

Community Street Audit Report

CATTELL ROAD, BIRMINGHAM, TUESDAY 13 FEBRUARY 2024

ON BEHALF OF WEST MIDLANDS COMBINED AUTHORITY AND BIRMINGHAM CITY COUNCIL



We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.



Living Streets

We are Living Streets, the UK charity for everyday walking.

We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone.

Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

For more than 90 years we've been a beacon for walking. In our early days, our campaigning led to the UK's first zebra crossings and speed limits. Now, our campaigns and local projects deliver real change to overcome barriers to walking and our ground-breaking initiatives such as the world's biggest Walk to School campaign encourage millions of people to walk.

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1 Executive summary

We are Living Streets, the UK charity for everyday walking. We are working with West Midlands Combined Authority and Birmingham City Council to improve streets for people walking and wheeling around Cattell Road and nearby area.

On 13 February 2024 we conducted a Community Street Audit (CSA) by walking/wheeling around the area with 5 people from AccessiBlues, the disabled fans organisation, identifying, discussing and recording issues that encouraged or discouraged everyday walking/wheeling, including in relation to accessing the football stadium. We spoke to 13 people in person and 17 people responded to an online survey.

The key issues affecting streets in and around Cattell Road are:

- Junctions without dropped kerbs or with poor visibility to cross or long crossing distances.
- Footways in bumpy and broken condition or obstructed by pavement parking and redundant bus shelters.
- Formal crossings not giving reliable places to cross, with drivers failing to stop, and some controlled crossing buttons not working.

The priority recommendations from this CSA were:

Short Term

- Clean streets and reduce litter at Bordesley Green.
- Remove redundant bus shelters and tactile paving.
- Repair and maintain footway surfaces to allow smooth wheeling and avoid tripping.

Longer Term

- Improve crossing at junctions by adding dropped kerbs and narrowing crossing distances and avoiding puddles across dropped kerbs.
- Maintain or upgrade pedestrian crossings at Green Lane and Coventry Road, minimising wait times.
- Improve lighting on St Andrews Street for use as accessible parking.

2 Introduction

What is a Community Street Audit?

The Living Streets Community Street Audit (CSA) methodology is a way of effectively involving community stakeholders in the process of evaluating the quality of the walking environment. CSAs explore the environment from the viewpoint of the people who use it for walking journeys, not just those who own or manage it. CSAs provide recommendations to overcome physical and emotional barriers to walking for everyday journeys and can feed into schemes to ensure places are fit for walking.

The Community Street Audit aims:

- to identify barriers to walking;
- to identify ways to reduce the effects of vehicle traffic on people walking;
- to improve connectivity, attractiveness, and state of maintenance; and
- to identify improvement measures, priorities and suggest a course of action.

People may undertake walking journeys either from A to B or by linking a series of destinations, for example one journey entailing walking children to school, visiting a surgery and shopping.

For the purpose of a Community Street Audit the term pedestrian refers to people of all ages and all levels of mobility and includes people who may use mobility aids including wheelchairs and mobility scooters.

Background

This audit was done around Cattell Road with guidance from Birmingham City Council. This Audit was commissioned by West Midlands Combined Authority as part of their Cycling for Everyone programme, funded by the Department of Transport. This area was identified by transport planners in Birmingham City Council.

This work was undertaken to assess the walking/wheeling environment around Cattell Road, Coventry Road and Bordesley Green to inform aims to improve the active travel connections to and through this area.

This area links in with the Authority's, Local Walking and Cycling Infrastructure Plans.

Methodology

The key part of a CSA is a group walk around the study area to identify and discuss issues that encourage or discourage everyday walking. Participants were given a brief introduction on the purpose of the CSA and examples of the types of issue to look out for. While on the audit they were invited to comments on their perceptions and experiences, with facilitator prompts where needed. Living Streets staff undertook a pre-audit walk to understand the local context and any technical issues in the walking environment.

At the close of the session, issues raised were summarised and reviewed. This approach led to being able to build consensus on some issues and establish areas where there were diverse views and priorities. During the audit sessions, participants were asked to consider the issues listed below:

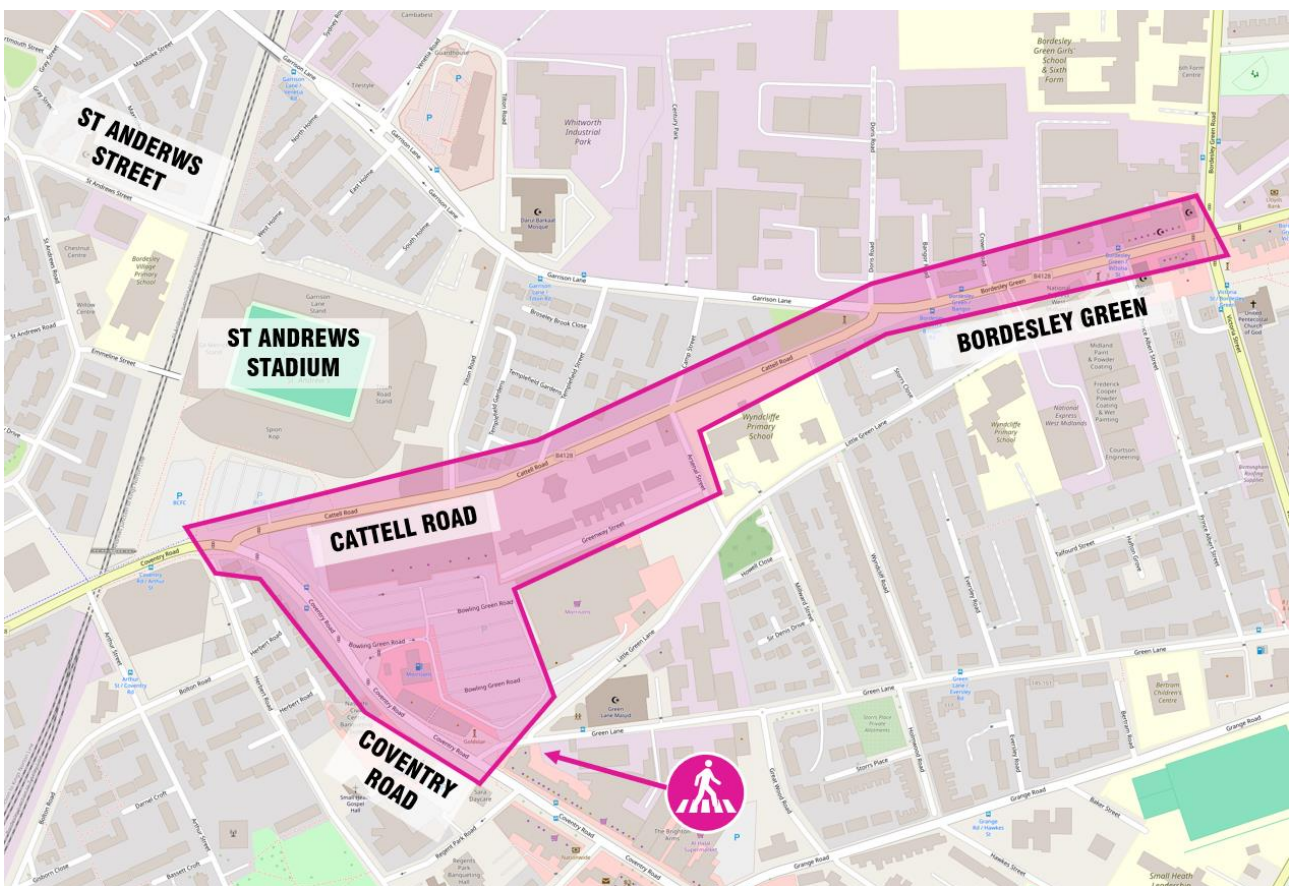
| | |
|---|---|
| Road layout and space allocation | How much space is given over to cars? How does this affect people walking? |
| Crossing points and desire lines | How easy is it to cross where you need to cross? Are there long delays at crossings? Is there adequate time to cross? Are pedestrian routes direct and uninterrupted? |
| Footway surfaces and obstructions | Are footways smooth, well-maintained, wide enough, free of obstructions and clutter? Are footways and routes accessible for all users? |
| Facilities and signage | Are facilities accessible for all users? Is there clear signage? Are there places to sit? |
| Maintenance and enforcement issues | Are vehicles parked safely and legally? Is there litter, debris or graffiti? Is infrastructure damaged or in need of repair? |
| Personal security | Do you feel safe walking here? Is there enough lighting? Would you walk here after dark? |
| Traffic | Traffic speed and volume, air pollution, noise and smell – does it feel dangerous? |
| Aesthetics | Is the area pleasant to walk in? What do you like or not like? |
| Places to play and socialise | Are there play spaces, activity spaces and seating areas? Are they in safe locations? |

These issues form the structure for the recommendations at the end of this report.

3 Audit location

The Community Street Audit looked at Cattell Road, Coventry Road and Bordesley Green, outlined on the plan below. Areas for investigation in the CSA were identified and agreed with Living Streets and Birmingham City Council.

Map of area



© OpenStreetMap

 Audit area

Area context

Local area

Cattell Road and Coventry Road are busy B roads east from Birmingham ring road, towards suburbs of Bordesley Green and Small Heath. The home stadium for Birmingham City Football Club is St Andrews on Cattell Road, and a major mosque is the Green Lane Masjid off Coventry Road. Between these is the St Andrews retail park with a Morrisons supermarket and several major retailers.

Neighbourhood profile

- Bordesley Green has a larger BAME population than England on average, with 61% identifying as Asian/British Asian, and 18% identifying as Black, Black British, Black Welsh, Caribbean or African – the England average being 10% and 4% respectively.
- Bordesley Green has many more households with no car or van (45%) than the England average (23.5%)

Data from ONS: ons.gov.uk/visualisations/customprofiles/build/#E08000028

Area activities and proposals

- Small Heath and Bordesley Green are Core Walking Zones in Birmingham's LCWIP, with focus for improvement around St Andrews Stadium and the retail park.

4 The Audit

Audit details

Living Streets held a Community Street Audit session on Tuesday 13 February 2024 between 10am and 12pm. An online survey was also available for those unable to attend. This was open from January until March 2024. The session was organised with AccessiBlues, the organisation of disabled fans for Birmingham City FC. A Living Streets facilitator joined 5 people from AccessiBlues to walk/wheel around the and identify issues.

Alongside this activity the survey was advertised through channels including other AccessiBlues members, visits to local businesses, Councillors, and community organisations, who were encouraged to share via noticeboards and social media channels. As well as looking at the area with AccessiBlues members, a Living Streets facilitator spent time speaking with people using streets across the audit area to hear their views of local streets and let them know about the online survey.

It is important to note that a key strength of the CSA is the collection of 'subjective/qualitative data.' The engagement activities are undertaken with small groups of participants to enable greater discussion of people's opinions about their local environment. The result is that we obtain a more in-depth understanding of the 'lived' experiences of local people and issues faced day to day within the context of a specific geographical area.

Online survey responses

We had 17 responses to the survey. Responses are included throughout the issue details below. The full information on responses is in the appendix.

A summary of the main findings from the survey is as follows:

Many people (68%) said traffic felt very or a bit unsafe. People reported issues with pavement parking, speed of traffic, litter and the surfaces of pavements. Some typical comments are:

“Traffic in this area is bad due to drivers’ behaviour. They don’t give way, don’t care for rules of the road, pedestrians right, they drive erratically, go through red lights, speeding, double parking etc”

– Survey comment

“[Difficult to cross where] Parked vehicles on footpaths. Vehicle parked on drop curbs.”

– Survey comment

“Paving lifted, loose, I’m sure they’ve been reported but nothing has been done to fix it.”

– Survey comment

Participants’ observations

This section provides a description of the observations made by participants during the audit. It includes comments made in the Audit session and via the online survey.

The comments below include the participants’ recommendations for improving the walking environment together with recommendations of Living Streets’ technical staff. Quotation marks indicate specific phrasing used by participants.

Area-wide issues

The following issues were noted at multiple locations across the neighbourhood.

A Facilities

- **Bus shelters:** There are a number of bus shelters along Cattell Road which participants said have not been in use for some years. These obstruct the footway, in some cases reducing over half of the usable width.

Recommendations:

- Consider removing unused bus shelters and associated tactile paving. Consider keeping bench provision by replacing some with benches.

B Footway surfaces

The levels and smoothness of footway surfaces were highlighted as a recurring problem for wheelchair and scooter participants.

Within our audit area they identified various examples of **sloping crossfall** to make dropped kerbs at driveway entrances which make it more difficult to wheel in a straight line especially for manual wheelchair users.

“Pavements need to be level. It’s a pain especially being in a wheelchair. It’s harder.”

– Participant comment.

Bumpy surfaces were also an issue, both due to damaged surface materials and due to tactile paving which sometimes participants felt was unnecessary – such as corduroy paving before and after bus stops. Inclusive Design guidance recommends this use at tram platforms but not bus stops.

“The surfaces are totally unacceptable, my husband has mobility issues and has tripped and fallen a couple of times.”

– Survey comment.

Recommendations:

- Crossfall on driveways is a widespread problem and needs a systematic approach to improve and create largely level footways across the city. Living Streets research into the Inclusive Design of Continuous Footway found that similar approaches, with use of steep ramped kerbs, can benefit footways across driveways. We recommend a policy of using this at new developments and a programme to retrofit it on existing footways.
- While certain areas with defects have been highlighted in this report, the issue of poor surfaces is widespread and would benefit from a systematic review and surfacing improvements rolled out across many footways in the area.

C Pavement parking

Many participants and survey comments raised the problem of pavement parking. Parked vehicles on pavements were described to block access for wheelchair users, as well as parking across dropped kerbs.

“In my wheelchair sometimes the parked cars on pavement I can’t get past. And the drivers can be maniacs”

– Participant comment.



Fig 0.1 Pavement parking on audit route

Recommendations:

- In lieu of a national ban a city-wide policy to ban pavement parking would be helpful, backed up with appropriate levels of enforcement. This could work in partnership with design changes on specific streets to make it easier for drivers to understand where is appropriate to park, and reduce temptation to park otherwise. This could include marked bays, and street furniture like bollards, trees, benches and bins to prevent parking on pavements at current hot spots.

D Drainage

The weather on the day of our audit walk helped to highlight the problems that poor drainage around pedestrian infrastructure causes for people walking and wheeling.



Fig 0.2 Entry junction to Templefield Street

Many dropped kerbs resulted in large puddles across them, both causing an obstruction for anyone not wanting to get wet feet, and hiding where the kerb line is and meaning it is not possible to see any potential hazards in the road or footway surface. It also creates a risk of passing vehicles splashing pedestrians.

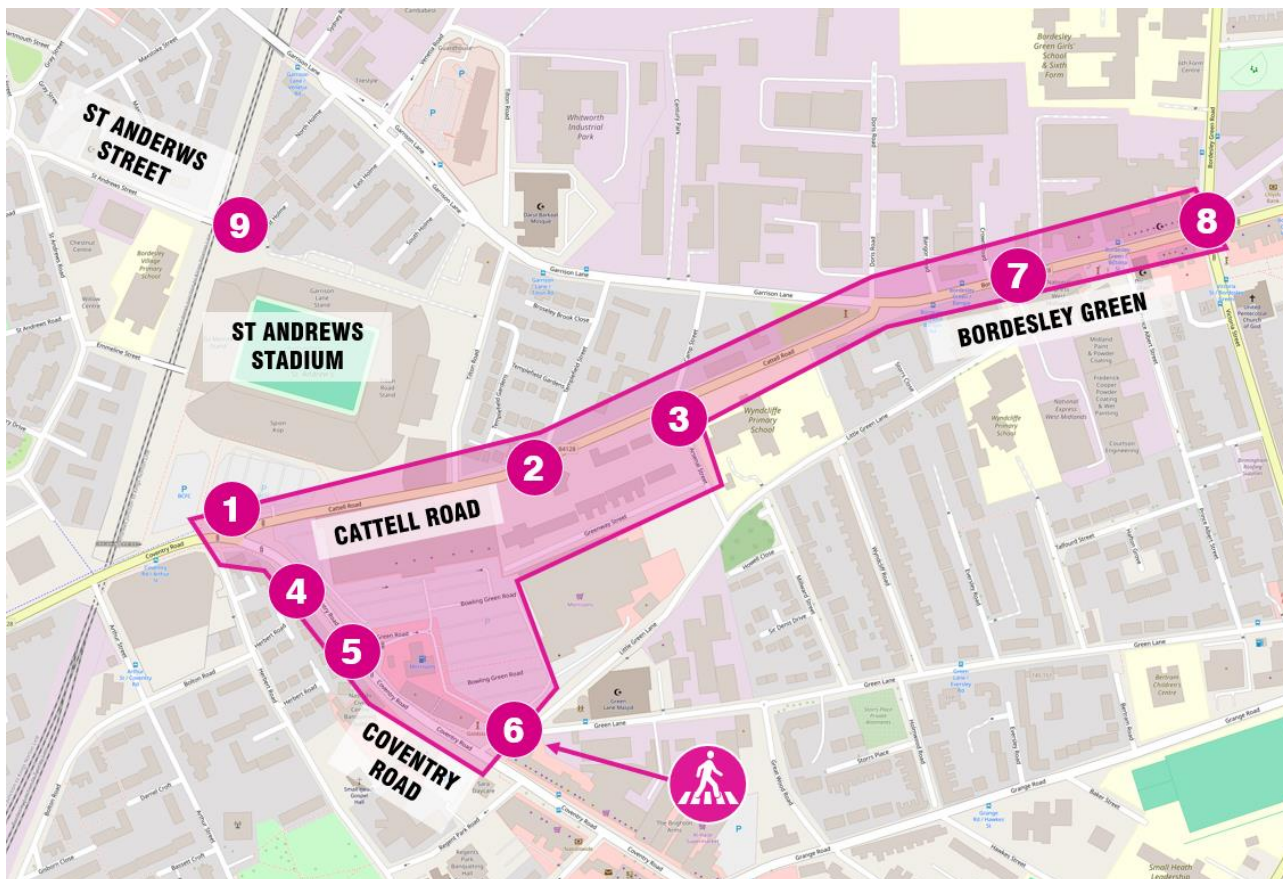
Recommendations:

- Similar to above recommendation on level footways, designing footways with level surfaces and ramped kerbs, or raised treatments at junctions, can help to avoid risks of puddling.

Findings by location

This section identifies location-specific comments.

Map of findings



Audit area



Observation locations

© Copyright OpenStreetMap

1 Coventry Road junction with Cattell Road

Crossings: Cross-fall of footway and barriers cause hazards for some users (Fig 1.2). The slope caused one participant using a powerchair to veer right and collide with the end of barriers.

Participants pointed out that large vehicles turning right regularly have to pull forward blocking the pedestrian crossing to avoid stopping across both lanes (fig 1.3).

- Button of Cattell Road arm was not working.
- Wait time on Coventry Road west (city centre) arm was 90s.
- Wait time on Coventry Road east arm was 70s.
- **Traffic:** Cattell Road is closed during match events and participants said this “causes chaos for traffic” and suggested it could be made one-way instead.
- **Bus stops:** redundant shelters (fig 1.4) cause obstruction of the footway and tactile paving for bus stops makes wheeling less comfortable here.

Recommendations

Maintenance: check crossing buttons are working.

Crossing: Minimise wait times on all crossing arms. Consider removing barriers around crossing if this may improve safety, following TfL research. Consider widening footway to improve



1.1 Signal controlled junction of Cattell Road and Coventry Road



1.2 Northern side entry to east arm crossing of Coventry Road



1.3 Large vehicles turning right out of St Andrews carpark have to either pull forward and block pedestrian crossing (as seen here) or remain diagonally across traffic entering from Coventry Road.

space around crossing and dropped kerb (additional space would also be useful for wider ramp, see next location issue)

Bus stops: Consider removing redundant bus stop and tactile paving.



Fig 1.4 Bus stop beside St Andrews Stadium not in use (1m remaining footway space)

2 Cattell Road at Templefield St

- **Facilities:** There are dropped kerbs but no tactile paving. The position of dropped kerbs on western side is inset from the corner so the wall behind means people crossing can't see turning traffic approaching on Cattell Road.
- **Crossing:** Junction is wide with up to 14m to cross in carriageway on desire line
- **Drainage:** Large puddles formed around both dropped kerbs
- **Bus stop shelter:** redundant bus shelter reduces footway width to 82cm.

Recommendations

- Bus shelters: remove all unused bus shelters.



2.1 Junction of Cattell Road and Templefield St with poor dropped kerb position and drainage.



2.2 Bus stop shelter (north side) not in use and reduces footway to 82cm



2.3 Bus stop (south side)

3 Cattell Road at Arsenal St

- **Facilities:** No dropped kerbs on Arsenal St junction (Fig 3.1), or Camp St opposite (Fig 3.2). This makes wider area inaccessible for people with wheelchairs etc and it can be a long diversion to find a dropped kerb.



3.1 No dropped kerbs on Arsenal St junction

Recommendations

- **Facilities:** Install dropped kerbs at these junctions or consider narrowing carriageway and using raised entry treatment or continuous footway to prioritise pedestrians crossing these side streets.



3.2 Camp St opposite also has no dropped kerbs

4 Ramp to retail park

- **Footway:** The most direct access to the retail park is via a ramp which is 1.2m wide and difficult to use (Fig 4.1). Participants said they nonetheless preferred to use the ramp, despite signs against it (Fig 4.2) because the alternative is a longer route where they expected fouling or broken glass (Fig 4.3).

“It’s not wide enough for wheelchairs or pushchairs. People have to wait while someone gets all the way up. But it’s better than going all the way around. The path around is often got dog shit and stuff on it”

– Participant comment



4.1 Ramp to retail park is 1.2m wide



4.3 Signs on bottom and top of ramp saying ramp is unsuitable for wheelchair users.

Recommendations

- **Signage:** Retail park to consider revising signs to reflect the reality that wheelchair users will still prefer to use the inadequate ramp.
- **Footway:** Rebuild ramp with minimum 2m width and consider a level landing halfway up.



4.3 Broken glass on footway of the alternative route to the main entrance (at bus stop)

5 Coventry Road junction entrance of retail park

- **Crossing:** The signalised crossing of Coventry Road westbound was not working. The crossings across the entrance to the retail park were not working. The crossing of Coventry Road eastbound had a wait time of up to 49 seconds.

In a brief time we observed people crossing not at the controlled crossings. This may suggest that the crossings are not sufficiently conveniently placed, or that people familiar with whether they are working know it is not worth going to use them.

Recommendations

- **Crossing:** Check crossings are all working. Consider minimising waiting times for crossing of Coventry Road, with a maximum of 30s.



5.1 Signal controlled crossings on Coventry Road and at junction entrance to retail park



5.2 People were observed crossing between crossings. This may have been partly due to familiarity of knowing that some crossings were not working.

6 Green Lane zebra crossing

- **Crossing:** Participants at the retail park suggested that this zebra crossing is particularly poorly observed by drivers (fig 6.1).

A facilitator observed people crossing here for around 10 minutes. In this time 57 people crossed at the crossing and 83 vehicles passed the crossing. Drivers were seen multiple times failing to stop



6.1 Zebra crossing is in regular use but has concerns about safety with drivers not stopping

for people waiting at the crossing (Fig 6.2, 6.4), joining a queue which led to obstructing the crossing (Fig 6.3) and rolling forward while people were crossing.

Several drivers were seen approaching at speed from the right on Green Lane towards Coventry Road.

“This crossing is dangerous. A lot of close calls. People drive around the corner and don’t stop. Then people going other way see a queue and don’t want to wait so don’t stop.”

– Participant comment

Recommendations

- **Crossing:** Consider upgrading crossing to signal controlled with minimal wait time.
- Also consider improving driver compliance by reducing speeds around and approaching the crossing. This may include using a raised table for the crossing, and other design measures on Green Lane to give a design speed to match the 20mph limit.



6.2 Driver not stopping for person waiting



6.3 Driver queueing obstructing crossing



6.4 Multiple drivers not stopping for person waiting

7 Bordesley Green gated entry opposite Crown Road

- **Footway:** Wide puddles around dropped kerbs and broken surfaces with potholes cause obstruction and risk of tripping for people walking (Fig 7.1). Barriers add to obstruction and reduce attractiveness of the street.

Recommendations

- **Footway:** Redesign this entrance to create a level continuous footway, which would avoid need for dropped kerbs, tactile paving or barriers. This should include ramps to limit speed of vehicles turning in or out of the gated site.



7.1 Puddling and damaged surface across wide entrance

8 Bordesley Road junction with Victoria Street

- **Pavement parking:** Survey respondents were concerned about pavement parking which can be seen persistently in the area around this junction (Fig 8.1).

“Traffic in this area is bad due to drivers’ behaviour. They don’t give way, don’t care for rules of the road, pedestrians right, they drive erratically, go through red lights, speeding, double parking etc.

- Survey comment

- **Crossing:** Participants spoke about having difficulty using the crossings at this junction. Crossing points get blocked by parked vehicles, and drivers jump red lights so participants



8.1 Pavement parking obstructs people on the footway



8.2 Pedestrian crossings are regularly used for parking and loading, blocking visibility or access for people using crossings.

did not feel they could rely on the crossings.

“It looks grim. Things look run down. Uncared for”.

– Survey comment

- **Litter:** Although there are a number of bins in the area fly tipping and general litter is an issue around the area, with participants commenting that it made them feel the area is uncared for and run down.

Recommendations

- **Pavement parking:** Consider using street furniture or bollards to deter pavement parking especially near crossings.
- **Litter:** Review street cleansing plans and increase litter picking if possible.
- **Traffic:** Drivers failing to stop at red lights may be improved by reducing overall speeds throughout the area. Consider 20mph limits with appropriate traffic calming such as limiting lane widths and visual narrowing with textured surface margins.



8.3 Bordesley Green junction has large amounts of litter

“It gives ghetto vibes. Rubbish on the streets, gum on the pavements, public bins overflowing, graffiti covered bustops, broken glass on pavements either from stolen vehicles or broken bustops”.

– Survey comment

“Our area needs cleaning up There is a lot of rodents because of rubbish on our street”.

– Survey comment

9 St Andrews Street

- **Lighting:** Participants said there is no street lighting around the area on St Andrews Street where they need to get in and out of wheelchair accessible vehicles for access to the stadium.

“St. Andrews street has no lighting so it’s pitch dark where we need to park and get in and out of the vehicles.”

– Participant comment



©Microsoft Bing Maps

9.1 Lack of lighting on St Andrews Street makes using accessible parking difficult

Recommendations

- **Lighting:** Review and consider adding improved lighting.

5 Recommendations summary

The table below shows a subset of the recommendations in this report. These are highlighted as changes which Living Streets staff assess as leading to the highest value for people using the street, informed by the public through conversations as part of the audit.

Many of the recommendations are interlinked or there may be both localised short-term interventions and longer-term wider-scale interventions. Some activities may require collaboration with other public or stakeholder bodies and may require further engagement and consultation activities.

Prioritisation is primarily based on benefits for walking journeys and pedestrian experiences. Timescales indicates the likely period required for interventions to be made and should be reviewed alongside indicative priorities. The lead-in time for some recommendations will be long and will require a range of surveying, monitoring, design and consultation activities before interventions can be made, though there is scope to use shorter term pop-up and testing approaches.

Indicative timescales: Short-term = < 6 months; medium-term = 6–18 months; long-term = over 18 months.

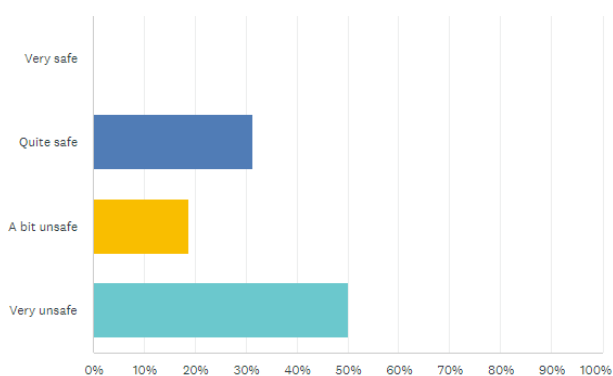
Issues and Recommendations table by location (Numbers refer to numbers on map)

| No | Location | Issue and Recommendation | Timescale | Responsibility |
|-------------|--|--|-------------|----------------|
| | Area wide | Redundant bus shelters: Obstruction and bumpy tactile surfaces should be removed, potential replaced with dedicated benches. | Short term | Council |
| | | Footway surfaces: Sloping crossfall for driveways and bumpy and broken surfaces are difficult for wheeling. Consider rebuilding drive crossovers as level surfaces, and resurfacing footways where needed. | Medium term | Council |
| | | Pavement parking: This impacts disabled people particularly, when unable to get past vehicles. Consider marking loading bays on carriageway, and pursuing borough-wide policy to ban and enforce in priority areas | Medium term | Council |
| 2, 3 | Templefield Street, Camp Street, Arsenal Street | Dropped kerbs: Difficult or impossible to navigate while wheeling. Install dropped kerbs on junctions, and consider narrowing junctions to reduce crossing widths, vehicle speeds and position dropped kerbs or raised treatments to ensure clear visibility. | Medium term | Council |
| 6 | Green Lane zebra crossing | Crossing: Drivers approach at speed and regularly fail to stop. Consider installing signal controlled crossing, and reducing traffic speeds on approach or using raised table for crossing. | Long term | Council |
| 9 | St Andrews Street | Lighting: Lack of lighting makes it difficult to use as accessible parking for stadium. Consider adding extra lighting. | Long term | Council |

Appendix

Detail of responses to online survey:

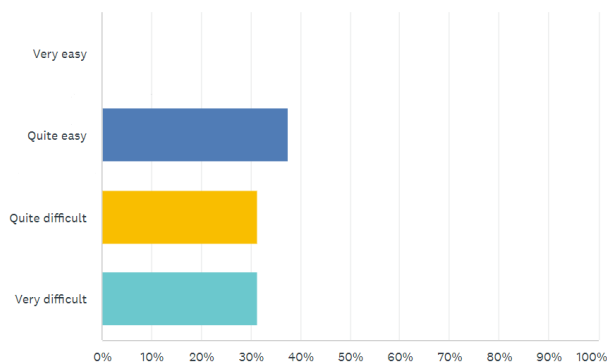
Q1 How safe does the traffic feel? (This may be due to things like the amount of vehicles, speed or the way people drive.)



Tell us about any issues with safety from traffic:

- Very inconsiderate and dangerous driving
- Cars speeding
- There is a lot of traffic with no safety net to slow down or make it easy for the traffic to flow quickly
- Too many illegally parked cars
- Whilst on bike, have had drivers threaten to run me over
- Double parking.
- Traffic in this area is bad due to drivers' behaviour. They don't give way, don't care for rules of the road, pedestrians right, they drive erratically, go through red lights, speeding, double parking etc

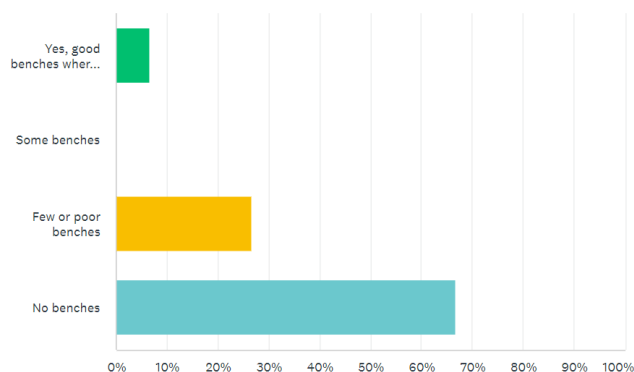
Q2 How easy is it for you to cross the road where you want to?



Tell us about any places where it is difficult to cross:

- Near the school
- Most traffic lights, especially the Bordesley green rd with bordesley grn
- Parked vehicles on footpaths. Vehicle parked on drop curbs.

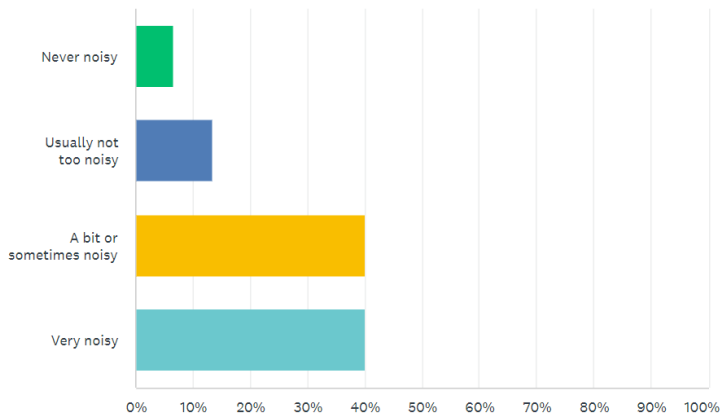
Q3 Are there places to sit and rest if you need to? (Are any benches comfortable to use?)



Tell us about any issues with benches here:

- My husband has had a stroke and it would be good for him to have a rest on a bench
- No benches we need some
- Can't recall any benches
- There's no benches. There's benches in the park but its not safe.

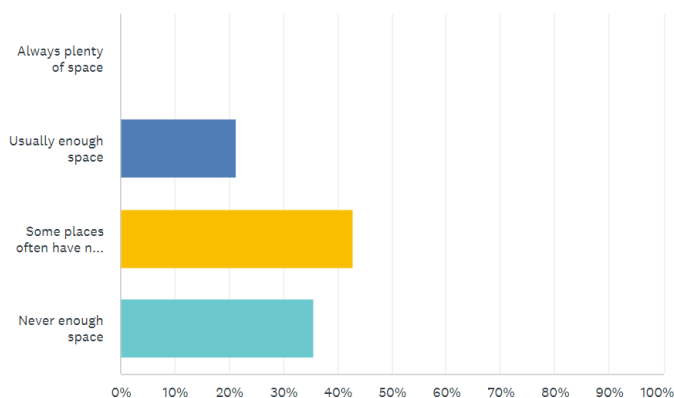
Q4 How noisy or quiet is it? (Noise may mean you have to raise your voice in conversation, you'd avoid lingering in some places, or people keep windows closed.)



Tell us about any problems with noise here:

- Night time skidding cars noise
- When there is a football match
- Lots of traffic
- Beeping horns

Q5 How much space do you have on the pavements? (This may be because of the width of pavement, how many people use it, or any obstructions like parked cars, advert boards, posts etc.)

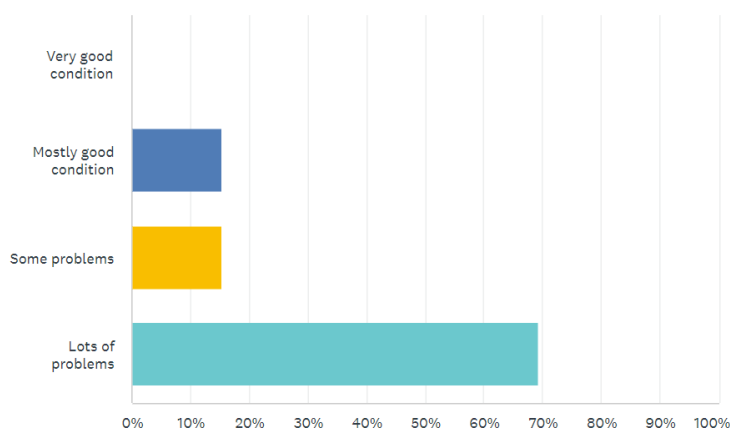


Tell us about any issues with pavement space:

- Inconsiderate parking on the pavements
- Cars are parked on the pavement
- Cars parked there

- Cars/shop fronts/trash
- Over extended stalls , and parked vehicles.
- Cars parking on top of pavements

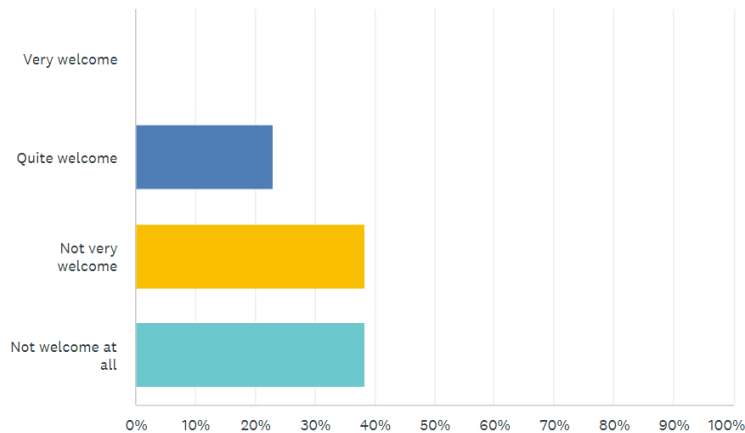
Q6 Are the pavements kept clean and in good condition? (This may include smooth, even surfaces, fixing any broken street furniture and being free of dog mess or litter.)



Tell us about any issues with pavement conditions:

- The surfaces are totally unacceptable, my husband has mobility issues and has tripped and fallen a couple of times
- Our area needs cleaning up There is a lot of rodents because of rubbish on our street
- Litter filled and rubbish dumped
- Paving lifted, loose, I'm sure they've been reported but nothing has been done to fix it.
- Uneven pavements and litter

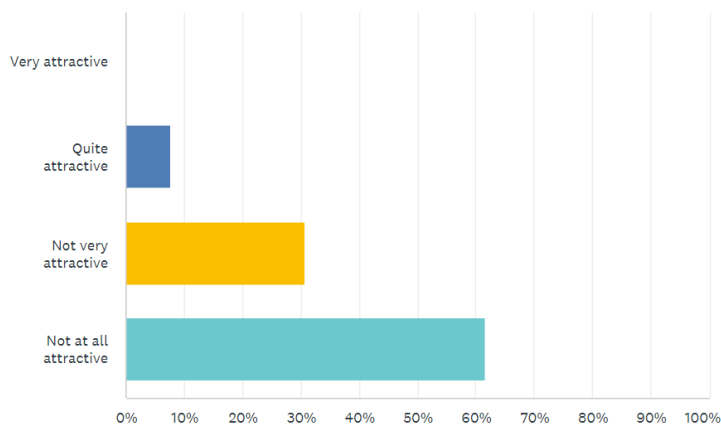
Q8 How welcome do you feel? (This may include how accessible they are for you with step-free access, or how safe it feels including after dark.)



Tell us about what makes you feel more or less welcome:

- Would not go for a run after dark
- Crime rate is high
- Dark feel vulnerable due to poor lighting and unwelcoming atmosphere

Q8 How attractive are these streets? (For example are there things to see and do, greenery, public art, historic buildings or well-maintained shop fronts?)



Tell us about what makes it more or less attractive:

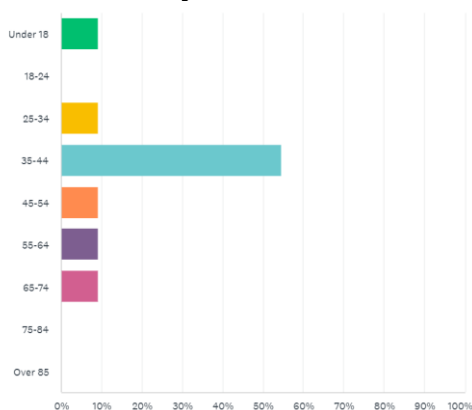
- Dirty
- Too much rubbish
- Some of the worst places I've lived in
- It gives ghetto vibes. Rubbish on the streets, gum on the pavements, public bins overflowing, graffiti covered bustops, broken glass on pavements either from stolen vehicles or broken bustops
- It looks grim. Things look run down. Uncared for

Q8 Anything else you want to say about these streets?

- The streets are very dirty. Whenever there are Road works metal signage is always left behind cluttering up the streets for months on end
- We need all our streets in this area cleaned up and cared for Our area has been neglected long enough
- Yes too many potholes!
- Need more policing, and traffic wardens.
- Needs a face-lift, bins, benches, flowers, like moseley village, remove graffiti
- We get long queues of traffic on Bordesley Green, it's hard to pull out to get to work. On match days there are no cones out any more so people park everywhere inc across drive. Don't feel safe walking because of drug users and begging. Wouldn't let my daughter walk on own.

Demographics of survey participants

How old are you?



Do you have any long-term physical or mental health conditions or illnesses that affect the way you use the streets?

Yes – 25%

No – 67%

Prefer not to say – 8%

What is your ethnic background?

9% – White - English / Welsh / Scottish / Northern Irish / British

9% - Mixed/multiple ethnicity – White and Black Caribbean

9% - Mixed/multiple ethnicity – White and Asian
18% - Asian/Asian British - Indian
18% - Asian/Asian British - Bangladeshi
27% - Asian/Asian British – Pakistani
9% - Any other Asian background

Gender: How do you identify?

41% - Man
59% – Woman

Issue record

| Issue no. | Written by: | Checked/ approved by: | Issued by: |
|------------------|---------------------------------------|------------------------------|----------------------------|
| Draft 01 | Name: Sam Wakeling Date: 25/3/2024 | Anna Griffiths 28.03.2024 | Sam Wakeling 28.03.2024 |
| Draft 02 | Name: Date: | | |
| Final Issue | Name: Date: | | |

**We are Living Streets, the charity for everyday walking.
Our mission is to achieve a better walking environment
and inspire people to walk more.**

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