nearly killing them." (resident, strongly support)</i> <i>"Please do this ASAP to improve our quality of life in the area." (resident, strongly support)</i> <i>"Please close the causeway and improve the lives of local residents and do not listen to the small selfish group who want it to stay open, they are bullying and intimidating other residents to get their own way and this should not be allowed." (resident, strongly support)</i> <i>"So the closure of the causeway will need to be signalled further afield so that plenty of warning is given to drivers, ensuring that they don't travel down Malthouse Lane only to have to turn around in residents' driveways at the end by the causeway entrance".</i> <i>"Better traffic calming and speed signs are necessary. Malthouse Lane is treated like a racetrack at weekends and in the late evening. Perhaps install some better traffic calming measures to make driving down Malthouse Lane at speed impossible." (neither support or oppose)</i>
One-way system as an alternative Respondents suggested a one-way system as a possible alternative to full closure, seeing it as a lower-cost or less disruptive way to manage traffic and reduce conflict.	12	<i>"I think another solution would be to make the two sides along valley road one way. (One for each direction) I think this would save cars racing along it to beat other cars to the join in the middle and it would prevent it getting blocked." (regular visitor, strongly support)</i> <i>"One way system with floor spikes and signage to enforce." (strongly oppose)</i> <i>"Why no trial a one way system before a complete closure and review if that has an impact, which would manage many of your concerns?" (strongly oppose)</i> <i>"I would alternatively suggest a one way system as a trial before closing it entirely, it would be low cost, less disruptive and mitigate the vast majority of issues currently happening." (resident, neither support or oppose)</i>
Other alternative suggestions This theme includes a range of alternative ideas to the	11	<i>"Blocking the road off is a stone-age solution to this problem. Here are 2 frugal considerations for the council, in order: 1. As soon as a vehicle has stalled at the passing points for more than two minutes (even if occupants remain inside their</i>

closure, from traffic controls and enforcement technology to community uses for The Causeway and different access arrangements.	<i>cars), cheap cameras with motion-detection software should trigger rotating beacon lights illuminating eye-level signage clearly stating: ".....A fine of £500 will soon follow." This should run for a further minute and could be assisted by a speaker based audio warning. After 3/4 minutes of inaction and once video footage of the vehicle — including views of the road in both directions have been filed, a PCN should be issued to the driver. If the council's intention is to profit from this initiative, then this solution can remain as is, and hopefully reduce Council Taxes to zero ;). However, if the aim is genuinely to deter drivers, the signage could also be updated quarterly with a message such as: "Since 2026, this location has convicted [X] drivers for this violation.</i> <i>2. Completely block/cordon off the passing points and convert the elevated stretch of Valley Road into a one-way traffic system controlled by signals. Traffic between Malthouse Lane and Valley Road/Norton Lane should only flow in one direction, namely:</i> <i>Malthouse Lane → Valley Road → Norton Lane.</i> <i>This would avoid severe traffic build-up at the Norton Lane/Valley Road junction. Traffic from Malthouse Lane would no longer turn right towards Valley Road/Umberslade Road.</i> <i>Traffic travelling from Valley Road/Umberslade Road towards Malthouse Lane would only be permitted in that direction. Again, this would help prevent traffic build-up on Valley Road. It effectively turns Valley Road into a roundabout requiring minimal education and signage complications. It should also reduce traffic & hence cruising on Malthouse lane.</i> <i>Best option would be to place a toll machine. Local residents who pay an extremely high amount in rates could use the machine for and visitors can pay £5 to cross. This will deter a lot of people who don't use the causeway correctly and will allow residents to still access their homes and go about their daily commute. All monies raised can be put towards the upkeep of the toll facility." (resident, strongly oppose)</i> <i>"A suggestion that I wanted to put forward was a red route meaning that if vehicles were pictured/videoed to be on the red lines then this can be sent to the police through operation snap. This means no extra council work and residents can report straight to police as red route I believe police can deal with?" (strongly oppose)</i> <i>"Gates that allow pedestrians, pushchairs wheelchairs cyclists to get through." (resident, strongly support)</i> <i>"Gates on parks allows people to get through , then when the grass mowers come in the gates are unlocked and swing back to allow the big tractors in , to be relieved when they're finished." (resident, strongly support)</i>
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		<i>"Better off providing more preventative measures on traffic calming and enforcement to move along young people. There is limited lighting along there and if young people are about in numbers and drinking anyone could fall into the water."</i> (resident, strongly oppose) <i>"I'd love to see regular markets on the causeway on nice days. Craft, farmers market, a hot drinks stand on the bend, community events, maybe couch to 5k using the causeway as the early weeks route."</i> (strongly support) <i>"See the "Places for People" initiative from Birmingham Council in the Kings Heath area."</i> (strongly support) <i>"Wardens on the causeway to keep us safe at night if it is closed."</i> (not sure/ need more information) <i>"Traffic lights."</i> (visitor, strongly oppose)
Management and enforcement arrangements Comments emphasised the need for clear management arrangements, swift enforcement and ongoing monitoring to address obstruction, antisocial behaviour and emergency access.	10	<i>"This needs to be properly managed and processes in place for emergency vehicle access including police patrols currently the police patrol over to causeway in cars they must of this goes ahead come on foot not leave us with nothing. If asb was to significantly increase during the trial the barriers need to be taken away."</i> (resident, oppose) <i>"Please could traffic enforcement be swift and consistent. It was good to see that a vehicle parked in the passing space last Sunday received a ticket but that is the first time I have ever seen a vehicle ticketed. And what can be done about the people who park up but sit in their cars? can they be fined as if it was a red route or something? Some sit there for several hours causing an obstruction/unease. Monitoring & communication goes without saying."</i> (resident, strongly support) <i>"Enforcement short term will sort out any problems."</i> (oppose) <i>"Enforcement - traffic wardens, police. Monitoring - by verified personally. Don't need signage detracting from the natural beauty of the village parking is inadequate to take visitors now, as they refuse to use it - nothing would change. Would attract undesirable visitors."</i> (strongly oppose)
Cost and value for money Respondents in this theme were concerned about the cost of implementing and supporting the trial, questioning whether the	8	<i>"It will be costly to input the support and safety measures required if closed."</i> (resident, strongly oppose) <i>"Why waste the money on a temporary solution?!!"</i> (strongly oppose) <i>"This will be difficult to implement and very expensive."</i> (strongly oppose)

proposal would be good value for money.		
Concerns about benches, planters and barrier These comments opposed benches, planters and barriers, mainly due to concerns about emergency access, maintenance responsibilities and the potential for antisocial behaviour.	8	<i>"Do not provide benches." (resident, strongly support)</i> <i>"Benches and planters are a stupid ideas how would emergency vehicles get by, who would look after the planters and anti social behaviours would love benches to party on." (resident, strongly oppose)</i> <i>"None and planters or benches makes it permanent and it would be a blocked for emergency services as suggested by council." (Resident, strongly oppose)</i> <i>"You can't put benches and planters on the causeway as it's it supposed to be accessible for emergency traffic to pass through." (Resident, strongly oppose)</i>
Engagement process and transparency These comments questioned the engagement process, particularly who should be able to respond, how local residents' views are weighted and how transparent the decision-making will be	6	<i>"Totally non democratic approach to a major impact on many /all residents" (strongly oppose)</i> <i>"Survey should be for local residents only we are the people affected. 1 survey for each house with name address and email. Results should then be sent to each house." (Resident, strongly oppose)</i> <i>"This closure will affect local residents why does this survey allow people from anywhere in the country have a say in whether it should be closed, it should be only residents living in Malthouse Lane and the the other access roads, we are affected. It should be a survey one house one survey with name address and email address. This is the only way you are going to get a true picture. This is a very ill thought out way of finding out what you should do." (Resident, strongly oppose)</i> <i>"The Council to do consultation properly and not just listen to the parish councillors who joined just to turn road into a private road and embellishing information to suit their agenda." (Resident, strongly oppose)</i>
Speed restrictions and traffic calming Respondents suggested speed limits, traffic calming and restrictions as ways to address unsafe or fast driving while keeping the Causeway open.	5	<i>"Speed limit and control." (Resident, strongly oppose)</i> <i>"Try leaving the Causeway open but give speed limits and height barriers to prevent delivery vans crossing." (Resident, strongly oppose)</i> <i>"Traffic speed calming measure on Malthouse lane. Particularly at the station end of the road." (Resident, neither support not oppose)</i> <i>"Rumble strips and chicanes would slow the traffic down." (strongly oppose)</i>

Encourage active travel Comments focused on making the space safer and clearer for people walking, cycling or wheeling, including marked areas or dedicated lanes.	5	<i>"Maybe lines marking a separation between cyclist and pedestrians" (resident, strongly support)</i> <i>"Dedicated cycling and pedestrian lanes/ signs painted on the roadway." (strongly support, resident)</i>
Requests for further information This theme captures practical questions and requests for clarification about parking, access, monitoring, costs, legal issues, litter, wildlife and how feedback will be shared.	5	<i>"If you made parking available, where would this be? I live on Malthouse lane and if someone parks across the road opposite me, the road is narrow and I struggle to get on and off my drive.</i> <i>As I live nearer to springbrook lane, there is a tendency for this to suddenly close for whatever reason without notice and suddenly my only exit from the lane is via Small Lane which is a 2 mile detour." (oppose)</i> <i>"How are benches and planters going to affect traffic." (strongly oppose)</i> <i>"How can (point 3) monitoring of traffic, safety, impacts take place if the lakes are closed to vehicle traffic? What point is there?" (strongly oppose)</i> <i>"How will this impact Malthouse Lane, reference parking and turning. How will increase in litter be addressed? How protection of wildlife will be addressed?" (strongly oppose)</i> <i>"The residents of Malthouse Lane and Springbrook will be negatively impacted. Most residents have not been adequately consulted with. WCC state that barriers are costly to install. How much is costly. What has been quoted for? How many quotes were acquired? Who made the decision they were too costly? What are the specific legal obstacles deemed unworkable in this setting? What is the level of noise pollution at this point in time? Feedback on this consultation needs to be open and transparent and published." (resident, strongly opposed)</i>
Add benches and planters Supportive comments suggested benches and planters could improve the area, provide a more welcoming space and help discourage vehicle access or parking.	4	<i>"Add more benches." (Resident, strongly support)</i> <i>"It would enhance the area for everyone if planters and benches were added." (Resident, strongly support)</i> <i>"Planters in the current passing places would be good. This would discourage anyone thinking they could still drive across and park." (resident, strongly support)</i>
Emergency service access Respondents raised concerns that physical changes or closure could affect emergency access, particularly if barriers, benches or planters	4	<i>"Access to emergency vehicles will need barrier access. Flyer says this is costly to install & maintain, carry significant vandalism risk & faces legal obstacles - So what's the difference? if it can be done for emergency vehicles, then it can be done for local traffic." (strongly oppose)</i>

restrict movement through the area.		<i>"You can't put benches and planters on the causeway as it's it supposed to be accessible for emergency traffic to pass through." (strongly oppose)</i>
Litter and waste facilities Comments suggested more rubbish and dog waste bins would be needed to help manage litter and keep the area clean if use of the space increases.	3	<i>"More rubbish bins." (strongly support)</i> <i>"More dog waste bins." (strongly support)</i>
Turning space and road layout Comments focused on the need for practical road layout changes, particularly turning space at the bottom of Malthouse Lane for residents, visitors, deliveries and emergency vehicles.	3	<i>"A turning point is essential at the bottom of Malthouse Lane for delivery vans, resident visitors, ambulances et otherwise people will be turning around in my driveway." (Resident, strongly oppose)</i> <i>"There will have to be a turning point made again at the bottom of Malthouse Lane which caused issues before as it kept getting blocked with traffic." (Resident, strongly oppose)</i> <i>"I live at the bottom of Malthouse Lane will you be installing a turning circle for delivery vehicles and other vehicles that need to turn round or are they going to turn around in my driveway." (strongly oppose)</i>
Access for bikes and horse riders Comments in this theme were concerned that allowing bikes or horse riders could create opportunities for unauthorised motorbike or quad bike access.	3	<i>"If this goes ahead it should not be open to bikes or horse riders as this opens up the opportunity for illegal entry of motor bikes, quad bikes, electric shooters/bikes. It should be treated like an extension of the walkways around the lakes." (Resident, strongly oppose)</i> <i>"No horse riding or bicycles as this also gives access to quads and motorbikes to the Causeway." (Resident, strongly oppose)</i> <i>"May need to be prepared for motorbikes racing through." (Other, strongly support)</i>
Closures and restrictions Respondents suggested width or height restrictions as alternatives to closure, or time-limited closure, particularly during late evening hours, as a way to reduce antisocial behaviour while maintaining some access.	3	<i>"Could always close it late evening and open early morning to avoid anti-social behaviour." (oppose)</i> <i>"The causeway should have width restrictions rather than a weight restriction which is completely ignored." (Resident, strongly oppose)</i> <i>"Try leaving the Causeway open but give speed limits and height barriers to prevent delivery vans crossing." (Resident, strongly oppose)</i>
Previous decisions about closure Comments in this theme	3	<i>"This has been all settled not so very long ago & it was agreed it would never be closed." (Resident, strongly oppose)</i>

referred to previous discussions or decisions where respondents believed the Causeway should remain open.		<i>"The local residents of malt house lane voted 2 years ago with 80% voting in favour to keep it open . This closure is being led by 2 members of the parish council. This has been their personal goal to shut the causeway so they can feel like they live in a gated community and don't have to meet people that are not from round here." (Resident, strongly oppose)</i>
Communication about changes Respondents highlighted the importance of clear communication, including notices and information about any changes to how the Causeway can be used.	2	<i>"There needs to be notices on such sites that the causeway has changed in use"(resident, strongly support)</i> <i>"Social media notices of change of use." (resident, strongly support)</i>
Existing parking provision Comments suggested that existing parking provision is already sufficient, although this relies on visitors knowing where to park and choosing to use those spaces.	2	<i>"There is already plenty parking for visitors to the lakes." (Resident, strongly support)</i> <i>"There are already parking arrangements in place." (Other, strongly support)</i>

Other themes raised within the comments were: impacts residents' rights, increase amenities, scheme for just residents wouldn't work, understand why some may say no and all the above suggestions are needed.

5. Responses provided by email

In addition to the survey, there was also an open opportunity for individuals to respond to the engagement by submitting a written email response to Warwickshire County Council. The Council received four email submissions, which included three from individuals and one submitted on behalf of a local business.

Of these four emails, three expressed opposition to the trial 18-month closure of The Causeway, whilst the other expressed support for the proposal.

The email supporting the proposal was on the basis that alternative routes are better than The Causeway and that its current layout creates delays for emergency services trying to drive along it and experiencing oncoming traffic.

However, in regard to the three emails opposing the proposal, delays to emergency services response time was also a reason cited in one of these. Furthermore, these responses opposing the proposal state that a closure will disproportionately impact local residents, since it will both result in residents having to drive around the outside of the lakes, while also adding additional traffic to the current roadways such as Springbrook Lane, Valley Road and The Common. The submissions also highlight the potential safety concerns to pedestrians and horse riders should traffic levels increase along Springbrook Lane, citing the lack of footpaths and streetlighting.

The business response highlighted concerns over the practical longevity of future business, using previous business failure as an example when The Causeway was closed for works in 2021 and 2022.

The opposition to the proposal also questions whether more or alternative options can't be explored to manage issues in the area without the requirement to close the road, suggesting that the council and police enforcement could and have done more in other UK beauty spots to address similar issues. These suggestions include one-way traffic measures, better signage and enforcement of parking restrictions in the passing place bays including the introduction of traffic wardens and CCTV and better management by the authorities to address the problems created by anti-social behaviour rather than providing an area free of traffic for anti-social behaviour to thrive.

Appendix 1 – Copy of paper survey

Earlswood Lakes – The Causeway Trial Closure

Overview

The Causeway (the three roads around the lakes comprising the end of Malthouse Lane and Valley Road) is a unique feature of Earlswood Lakes. Currently it serves as a single-lane road, which can create conflicts between vehicles, pedestrians, anglers, equestrians and cyclists. We are exploring an 18-month trial closure of The Causeway to general traffic, turning it into a safer, quieter route for people using Earlswood Lakes, while maintaining emergency and essential access through controlled arrangements. Your views will help shape whether and how this trial goes ahead.

How to share your views

You can complete our short survey in one of two ways:

- 1. Complete the short survey online.** This will be available until 14th June
Available at <https://ask.warwickshire.gov.uk> or scan the QR Code to go the webpage
- 2. Complete this paper copy.** All paper copies need to be received by 14th June
You can return this using the box available today or post it to the address below.

Privacy Notice

Following the end of the survey we may publish the results, and this may include quotes of comments which will be anonymous. If you reply to this anonymous survey, no personal details will be captured.

There is a voluntary option to give a contact email address for follow up information. If you choose to provide an email address these details will be kept securely but only used for this purpose. We will keep your email address for a period of 12 months or for the duration of the project.

If you would like further information, visit www.warwickshire.gov.uk/privacy or contact our Customer Service Centre on 01926 410410

☐ **Please tick here to confirm you are happy for us to collect your response.**

Section A – About how you use The Causeway

We would like to understand a little about how you use The Causeway currently.

How do you usually use The Causeway? (Tick all that apply)

- ☐ I use The Causeway in a vehicle as a through route/crossing (to get between places)
- ☐ I use The Causeway in a vehicle mainly to access homes/land/businesses
- ☐ I use The Causeway in a vehicle mainly to visit Earlswood Lakes (walk, fish, sail, visit the craft centre)
- ☐ I walk along/across The Causeway
- ☐ I cycle along/across The Causeway
- ☐ I ride a horse along/across The Causeway
- ☐ Other (Please specify)

How often do you use or travel along The Causeway?

(Please select only one item)

- ☐ Most days
- ☐ A few times a week
- ☐ About once a week
- ☐ A few times a month
- ☐ A few times a year
- ☐ Hardly ever / Never

Section B – Views on the proposed trial

The proposed 18-month trial would close The Causeway to general vehicle traffic at its three access points, while maintaining emergency vehicle access through controlled arrangements.

We would like to understand what you think about this proposed trial. Please tell us your level of support or opposition, and anything you see as positive or negative.

In principle, do you support an 18-month trial closure of The Causeway to general traffic, with access maintained for emergency vehicles and users such as pedestrians, cyclists, horse riders and pushchair users?

(Please select only one item)

- ☐ Strongly oppose
- ☐ Oppose
- ☐ Neither support nor oppose
- ☐ Support
- ☐ Strongly support
- ☐ Not sure / need more information

What aspects of the trial idea, if any, do you see as positive?

What aspects of the trial idea, if any, do you see as negative?

If the trial goes ahead, what should the County Council put in place to support the trial implementation? (Tick all that apply)

Please note: Wireless barriers for local residents have been considered and ruled out. They are costly to install and maintain, carry significant vandalism risks, and face legal obstacles deemed unworkable in this setting.

- ☐ Signage (Advance warning / diversions)
- ☐ Parking arrangements
- ☐ Monitoring (e.g. traffic, safety, impacts)
- ☐ Communication and updates (during the trial)
- ☐ Enforcement (if needed)
- ☐ Enhanced amenities (e.g. benches, planters etc.)
- ☐ Other (Please specify)

If you wish you can provide more information here:

Section C – About you

These questions ask for a little background information about yourself. This will help us understand who has responded to this survey.

Which of the following best describes your interest in this survey?

(Please select only one item)

- ☐ Resident
- ☐ Business
- ☐ Organisation
- ☐ Other (Please specify)

Where do you live?

(Please select only one item)

- ☐ Earlswood (Malthouse Lane)
- ☐ Earlswood (elsewhere)
- ☐ Nearby village or town (e.g. Tanworth-in-Arden, Dorridge, Hockley Heath, Knowle, Tidbury Green, Cheswick Green, Wythall, Henley in Arden)
- ☐ Solihull (town or borough)
- ☐ Redditch (town or area)
- ☐ Warwickshire (elsewhere)
- ☐ Worcestershire (elsewhere)
- ☐ Somewhere else (Please specify)

Would you like to be kept informed?

If you would like to be kept informed about this proposal, please provide your email address below. We will only use this to keep you informed about this proposal.

Thank you

Appendix 2 – IP address analysis

IP addresses were grouped to identify clusters of multiple entries originating from the same IP source. However, IP-based identification has important limitations and should not be interpreted as definitive evidence of duplicate or inauthentic responses. Multiple participants may legitimately share a single IP address (e.g. households, workplaces, schools, or use of public networks), while a single individual may submit responses from multiple IPs (e.g. mobile data, VPNs, or different devices). As such, IP analysis is used as a proxy indicator of potential duplication rather than a measure of respondent identity.

The methodological approach undertaken to the analysis of IP addresses was to include an IP in sensitivity review if it triggered three or more of these indicators:

- Volume: 5+ responses from same IP.
- Position alignment: ≥80% same support/opposition answer.
- Device consistency: ≥80% same browser/device.
- Timing cluster: ≥5 responses within 24 hours, or ≥3 within 1 hour.
- Sparse/repetitive text: multiple blank, very short, or materially similar comments.
- Response-ID patterning: repeated ID prefixes/similar generated IDs.
- Profile inconsistency: varied locations/interests from same IP with otherwise similar device/timing/wording.

IP address with 5 or more responses but fewer than 3 indicators were not tested.

IP addresses were tested if:

- The IP address met the volume threshold and had 3 or more indicators.
- IP address had 4 or more indicators, particularly where timing, device and position alignment were present.

Following this process, there were 12 different IP addresses that were put forward for sensitivity testing to determine whether the responses provided from these IP addresses displayed any significant difference to the responses collected via the rest of the dataset and could potentially have had any influence of the reliability of the figures being reported. Sensitivity testing was therefore conducted on the responses collected from these 12 IP addresses on the most appropriate questions, which in the case of this survey, concerns the level of support for the proposed trial closure of The Causeway.

Below are tables showing the details of the chi-square tests of homogeneity conducted as part of the IP address analysis. Those resulting in a p value <0.05 indicate a significant difference between the observed values for the IP address and the expected values, based on the other responses.

Chi-square test of homogeneity: IP1 vs non-IP1							
Response category	IP1 observed	Non-IP1 observed	Category total	IP1 expected	Non-IP1 expected	IP1 contribution	Non-IP1 contribution
Strongly support	159	733	892	92.637	799.363	47.540	5.509
Support	0	39	39	4.050	34.950	4.050	0.469
Neither support nor oppose	0	22	22	2.285	19.715	2.285	0.265
Oppose	0	59	59	6.127	52.873	6.127	0.710
Strongly oppose	0	515	515	53.485	461.515	53.485	6.198
Not sure / need more information	0	4	4	0.415	3.585	0.415	0.048
Group totals	159	1,372	1,531				
Chi-square statistic	127.103						
Degrees of freedom	5						
p-value	9.802E-26						
Minimum expected count	0.415						

Chi-square test of homogeneity: IP2 vs non-IP2							
Response category	IP2 observed	Non-IP2 observed	Category total	IP2 expected	Non-IP2 expected	IP2 contribution	Non-IP2 contribution
Strongly support	45	847	892	26.218	865.782	13.455	0.407
Support	0	39	39	1.146	37.854	1.146	0.035
Neither support nor oppose	0	22	22	0.647	21.353	0.647	0.020
Oppose	0	59	59	1.734	57.266	1.734	0.053
Strongly oppose	0	515	515	15.137	499.863	15.137	0.458
Not sure / need more information	0	4	4	0.118	3.882	0.118	0.004
Group totals	45	1,486	1,531	45.000	1486.000	0.000	0.000
Chi-square statistic	33						
Degrees of freedom	5						
p-value	3.414E-06						
Minimum expected count	0.118						

Chi-square test of homogeneity: IP3 vs non-IP3							
Response category	IP3 observed	Non-IP3 observed	Category total	IP3 expected	Non-IP3 expected	IP3 contribution	Non-IP3 contribution
Strongly support	33	859	892	19.227	872.773	9.867	0.217
Support	0	39	39	0.841	38.159	0.841	0.019
Neither support nor oppose	0	22	22	0.474	21.526	0.474	0.010
Oppose	0	59	59	1.272	57.728	1.272	0.028
Strongly oppose	0	515	515	11.101	503.899	11.101	0.245
Not sure / need more information	0	4	4	0.086	3.914	0.086	0.002
Group totals	33	1,498	1,531	33.000	1498.000	0.000	0.000
Chi-square statistic	24						
Degrees of freedom	5						
p-value	2.022E-04						
Minimum expected count	0.086						

Chi-square test of homogeneity: IP4 vs non-IP4							
Response category	IP4 observed	Non-IP4 observed	Category total	IP4 expected	Non-IP4 expected	IP4 contribution	Non-IP4 contribution
Strongly support	0	892	892	13.983	878.017	13.983	0.223
Support	0	39	39	0.611	38.389	0.611	0.010
Neither support nor oppose	0	22	22	0.345	21.655	0.345	0.005
Oppose	4	55	59	0.925	58.075	10.224	0.163
Strongly oppose	20	495	515	8.073	506.927	17.620	0.281
Not sure / need more information	0	4	4	0.063	3.937	0.063	0.001
Group totals	24	1,507	1,531	24.000	1507.000	0.000	0.000
Chi-square statistic	44						
Degrees of freedom	5						
p-value	2.887E-08						
Minimum expected count	0.063						

Chi-square test of homogeneity: IP5 vs non-IP5							
Response category	IP5 observed	Non-IP5 observed	Category total	IP5 expected	Non-IP5 expected	IP5 contribution	Non-IP5 contribution
Strongly support	15	877	892	10.487	881.513	1.942	0.023
Support	3	36	39	0.459	38.541	14.087	0.168
Neither support nor oppose	0	22	22	0.259	21.741	0.259	0.003
Oppose	0	59	59	0.694	58.306	0.694	0.008
Strongly oppose	0	515	515	6.055	508.945	6.055	0.072
Not sure / need more information	0	4	4	0.047	3.953	0.047	0.001
Group totals	18	1,513	1,531	18.000	1513.000	0.000	0.000
Chi-square statistic	23						
Degrees of freedom	5						
p-value	2.884E-04						
Minimum expected count	0.047						

Chi-square test of homogeneity: IP6 vs non-IP6							
Response category	IP6 observed	Non-IP6 observed	Category total	IP6 expected	Non-IP6 expected	IP6 contribution	Non-IP6 contribution
Strongly support	15	877	892	8.739	883.261	4.485	0.044
Support	0	39	39	0.382	38.618	0.382	0.004
Neither support nor oppose	0	22	22	0.216	21.784	0.216	0.002
Oppose	0	59	59	0.578	58.422	0.578	0.006
Strongly oppose	0	515	515	5.046	509.954	5.046	0.050
Not sure / need more information	0	4	4	0.039	3.961	0.039	0.000
Group totals	15	1,516	1,531	15.000	1516.000	0.000	0.000
Chi-square statistic	11						
Degrees of freedom	5						
p-value	5.440E-02						
Minimum expected count	0.039						

Chi-square test of homogeneity: IP7 vs non-IP7							
Response category	IP7 observed	Non-IP7 observed	Category total	IP7 expected	Non-IP7 expected	IP7 contribution	Non-IP7 contribution
Strongly support	14	878	892	8.157	883.843	4.186	0.039
Support	0	39	39	0.357	38.643	0.357	0.003
Neither support nor oppose	0	22	22	0.201	21.799	0.201	0.002
Oppose	0	59	59	0.540	58.460	0.540	0.005
Strongly oppose	0	515	515	4.709	510.291	4.709	0.043
Not sure / need more information	0	4	4	0.037	3.963	0.037	0.000
Group totals	14	1,517	1,531				
Chi-square statistic	10						
Degrees of freedom	5						
p-value	7.186E-02						
Minimum expected count	0.037						

Chi-square test of homogeneity: IP8 vs non-IP8							
Response category	IP8 observed	Non-IP8 observed	Category total	IP8 expected	Non-IP8 expected	IP8 contribution	Non-IP8 contribution
Strongly support	10	882	892	5.826	886.174	2.990	0.020
Support	0	39	39	0.255	38.745	0.255	0.002
Neither support nor oppose	0	22	22	0.144	21.856	0.144	0.001
Oppose	0	59	59	0.385	58.615	0.385	0.003
Strongly oppose	0	515	515	3.364	511.636	3.364	0.022
Not sure / need more information	0	4	4	0.026	3.974	0.026	0.000
Group totals	10	1,521	1,531				
Chi-square statistic	7						
Degrees of freedom	5						
p-value	2.054E-01						
Minimum expected count	0.026						

Chi-square test of homogeneity: IP9 vs non-IP9							
Response category	IP9 observed	Non-IP9 observed	Category total	IP9 expected	Non-IP9 expected	IP9 contribution	Non-IP9 contribution
Strongly support	10	882	892	5.826	886.174	2.990	0.020
Support	0	39	39	0.255	38.745	0.255	0.002
Neither support nor oppose	0	22	22	0.144	21.856	0.144	0.001
Oppose	0	59	59	0.385	58.615	0.385	0.003
Strongly oppose	0	515	515	3.364	511.636	3.364	0.022
Not sure / need more information	0	4	4	0.026	3.974	0.026	0.000
Group totals	10	1,521	1,531				
Chi-square statistic	7.210775599						
Degrees of freedom	5						
p-value	2.054E-01						
Minimum expected count	0.118						

Chi-square test of homogeneity: IP10 vs non-IP10							
Response category	IP10 observed	Non-IP10 observed	Category total	IP10 expected	Non-IP10 expected	IP10 contribution	Non-IP10 contribution
Strongly support	10	882	892	5.826	886.174	2.990	0.020
Support	0	39	39	0.255	38.745	0.255	0.002
Neither support nor oppose	0	22	22	0.144	21.856	0.144	0.001
Oppose	0	59	59	0.385	58.615	0.385	0.003
Strongly oppose	0	515	515	3.364	511.636	3.364	0.022
Not sure / need more information	0	4	4	0.026	3.974	0.026	0.000
Group totals	10	1,521	1,531				
Chi-square statistic	7.210775599						
Degrees of freedom	5						
p-value	2.054E-01						
Minimum expected count	0.026						

Chi-square test of homogeneity: IP12 vs non-IP12							
Response category	IP12 observed	Non-IP12 observed	Category total	IP12 expected	Non-IP12 expected	IP12 contribution	Non-IP12 contribution
Strongly support	0	892	892	4.661	887.339	4.661	0.024
Support	0	39	39	0.204	38.796	0.204	0.001
Neither support nor oppose	0	22	22	0.115	21.885	0.115	0.001
Oppose	1	58	59	0.308	58.692	1.552	0.008
Strongly oppose	7	508	515	2.691	512.309	6.900	0.036
Not sure / need more information	0	4	4	0.021	3.979	0.021	0.000
Group totals	8	1,523	1,531				
Chi-square statistic	13.52280048						
Degrees of freedom	5						
p-value	1.894E-02						
Minimum expected count	0.021						

Chi-square test of homogeneity: IP17 vs non-IP17							
Response category	IP17 observed	Non-IP17 observed	Category total	IP17 expected	Non-IP17 expected	IP17 contribution	Non-IP17 contribution
Strongly support	5	887	892	2.913	889.087	1.495	0.005
Support	0	39	39	0.127	38.873	0.127	0.000
Neither support nor oppose	0	22	22	0.072	21.928	0.072	0.000
Oppose	0	59	59	0.193	58.807	0.193	0.001
Strongly oppose	0	515	515	1.682	513.318	1.682	0.006
Not sure / need more information	0	4	4	0.013	3.987	0.013	0.000
Group totals	5	1,526	1,531				
Chi-square statistic	3.593574602						
Degrees of freedom	5						
p-value	6.093E-01						
Minimum expected count	0.013						

Appendix 3 – Paper copy batch analysis

The paper copies that were delivered in batches by hand (batches 3-5) were put forward for sensitivity testing. Below is a table showing the details of the chi-square test of homogeneity conducted for this testing. The resulting p value <0.05 indicates a significant difference between the observed value for batches 3-5 combined and the statistically expected value, based on the other responses.

Chi-square test of homogeneity: Batches 3-5 vs non-Batches 3-5							
Response category	Batches 3-5 observed	Non-Batches 3-5 observed	Category total	Batches 3-5 expected	Non-Batches 3-5 expected	Batches 3-5 contribution	Non-Batches 3-5 contribution
Strongly support	0.000	892.000	892.000	146.239	745.761	146.239	28.677
Support	0.000	39.000	39.000	6.394	32.606	6.394	1.254
Neither support nor oppose	2.000	20.000	22.000	3.607	18.393	0.716	0.140
Oppose	9.000	50.000	59.000	9.673	49.327	0.047	0.009
Strongly oppose	240.000	275.000	515.000	84.432	430.568	286.640	56.208
Not sure / need more information	0.000	4.000	4.000	0.656	3.344	0.656	0.129
Group totals	251	1,280	1,531	251.000	1,280.000	0.000	0.000
Chi-square statistic	527.108						
Degrees of freedom	5						
p-value	1.122E-111						
Minimum expected count	0.656						

Appendix 4 – Tests of subgroup independence on level of support

Below are tables showing the details of the chi-square tests of independence and Cramer's V tests of effect size conducted for the level of support from differing subgroups. Those resulting in a p value <0.05 indicate a statistically significant association between the different groups and their level of support. Hence, the pattern of support is unlikely to be evenly distributed across the groups but that, however, this doesn't indicate that the level of support is caused by the different groups, but only that there is a difference on the level of support between the groups. Depending upon the number of degrees of freedom, the resulting Cramer's V test will indicate a relatively small, moderate or relatively large effect.

Chi-square test of independence and Cramer's V test of effect size: Interest in the survey vs Level of support							
Response category	Strongly support	Support	Neither support nor oppose	Oppose	Strong oppose	Not sure / Need more information	Group totals
Resident observed	742	32	21	47	458	4	1,304
Business / Organisation observed	72	1	0	3	15	0	91
Other observed	67	6	1	8	31	0	113
Resident expected	761.820	33.724	19.024	50.154	435.820	3.459	
Business / Organisation expected	53.164	2.353	1.328	3.500	30.414	0.241	
Other expected	66.017	2.922	1.649	4.346	37.767	0.300	
Resident contribution	0.516	0.088	0.205	0.198	1.129	0.085	
Business / Organisation contribution	6.674	0.778	1.328	0.071	7.812	0.241	
Other contribution	0.015	3.241	0.255	3.072	1.212	0.300	
Chi-square statistic	27.220						
Degrees of freedom	10						
p-value	0.0024						
Minimum expected count	0.241						
Cramer's V	0.095						

Chi-square test of independence and Cramer's V test of effect size: Location vs Level of support

Measure	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Not sure / need more information	Group totals
Earlswood (Malthouse Lane) observed	156	7	12	24	263	3	465
Earlswood (elsewhere) observed	264	16	8	17	160	1	466
Nearby village or town observed	334	10	2	11	50	0	407
All other locations observed	134	6	0	7	32	0	179
Earlswood (Malthouse Lane) expected	272.195	11.955	6.744	18.085	154.796	1.226	
Earlswood (elsewhere) expected	272.780	11.980	6.758	18.124	155.129	1.229	
Nearby village or town expected	238.244	10.463	5.902	15.829	135.488	1.073	
All other locations expected	104.780	4.602	2.596	6.962	59.588	0.472	
Earlswood (Malthouse Lane) contribution	49.602	2.053	4.097	1.935	75.636	2.566	
Earlswood (elsewhere) contribution	0.282	1.349	0.230	0.008	0.161	0.042	
Nearby village or town contribution	38.487	0.020	2.580	1.473	53.940	1.073	
All other locations contribution	8.148	0.425	2.596	0.000	12.773	0.472	
Chi-square statistic	260.002						
Degrees of freedom	15						
p-value	1.08 × 10⁻⁴⁶						
Minimum expected count	0.472						
Cramer's V	0.239						

Chi-square test of independence and Cramer's V test of effect size: Use of The Causeway vs Level of support

Response category	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Not sure / need more information	Group totals
Vehicle through route observed	236	13	11	32	364	3	659
Vehicle access observed	266	11	14	33	405	3	732
Vehicle visit Earlswood Lakes observed	343	6	1	16	85	0	451
Walk observed	576	29	15	38	293	3	954
Cycle observed	150	3	2	5	85	0	245
Horse ride / Other observed	70	0	2	3	33	2	110
Vehicle through route expected	343.199	12.967	9.411	26.561	264.562	2.301	
Vehicle access expected	381.216	14.403	10.454	29.503	293.869	2.555	
Vehicle visit Earlswood Lakes expected	234.875	8.874	6.441	18.177	181.058	1.574	
Walk expected	496.831	18.771	13.624	38.451	382.993	3.330	
Cycle expected	127.593	4.821	3.499	9.875	98.358	0.855	
Horse ride / Other expected	57.287	2.164	1.571	4.434	44.161	0.384	
Vehicle through route contribution	33.484	0.000	0.268	1.114	37.375	0.213	
Vehicle access contribution	34.822	0.804	1.203	0.414	42.026	0.077	
Vehicle visit Earlswood Lakes contribution	49.776	0.931	4.596	0.261	50.963	1.574	
Walk contribution	12.615	5.574	0.139	0.005	21.146	0.033	
Cycle contribution	3.935	0.688	0.642	2.406	1.814	0.855	
Horse ride / Other contribution	2.821	2.164	0.117	0.464	2.821	6.801	
Chi-square statistic	324.941						
Degrees of freedom	25						
p-value	5.75 × 10⁻⁵⁴						
Minimum expected count	0.384						
Cramer's V	0.144						

Chi-square test of independence and Cramer's V test of effect size: Frequency of use of The Causeway vs Level of support

Response category	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Not sure / need more information	Group totals
Most days observed	478	12	11	27	399	4	931
A few times a week observed	222	5	6	13	74	0	320
About once a week observed	72	3	1	6	18	0	100
A few times a month observed	70	10	0	10	18	0	108
A few times a year / Hardly	42	9	4	3	5	0	63
Most days expected	571.167	23.177	13.075	29.185	296.949	2.446	
A few times a week expected	196.126	7.959	4.489	10.023	102.009	0.840	
About once a week expected	61.144	2.482	1.400	3.127	31.820	0.262	
A few times a month expected	66.036	2.681	1.512	3.377	34.373	0.283	
A few times a year / Hardly	38.527	1.565	0.883	1.971	20.060	0.165	
Most days contribution	15.200	5.391	0.330	0.164	35.095	0.988	
Week contribution	3.412	1.108	0.511	0.883	7.690	0.840	
Once-week contribution	1.949	0.108	0.114	2.648	6.002	0.262	
Month contribution	0.242	20.041	1.512	12.912	7.784	0.283	
Rarely contribution	0.313	35.612	11.202	0.539	11.302	0.165	
Chi-square statistic	178.483						
Degrees of freedom	20						
p-value	2.77 × 10⁻²⁷						
Minimum expected count	0.165						
Cramer's V	0.171						