

# Community Street Audit Report

**BORDESLEY GREEN ROAD, BIRMINGHAM, THURSDAY 1 SEPT, 2023**

**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.



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# 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 around Bordesley Green Road.

On 1 September 2023 we conducted a Community Street Audit (CSA) by walking around the area identifying, discussing and recording issues that encouraged or discouraged everyday walking. We spoke to 46 people and 10 people responded to an online survey.

Bordesley Green Road is a residential and industrial area north of Small Heath to the east of Birmingham city centre. It is a main road with significant through traffic running north/south.

The key issues affecting streets in and around Bordesley Green Road are:

- Noisy and dangerous traffic and speeding
- Poor pavement conditions with litter, fly tipping and obstructed dropped kerbs causing difficulty especially for disabled people
- Pavement parking
- Difficulty crossing the road including at side road junctions and major junction to the north.

The priority recommendations from this CSA were:

## Short Term

- Street cleaning to address fly tipping and debris on pavements
- Limit pavement parking in priority locations with street furniture
- Design measures to improve pedestrian priority at side roads throughout

## Longer Term

- Provide pedestrian crossings on junction with Arden Road and improve pedestrian timing priority on junction with Bordesley Green
- Traffic calming to limit vehicle speeds
- City-wide policies to prevent pavement parking and reduce traffic volume

# 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 who walk and cycle;
- 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 along Bordesley Green 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 Bordesley Green Road and Denbeigh St 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:

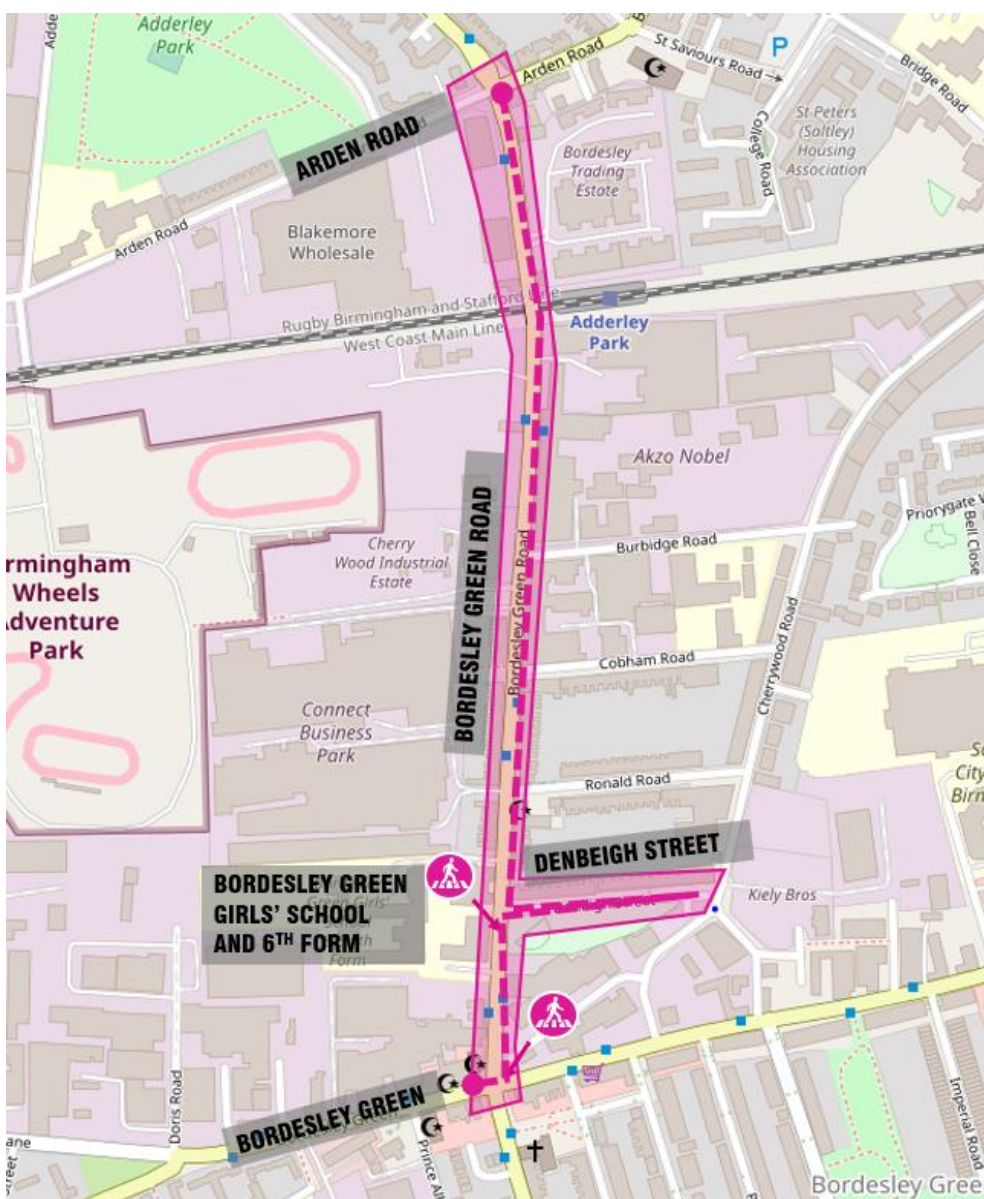
<b>Road layout and space allocation</b>	How much space is given over to cars? How does this affect people walking?
<b>Crossing points and desire lines</b>	How easy is it to cross where you need to cross? Are there long delays at crossings? Is there adequate time to cross? Are pedestrian routes direct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



© Open Street Maps

 Audit route

# Area context

## Local area

Bordesley Green Road has a mixture of residential and industrial use and includes some small mosques, a large secondary school, a rail station and is close to the large Wheels Park recreation area.

## Neighbourhood profile

- Bordesley Green ward is a **predominantly Asian area**, with people identifying as Pakistani and Bangladeshi making up 41% and 13% of the population respectively, compared to 13% and 6% for Birmingham as a whole.
- It has the **7<sup>th</sup> lowest average income** of Birmingham wards, and employment rates are below average for Birmingham.
- There are significantly **more people who cannot speak English well**, with 16.5% compared to 5% for Birmingham.
- There are **more people with a long-term health problem or disability** than average, with 20% identifying with this compared to 15% for Birmingham and 13% for England.

## Area activities and proposals

- The Bordesley Park area is identified for potential development with increased residential use including around Denbeigh St and along Cherrywood Road
- Access to Adderley Park station and management of traffic at junctions at either end of Bordesley Green Road have been identified for improvement
- Small Heath and Bordesley Green are core walking zones in the city LCWIP



# 4 The Audit

## Audit details

Living Streets held a Community Street Audit session on Friday 1 September 2023 between 10am and 3pm. An online survey was also available for those unable to attend. This was open from 10 August until 27 September 2023. The session along with the survey was advertised through several channels including phone calls and emails to local businesses, Councillors, religious centres, who were encouraged to share via noticeboards and social media channels. Local residents shared the survey via a Whatsapp group.

A pre-CSA visit took place on 10 July. This consisted of Living Streets staff visiting businesses to provide posters and speak with business owners and residents and let them know about the audit and online survey. Staff also knocked on doors of many of the homes along Bordesley Green Road to speak to residents. There were conversations with 19 people, and fliers about the audit and online survey were delivered to around 100 homes.

The CSA session was hosted by Living Streets facilitators and spoke with 27 members of the public.

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

As well as the in-person audit we offered an online survey to collect people's views for people who couldn't contribute on the day. This survey was advertised alongside the in-person audit and shared online through Facebook groups and via local businesses as well as on flyers and posters distributed in the local area.

We had 10 responses to the survey. Due to the small number of responses we will not draw numerical conclusions from these, but instead summarise the issues which were raised. The full information on responses is in the appendix.

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

- People felt that the road is neglected and that it suffers from a lack of maintenance
- Issues with dog waste, litter and fly tipping
- Concerns about the amount and speed of traffic, and the effect of the noise from this on people's ability to enjoy being outside on the road.
- Pavement condition being poor with pavement parking and litter

## **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. Quotation marks indicate specific phrasing used by participants. Any comments and recommendations made by Living Streets staff are clearly identified.

### **Area-wide issues**

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

## A Litter, flytipping and debris

Most participants raised issues about the cleanliness of the street and problems with litter, fly tipping and ongoing debris. This was reported to attract rats and cause difficulty walking along the pavements, as well as clearly undermining the appeal of being outside on this street.



*"It's filthy – it's dangerous and all the cars are parked on the pavement"*

– Teacher at Girls' school.

*"We're overrun with rats round the back of my house because of the litter in the street. We have a real issue with rodents. The crows and rats are double in size".*

*"I can't put my bin out because of pavement parking and litter"*

– Participant comment.

## Recommendations:

- Consider a 'deep clean' operation to remove backlog of waste and litter.
- Work with community to support litter picking with materials and collections (for example we met a leader of a mosque at the end of Denbeigh St does regular litter picking using their own bins).

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## B Facilities

- **Seating:** There did not appear to be any seating on the road, making it more difficult to walk for those who need to sit and rest at intervals.
- **Bins:** There did not appear to be public bins except at the junction with Bordesley Green to the south. This may contribute to the litter issue.
- **Bus shelters:** There are bus stops along the road but they do not have any shelter or seating, making it more difficult or uncomfortable to use the bus.

## Recommendations:

- Consider adding bus shelters, bins and public seating, focussing initially on existing bus stop locations.

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## C Footway surfaces

Participants raised concerns about poor surface on pavements and gave examples of problems this causes and injuries from falls. The lack of ongoing maintenance appears to be added to by damage to the pavement caused by vehicles driving onto them.

*"Our pram has difficulty because the paths uneven. There's all the broken glass on pavements."*

- Participant comment.



*“Sloping on pavements is terrible!*

*I wish people would pick up their own litter as I’m given a set area to clean that is almost impossible to complete within my shift”*

– Council street cleaner.

*“Pavements often have potholes which have remained there for years, one of my sisters broke bones in her arm and chipped a tooth after falling over one”*

– Participant comment.

## Recommendations:

- Review and repair or resurface pavements as needed throughout, including areas around Adderley Park station bridge and Cobham Road junction by mini supermarket.

## D Pavement parking

A regularly repeated concern found was about pavement parking. This includes residential cars, cars of people visiting shops and services, commercial vans and HGVs. There is damage to the pavement surfaces caused by vehicles. Participants in the audit spoke of problems getting along the pavement, difficulty placing bins out, and limiting access for people using pushchairs and wheelchairs.

*“For me it’s the parking problems - sometimes you can’t even fit to put a bin out on the pavement because of the vehicles parked there”*

– Participant comment.

*“Problem is the traffic but we ain’t going to change that are we! Not keen on the parking on the pavement. And the litter.”*

– Participant comment.

*“It’s dangerous and all the cars are parked on the pavement. Parents do contribute to that but even in the daytime there are cars parked on pavements”*

– Teacher at Girls’ school.



## Recommendations:

- Ban pavement parking with city-wide policy
- Use physical measures in persistent spots, such as bollards, bins, benches, planters, cycle stands. These could focus around junctions and destinations like local shops and the industrial units.

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## E Traffic

*“Noise from exhausts is terrible - my little nephew 1.5 year old was sleeping and was woken up by it. Really want council to do something.”*

– Participant comment.

*“I’ve lived here 40 years and it’s got much worse, the traffic. On school days it’s hell. I’d want to move those big vans from parking in front of my house. I walk to shops, the biggest problem is the traffic.”*

– Participant comment (with visual impairment).

*“No problems, just the traffic. Speeding is an issue, people do 50, 60. Sometimes hit parked cars. It’s dangerous for children crossing.”*

– Participant comment, in car parts shop.

*“People drive very quickly down the road, my brother was hit by an oncoming car which later just sped away leaving him on the road, a similar incident happened to my sister”*

– Survey participant.

The volume of traffic is a concern to people. This is particularly from the danger to children crossing, the disruptive noise day and night, and the danger from speeding which is described as common and significant.

A basic 10 minute traffic count at the top of Bordesley Green Road at 0930 on a Friday found a rate of **576 vehicles per hour**, which included 54 HGV/bus per hour, as well as 12 cycles per hour and 42 people walking per hour.

## Recommendations:

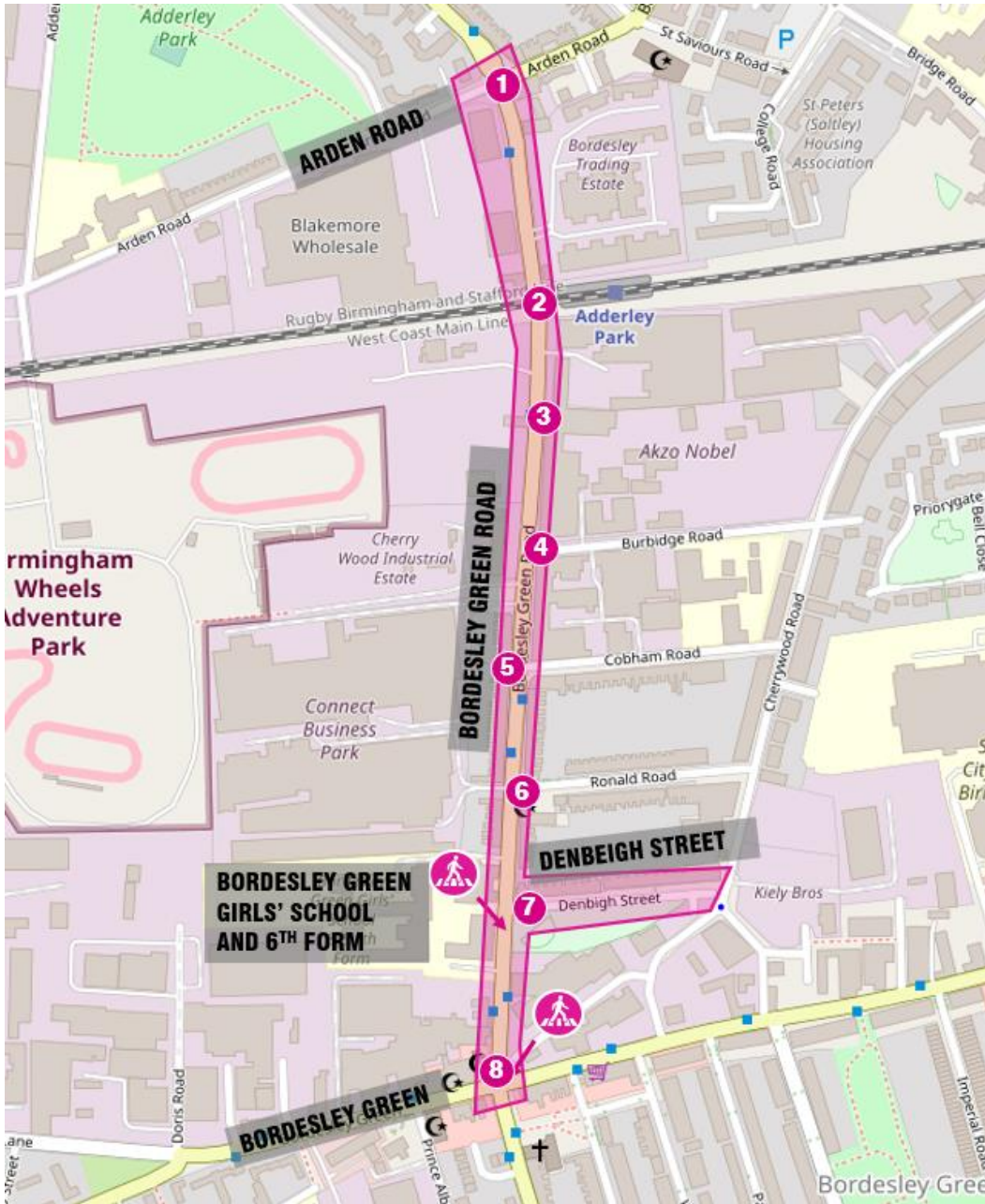
- **Traffic:** Consider whether through-traffic is suitable for this road, or if it could be access-only. If through traffic needs to be maintained, volume of traffic could be addressed by city-wide policies to reduce demand including pricing driving for some drivers.
- **Speeding:** Consider traffic calming measures along the length of the road, especially the residential part to the south. These could include narrowing carriageway, creating chicanes and pinch points, speed bumps and adding street trees on buildouts from the pavement.





# Findings by location

This section identifies location-specific comments.

## Map of findings



-  Audit area
-  Observation locations

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## 1 Junction Bordesley Green/Arden Road

- **Crossing:** The crossroads junction is difficult to cross, especially on the southern Bordesley Green Road arm which has no central island. The traffic has signals but there are no pedestrian crossing phases. People are regularly seen having to cross while vehicles are turning across them.
- **Pavement parking:** There are often vehicles parked on the pavement at or near this junction (fig 1.1) which limits access on the pavement and visibility for crossing.



1.1 Pavement parking and people crossing while traffic turns left in front of them.

*“You get people spinning around the junction at 100mph... it’s a bad area, next door is a school and you watch the children running across the road as fast as they can – they could get knocked down”*

– Participant comment.

### Recommendations

- **Crossing:** Upgrade the junction to have pedestrian crossing signals on all arms.

## 2 Adderley Park rail station/bridge

- **Footway surface:** There is a build up of silt and debris on the pavement over the bridge (Fig 2.2) which makes walking more difficult especially wheeling with mobility scooter or wheelchair.
- **Pavements** are narrow and overgrown. Pavement is down to 1.5m wide, while carriageway is 7.5m.
- **Step free access to platforms** is not possible. Both platforms have steps



2.1 Overgrown pavement by entrance to Adderley Park station – tactile paving hardly visible

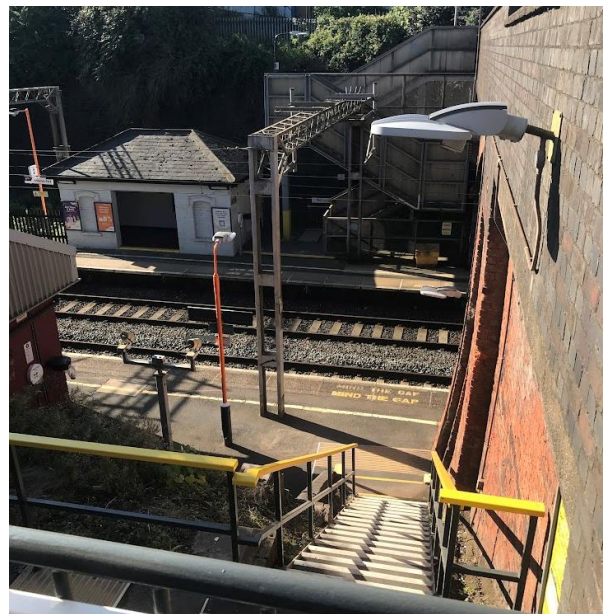
as the only way to access them. (Fig 2.3)

## Recommendations

- **Footway surface:** Repair and resurface footway and cut back vegetation to clear access to dropped kerb and tactile markings.
- **Widen footway:** consider narrowing the carriageway as far as possible to provide footway of at least 2m each side.
- **Clean** the build up of sand and debris on the opposite pavement from the station
- **Step free access** to station platforms should be provided



2.2 Build up of debris on pavement opposite station



2.3 Station access to platforms is by steps only

## 3 Industrial units near Akzo Nobel

- **Pavement parking:** Trucks regularly park on the pavement, leaving narrow space with the yellow bollards and are seen manoeuvring forwards and backwards while people walk beside them.



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## Recommendation

- Consider preventing vehicle access to the pavement with street furniture such as bollards, planters, bins or benches.

3.1 HGVs parking on pavement outside industrial units



3.2 Damaged pavement surface and pavement parking

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## 4 Junction with Burbage Road

**Crossing:** The wide junction mouth makes it more difficult to cross and drivers turn in from the main road while people walking are part way across.

Width between dropped kerbs is approx. 10m. Width at from of junction mouth following pedestrian desire line approx. 20m.

## Recommendation

Adjust junction shape to minimise width of crossing while maintaining access for HGVs to turn in and out.



4.1 Wide crossing distance of Burbage Road



4.2 Turning vehicles into Burbage Road

## 5 Junction with Cobham Road

- **Obstructions:** Redundant kerbs opposite Cobham Road leave a step across the pavement which causes inconvenience to all people using the pavement and blocks access for some disabled people.
- **Fly tipping:** The pavement surface is dirty and covered with items like old carpet and cardboard boxes, making it an unpleasant surface to walk over.
- **Pavement parking:** The uncared-for appearance may encourage drivers to see it as 'spare' space and be more likely to park here obstructing the pedestrian space. There is also significant pavement parking near the mini-supermarket.

*"My son is disabled and it is also bad for people with mobility scooters who can't get past the kerbs. We have to go in the road or try to cross and it's busy with no crossing. I have raised it with council but not got anywhere. I'm told that they won't sort it as not a junction."*

- Participant comment.

### Recommendations

- **Obstructions:** Remove redundant kerbs and resurface to continue the pavement past the previous entrance space.
- **Fly tipping:** clear waste from here.
- **Pavement parking:** Consider using street furniture to limit pavement parking around the junction corners



4.1 Vehicle lockup on left with stepped kerbs and buildup of flytipping rubbish.



4.2 Pavement parking at end of Cobham Road

*"I live on Cobham Road. BGR is very difficult to walk along, with the bins and damaged tarmac. There are a lot of children and people with buggies who need to walk. It's difficult driving too – hard to turn out with parked cars on the corners, can't see where people are going to cross"*

- Participant comment.

## 6 Junction with Ronald Road

- **Maintenance:** Issues with the street lighting opposite the mosque here and the drains getting blocked.
- **Footway surface:** There is a cobbled section of ramp outside the mosque which makes the pavement uneven and more difficult for people walking.

*“You get hundreds of children crossing the road. There’s no zebra crossing. The guttering by kerb is blocked. Lamp doesn’t work on far side of mosque. It’s a very busy road and has no cycle lane. Obviously problem with fly tipping.”*

- Participant comment.

### Recommendations

- **Maintenance:** Review lighting and drainage
- **Footway surface:** Remove cobbled ramp section and ensure consistent smooth pavement surface.



5.1 Pavement parking on Ronald Road



5.2 Redundant cobbled entrance surface in front of mosque.

## 7 Denbeigh St and Girls’ school

- **Traffic:** The end of Denbeigh St has mini bollards and paving which prevents through traffic. While welcome, participants still reported problems with drivers speeding along the short street to the end.
- **Footway surface:** The dropped kerb at the east end of the park area is not flush and causes difficulty for people using wheelchairs.



6.1 End of Denbeigh Street with bollards.

- **Crossing by Girls' School:** This is welcome as the only crossing on Bordesley Green Road. However it was also described as feeling unsafe with report of drivers not reliably stopping on a red light.
- **Parking around the school:** Teacher at the school reported the problems with parking around the school especially at drop off/pick up times. This creates a dangerous environment while children are there in large numbers and contributes to the problem of obstructed pavements.

*"I feel defeated trying to keep up with cleaning the rubbish on the street outside the community centre. I am filling my own personal bins with street rubbish".*

*"There is drinking in the daytime and night-time outside the mosque"*

*"Garages are parking their customer's vehicles outside people's homes"*

*"Drivers are going 60mph down to the bottom of the street [Denbeigh St]"*

- Participant comment.

*"Yesterday I was at crossing on a green man and the driver in front stopped but a driver behind didn't and overtook around them. It's pretty scary. Also have to say how dirty it is."*

- Participant comment.

*"The drains on Denbeigh St are often blocked and cause flooding. People on the pavement get splashed by cars driving past. What do we pay council tax for? The traffic and parking is bad everywhere"*

- Participant comment.



6.2 Dropped kerb not flush at end of Denbeigh St. People with wheelchair seen finding this difficult, having to go up it backwards.



6.3 Girls' school with pedestrian crossing at end of Denbeigh St



6.4 Girls' School uses police-style signs to try to deter problem parking around the school entrance.

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## Recommendations

- **Footway surface:** Improve dropped kerb to ensure it is flush.
- **Maintenance:** check and clear drains on Denbeigh St.
- **Traffic:** consider traffic calming such as chicanes with build outs along Denbeigh St to reduce the sense of a long straight street.
- **School parking:** Consider a school street scheme with timed restrictions on vehicle access, combined with bus access.

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## 8 Junction with Bordesley Green

- **Crossings:** There are pedestrian crossings on all 4 arms of the junction, with all except the south arm crossing in a single stage. These are significantly set back from a direct desire line and the wide corners are edged with pedestrian barriers. The crossing at the south end of Bordesley Green Road (by Bordesley Green Islamic Centre) was timed requiring people to wait up to 62 seconds before crossing. There was then 7 seconds available to cross the three lanes of Bordesley Green Road which is 11m wide – at a speed of 1.6m/s.

### Recommendations

- **Space allocation:** Consider narrowing the carriageway to two lanes and widening footways. This could shorten crossing distance



7.1 Busy junction with pedestrian barrier and heavy traffic.



7.2 Pedestrian crossing of three lanes at bottom of Bordesley Green Road.



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making it easier to cross especially for people walking slower.

- **Crossing priority:** Consider improving wait times for people crossing and ensuring that there is a pedestrian phase between each direction of traffic phase.
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# 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
	<b>Area wide</b>	<b>Fly tipping, litter and debris:</b> Clearly a long-standing problem without easy fixes, but this audit made clear how much the rubbish affects people's use and feeling about the street. Any increase in clearance would be very welcome.	Short term	Council
		<b>Pavement parking:</b> Similarly, this is entrenched but has large impact on people. As well as policy to ban it, we suggest street furniture in priority locations near junctions and shops.	Medium term	Council
		<b>Traffic danger, speed, and noise:</b> Traffic calming along the length of the road is needed, as well as wider policies to reduce traffic volume.	Longer term	Council
		<b>Side road junctions:</b> All side roads need pedestrian priority improvement by narrowing width and limiting vehicle turning speeds.	Longer term	Council
<b>1</b>	<b>Junction with Arden Road</b>	<b>Pedestrian crossings needed</b> on busy junction arms.	Longer term	Council
<b>3 and 5</b>	<b>Minimarket at corner of Cobham Road, and Akzo Nobel units</b>	<b>Prevent pavement parking:</b> With street furniture such as bollards, cycle stands or planters.	Short term	Council
<b>5</b>	<b>Entrance opposite Cobham Road</b>	<b>Redundant entrance kerbs</b> create stepped obstruction and the area attracts fly tipping. Remove kerbs and create a smooth pavement surface.	Medium term	Council

# 6 Conclusion

As part of the Community Street Audit, an engagement session was undertaken with individuals from the local community to identify any issues that may discourage people from walking.

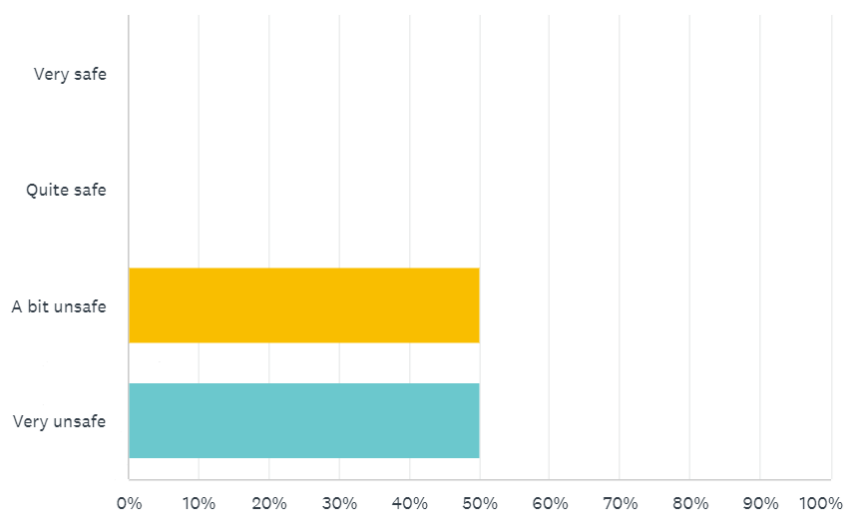
The street environment was found to be a deterrent to people being able to enjoy their street or want to walk on it or spend time outside. While there are a number of community locations which have significant numbers of people using them regularly, and there is a continuous movement of people walking along the street, these things are happening despite rather than because of the street environment. There is a sense that the area is forgotten by the authorities and it is difficult to expect things to improve. This may contribute to activity like fly tipping and pavement parking as it continues to be seen as a location which people are not interested in.

The traffic through the area makes any other activity on the street very difficult, whether walking, cycling, or spending time outside. Any reduction in traffic and especially speeding has potential to make a large difference to the quality of life along this street.

# Appendix

Detail of responses to online survey:

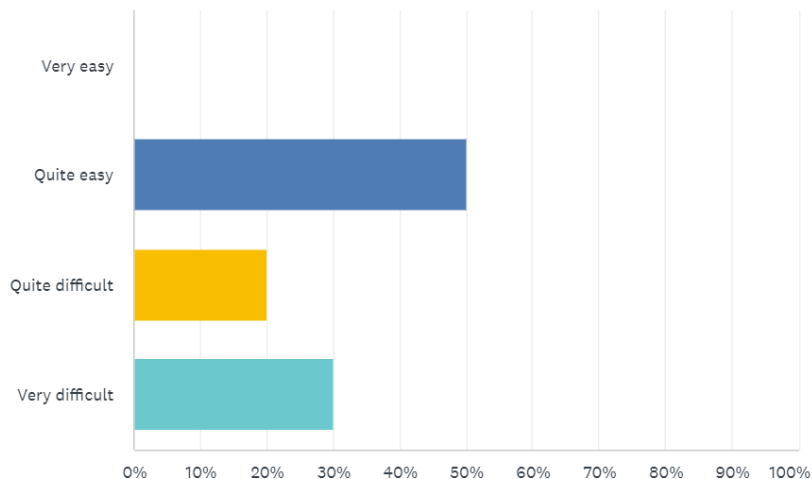
**Q1 How safe does the traffic feel? (This may be due to things like the amount of vehicles, speed or the way people drive.)**



**Tell us about any issues with safety from traffic:**

- People drive very quickly down the road, my brother was hit by an oncoming car which later just sped away leaving him on the road, a similar incident happened to my sister
- Large trucks and lorries travelling on this street at speed to industrial sites
- Some vehicles do not follow highway code - overtake or go through red lights
- Too many cars
- Car driving at ridiculous speeds

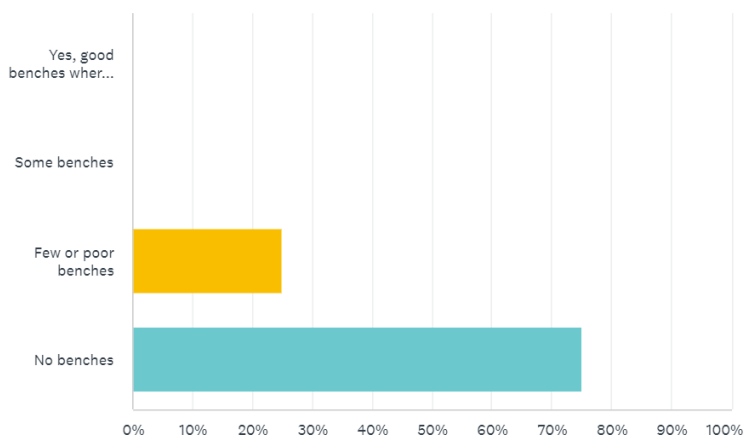
**Q2 How easy is it for you to cross the road where you want to?**



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

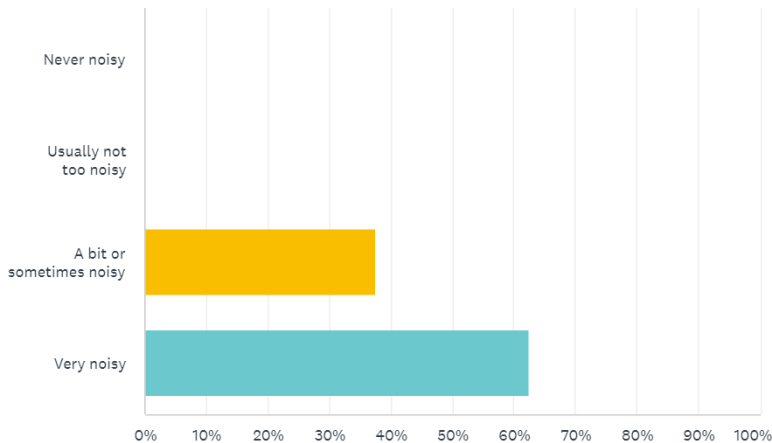
- The train station is on a hump and difficult to see over.
- At traffic lights you have to make sure that the cars stop as some don't

**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:  
[no comments]**

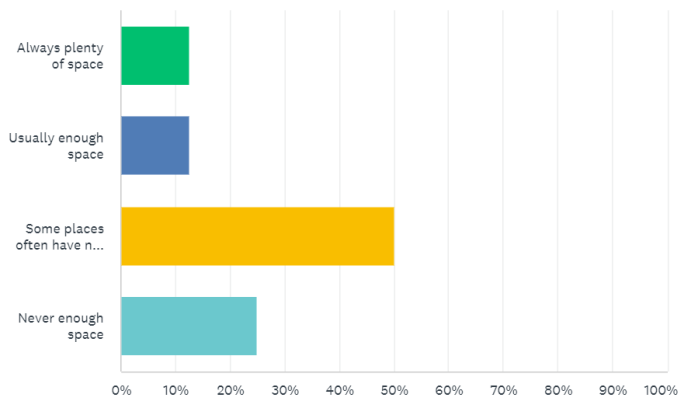
**Q4 How noisy or quiet is it? (Noise may mean you have to raise your voice in conversation, you'd avoid lingering in some places, or people keep windows closed.)**



**Tell us about any problems with noise here:**

- I cannot maintain a phone call while walking due to noise levels (other person can't hear me due to passing cars). When jogging together with a mate I need to raise my voice by 2-3 levels for a conversation to take place. I often find myself leaving this area quickly due to this reason
- High traffic area
- Cars can drive past quickly
- Loose drain cover

**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.)**

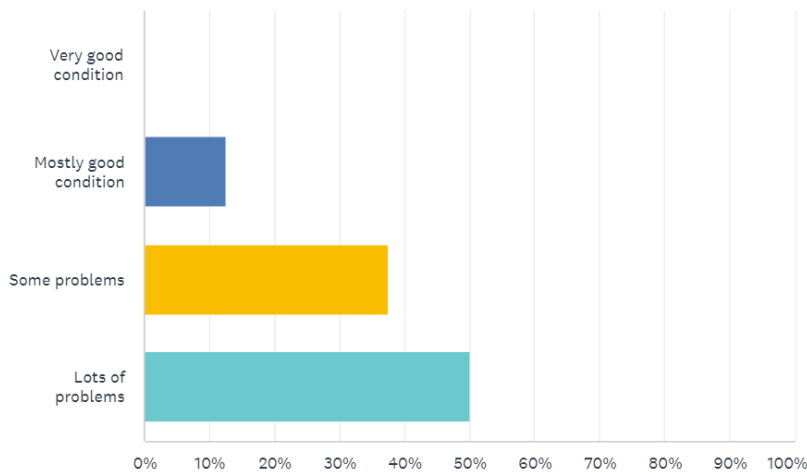


**Tell us about any issues with pavement space:**

- Rubbish on the pavement
- It would be nice to have more space, as well as better regulation of dog walkers who do not clean up after their dogs, also many people park their cars on the side walks.
- Space towards the train station but little at the top. Remember there are 3 schools in the vicinity and therefore lots of people walking to them in the mornings
- At some places the pavement is very narrow and cars park on the pavement The pavement is very uneven at places and is a trip hazard

- People leave wheelie bins on pavement plus parked cars makes it hard with walking stick to get by

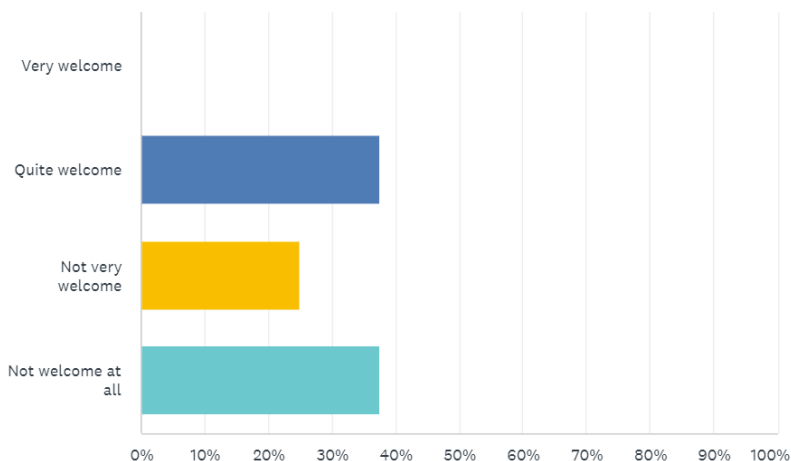
**Q6 Are the pavements kept clean and in good condition? (This may include smooth, even surfaces, fixing any broken street furniture and being free of dog mess or litter.)**



**Tell us about any issues with pavement conditions:**

- Pavements often have potholes which have remained there for years, one of my sisters broke bones in her arm and chipped a tooth after falling over one. dog walkers leave their dogs waste on the pavement. there is often litter spread around and not enough bins, I have noticed a lot of broken glass too.
- Some places are not even and slabs are broken There is usually litter on the pavement

**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.)**

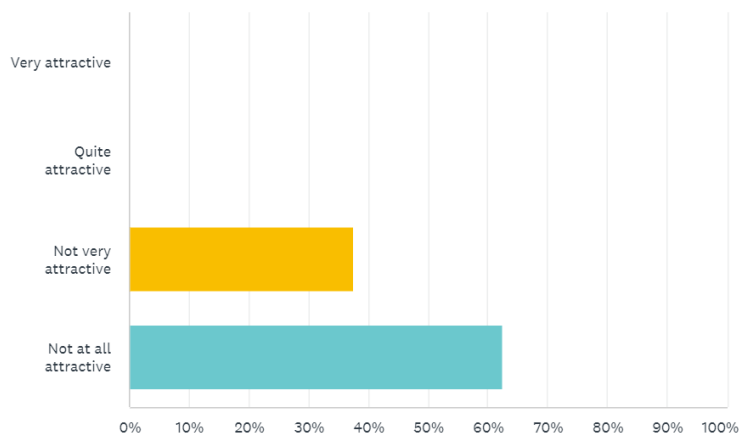




### Tell us about what makes you feel more or less welcome:

- The area itself is not person centred and due to a lack of safety measures I find it very risky to leave home after dark. it would be nice to have mirrors on the lamp posts so I could see who is approaching from behind and more police on watch.

### 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: [no comments]

### Q8 Anything else you want to say about these streets?

- They look dull, miserable and haven't been touched since Victorian era
- Often not a pleasant experience
- I would like for there to be harsher penalties for dog walkers, cameras to catch cars that both speed and do hit and runs; it would also be nice to see a revamp of the street with more security measures, greenery, benches/shelters, and also murals/art. A lot of wasted potential.
- It needs to be looked after more - pavements need to be repaired

## Demographics of survey participants

### How old are you?

2 – 25-34

2 – 35-44

1 – 45-54

- 1 – 55-64
- 1 – Over 85

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

- 0 – Yes
- 5 – No
- 2 – Prefer not to say

**What is your ethnic background?**

- 2 – White - English / Welsh / Scottish / Northern Irish / British
- 1 – Asian/Asian-British Pakistani
- 1 – Any other ethnic background
- 1 – Prefer not to say

**Gender: How do you identify?**

- 3 - Man
- 2 – Woman
- 1 – Non-binary

**Issue record**

<b>Issue no.</b>	<b>Written by:</b>	<b>Checked/ approved by:</b>	<b>Issued by:</b>
Draft 01	Name: Sam Wakeling Date: 17/11/2023		
Draft 02	Name: Sam Wakeling Date: 23/11/2023		
Final Issue	Name: Date:		Sam Wakeling 23/11/2023