

# Age-Friendly Tyburn

## Year 1 Audit Report



July 2019

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# 1. Introduction and overview of methodology

Age-Friendly Tyburn is a project that aims to develop an 'age-friendly' neighbourhood and reduce social isolation by creating positive long-term improvements to the physical environment of Tyburn.

## 1.1 Introduction

The Age-Friendly Tyburn project, funded through Ageing Better in Birmingham which is led by Birmingham Voluntary Services Council (BVSC), is a two-year initiative which will investigate the degree to which the physical environment of Tyburn contributes to or exacerbates the social isolation of older people. This project is one of five that form part of Ageing Better in Birmingham's Local Action Plan for the Tyburn area, which looks at addressing the underlying root causes of older adults' isolation within the area. The requirements of this project are to design, deliver and produce:

1. An audit of the built environment, with clear findings and recommendations;
2. A plan setting out how the steps necessary for establishing Tyburn as an Age-Friendly neighbourhood can best be implemented over the longer term (five to ten years).

This report brings together the findings of the Year 1 audit process. It also sets out how its conclusions will shape the project's second year and ultimately the long-term plan that will enable the delivery of an 'age-friendly' Tyburn neighbourhood. The initial stages of the project are about exploring and auditing what the physical environment is like and identifying opportunities and ideas to make positive changes. The audit is leading to the development and trialling of some of these ideas to enhance the neighbourhood environment so that it becomes more age-friendly and easier to access. The trials will initially be low cost and short-term, but with the view to using them as evidence to propose lasting positive changes through the development of a five to ten year plan. The project's delivery can be broken down into the following stages:

Year	Stage	Time
1	<b>Set-up Stage:</b> Project set-up & establishment	April to May 2018
	<b>Stage 1:</b> Getting to know the neighbourhoods	(Months 1-4) June to September 2018
	<b>Stage 2:</b> Workshops & audits	(Months 5-12) October 2018 to May 2019
2	<b>Stage 3:</b> Testing & developing ideas	(Months 13-18) June to November 2019
	<b>Stage 4:</b> Quick wins & delivery plan	(Months 19-24) December 2019 to May 2020

### 1.1.1 Audit report structure

This report is structured so that the rationale behind the audit's approach and its findings can be understood in relation to the overall project aim – to unlock the 'age-friendly' potential of Tyburn through the development of a five to ten year Implementation Plan in Year 2. The report is structured as follows:

1. Introduction and overview of methodology
2. Learning from other projects and related guidance
3. Baseline audit approach and findings
4. Role of the community and engagement findings
5. Identified safety issues and potential solutions
6. Long-term planning and development that will impact Tyburn
7. Measures that can be delivered in Year 2, and five to ten year plan considerations

## 1.1.2 Project team

In order to successfully deliver the Age-Friendly Tyburn project the following multidiscipline project team has been developed by Sustrans:

Name	Job Title	Project Team Role	Overview
<b>Project Delivery Staff:</b>			
	Project Champions	To lead project direction	A team of Tyburn residents over the age of 50, who have led and shaped the project's direction. The Project Champions have provided invaluable local knowledge and have ensured the built environment has been explored from the point of view of older people who experience Tyburn on a daily basis.
Ridhi Kalaria 	Community Engagement Officer	Delivery of community engagement	Ridhi has brought a wealth of community engagement expertise to the project and has supported the Project Champions to come together and shape the project's development. Ridhi has also promoted the project within the Age-Friendly Birmingham programme and to local groups, enabling invaluable connections to be made and resources to be shared.
Mark Jenks 	Senior Urban Designer	Delivery of built environment audit and trials	Mark has significant experience of delivering community led projects for Sustrans. His community engagement skills, project management experience and landscape architecture training enable partners, communities and local businesses to re-imagine the urban environment.
<b>Project Support Staff:</b>			
Gavin Passmore	Partnerships Manager	Relationship management	Gavin leads on managing strategic relationships with individuals and external organisations in the Midlands to influence the sustainable transport agenda. This can be seen in his recent successful campaign during the Midlands Mayoral Elections to encourage candidates to make walking and cycling measures a part of their manifestos.
Martin Philpott	Head of Design & Engineering	Project sponsor	Martin has 30 years' experience in design and engineering with an understanding of how schemes develop from concept plans to completion. Martin currently leads the Midlands Design & Engineering team where he oversees a team with a wide range of skills working on a variety of project types including community design and behaviour change projects.
Jen Kempster	Head of Delivery	Strategic project management support	Jen is responsible for inspiring and leading the delivery team. Jen's key priority is to ensure all projects delivered in the Midlands are effectively collecting the data they need to demonstrate that project targets are being achieved in line with the funder's requirements.
Tim Egan	Delivery Coordinator	Project management	Tim has an extensive background in leading and motivating project delivery officers. He has specific skills in supporting staff with behaviour change and community engagement projects. As part of his responsibilities, he line manages a number of delivery officers who deliver community street design projects.
Edward Healey	Network Development Manager	Specialist support	Edward has over twenty years' experience working on environmental projects including sustainable transport route development from the feasibility stage through to route construction. He has also delivered network plans, sign audits and sign plans for a number of local authorities.
Tom Aplin	Volunteer Coordinator	Management of Sustrans volunteers	Tom heads up the programme for volunteers who work with us to get more people walking and cycling in their communities. Tom's programme attracts high quality candidates and he ensures that they receive the training and support they need to be effective in their roles.
Gary Ridley	Communications and Marketing Officer	Project promotion	Gary is a highly skilled communications and marketing professional. In twelve months, he has made contact with the public nearly six million times on a local level. As part of this, Gary has contributed to doubling the social media engagement rates for Sustrans on channels we use to promote the projects we are working on.

## 1.2 Project methodology

Community engagement is at the heart of Sustrans' tried, tested, and nationally acclaimed methodology for placemaking. Local people have been enthused, engaged and involved through our approach to creating an Age-Friendly Tyburn. Our methodology has established links with other Ageing Better in Birmingham projects, enabling resources to be combined, amplifying their impact. This holistic approach has provided a joined-up journey for the residents and stakeholders that have shaped the Year 1 delivery of this project. The involvement of older people has been a key element, but to maximise outputs, all sections of the community have been part of the Age-Friendly Tyburn journey.

To make the project journey accessible for Tyburn residents, the following project time line graphic was developed:



### 1.2.1 Year 1: Neighbourhood auditing

#### Stage 1: Getting to know the neighbourhoods: Months 1-4 (June-September 2018)

We delivered a series of eye-catching and accessible events and activities across Tyburn to engage as many sections of the community as possible. This element of the project was shaped by champions from the Community Organisers Scheme (another project from Tyburn's Local Action Plan, funded through Ageing Better in Birmingham and led by BVSC). It was vital that we tapped into local capacity, giving older people the confidence to use their skills and experience for the benefit of the overall neighbourhood.

Through these events, participants were encouraged to voice their hopes, aspirations and concerns for their neighbourhood. We captured their views in a range of interactive ways such as chalk boards at the events. This informed subsequent neighbourhood audits and workshops, which helped to establish actual and perceived neighbourhood barriers that are contributing to social isolation.

#### Stage 2: Workshops and neighbourhood audits: Months 5-12 (October 2018-May 2019)

We then ran a series of in-depth mapping workshops, led walks, and audits led by Project Champions, which informed the emerging community aspirations and concerns.

The workshops were structured so that the neighbourhoods could be explored at a range of scales, and they have started to re-connect residents with each other and their environment. The project will build upon the results of these activities in later phases to deliver quick win changes and to trial elements that will inform the five to ten year Implementation Plan.

Alongside the workshops, Project Champions have worked with Sustrans staff to carry out built environment audits across the neighbourhoods. These audits have focused on barriers to older people moving around the local area and using local spaces and resources. The mapping workshops and audit findings have been used to start to identify ideas for change that will be investigated during Year 2 of the project. The engagement strands of Stage 2 have been brought together and cross examined by this audit report.

## 1.2.2 Year 2: Developing and delivering the Implementation Plan

### Stage 3: Testing and developing ideas: Months 13-18 (June-November 2019)

We will seek to test out the ideas which were developed by Project Champions and the wider community in Year 1. The short-term tests will become a tangible legacy of community activities, for example, a street party will be a platform to highlight required crossing points in temporary chalk. Sustrans' street kit will also be used to test elements such as potential seating or planting opportunities. Street kit is a modular system that acts like giant Lego, so ideas can be quickly translated to the street. Local residents can be hands-on with starting to make their ideas a reality, and start to experience how they alter the use and character of public spaces (see figure 1.3).

Older residents and Project Champions will also be empowered to contribute to and build elements of the mini trials by putting their skills to use. This will provide them with an opportunity to tangibly contribute to the neighbourhood, building on the confidence they have gained during the project's first year (see figure 1.2).

The impact of these short-term tests will be monitored by project volunteers with the support of Sustrans staff. We anticipate that the ideas tested in a specific space may have capacity to work in several locations within Tyburn. The findings of these tests will inform which ideas to take forwards to the quick win and longer term trial stage.

### Stage 4: Quick wins/longer term trials and long-term delivery plan development: Months 19-24 (December 2019-May 2020)

Despite the relatively short-term delivery of the quick wins, they will be a direct result of the engagement and testing stages that preceded them. This will ensure that these changes respond to the needs and aspirations of local people. Local people, including older residents, will also have a sense of ownership of these changes, fostering a sense of place and local pride (see figure 1.4).

In some cases, longer term trials are required to inform the five to ten year Implementation Plan. The scope and nature of these trials is starting to emerge from the findings of the Year 1 audit and community focused engagement. Potentially these trials could make longer term use of Sustrans' street kit, and materials such as water-based paint that lasts for several weeks. Tyburn's community champions are already excited about being hands-on with implementing the trials and monitoring their impact.

The five to ten year Implementation Plan for Age-Friendly Tyburn will be produced during the delivery of Stage 4. It will identify a range of projects that have been shaped by all sections of Tyburn's community, but particularly focused on the interventions which will increase the connectedness of older people. Stages 1 to 4 of this project will shape the Implementation Plan projects in the following ways:

- Projects will respond to community needs, aspirations and concerns
- As a result of the mapping and auditing activities, projects will work collectively to deliver an Age-Friendly Tyburn
- Projects will have been informed by short to long-term trials and the impact of quick wins
- Project feasibility and delivery stages will have been established by partners and authorities at project update meetings

The five to ten year Implementation Plan, along with the findings of the longer term trials/quick wins, will be presented to the Ageing Better in Birmingham Programme management team, Project Champions and representatives from other Ageing Better in Birmingham work streams. The partners and authorities needed to deliver projects in the plan will also be invited to this presentation. This will build on the partner/authority relationships developed at the Year 1 audit report presentation. Roles and responsibilities will be agreed regarding the delivery of projects identified in the plan. We hope that this will lead to the 'Physical Environment Partnership' being initiated, the role of which will be to make the age-friendly potential of Tyburn a reality.



Figure 1.2: Example of a street closure delivered by Sustrans to start unpacking community led ideas



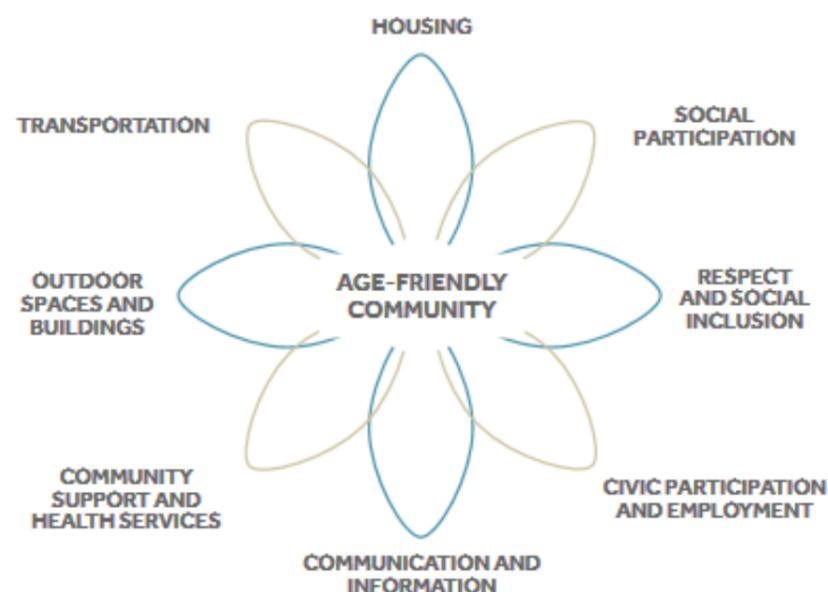
Figure 1.3: Street kit being used to trial a potential seating location



Figure 1.4: Reclaiming unused neighbourhood spaces as community events and meeting hubs

## 2. Learning from other projects and related guidance

Although every neighbourhood and the community it supports is unique, learning from other projects and best practice guidance has helped to guide the first year of the 'Age-Friendly Tyburn Built Environment Audit'. In this section, recurring themes are highlighted from other more established Age-Friendly locations, along with related guidance which will help to unlock the age-friendly potential of Tyburn. The built environment has a key role in the eight domains of an age-friendly community (see diagram below).



### 2.1 Age-Friendly projects: Recurring themes

The following established Age-Friendly Cities have been analysed to find recurring themes which relate to the built environment:

- Age-Friendly Manchester
- Age-Friendly London
- Age-Friendly Nottingham
- Age-Friendly Belfast
- Age-Friendly Coventry



Figure 2.1: Examples of Age-Friendly City publications used to inform Tyburn

The themes and guidance from the established Age-Friendly Cities which have helped to guide the Age-Friendly Tyburn Audit can be summarised as follows:

- Most older people have a strong desire to **'age in place'** and stay in their own home for as long as possible, and the built environment has a key role in achieving this
- **Safe outdoor meeting places** have a key role to play in reducing the risk of social isolation among older residents
- **Local transport** enables older residents to access services and resources
- **Fear of crime** limits older people's use of their neighbourhood
- **Stop off** and **destination seating** enables people to rest as well as talk
- **Public toilet provision** is a concern for those with weak bladders
- **Well maintained pavements** free of trip hazards with drop kerbs, and **effective traffic control measures** are vital elements for older residents to access neighbourhood services and facilities

## 2.2 Related guidance

The audit's structure has been developed by combining Transport for London's (TfL) Healthy Streets guidelines, and the built environment checklist from the World Health Organisation's (WHO) Global Age-Friendly Cities: A Guide. This structure is detailed in section 3 of this report. Although our audit has combined the Healthy Streets and the WHO checklists, its content and structure has been cross referenced with the recurring built environment themes identified by the established Age-Friendly Cities (mentioned in section 2.1). This ensures that the learning from these established projects is embedded into the overall delivery of Age-Friendly Tyburn. To validate the audit's structure, the following guidance was assessed:

- Age UK: Age-Friendly Places - Making Our Community a Great Place to Grow Older
- Age Action Alliance: Overcoming Barriers to Access for Older People
- Transportation Research Procedia: The Power of Perceptions – Exploring the Role of Urban Design in Cycling Behaviours and Healthy Ageing
- Public Health England: Healthy High Streets - Good Place Making in an Urban Setting
- Public Health England: Fall and Fractures Consensus Statement
- Centre for Ageing Better: Transforming Later Lives
- University of York: Older People's Experiences of Everyday Travel in the Urban Environment
- Cycle Boom: Design for Life Long Health and Wellbeing
- Health and Wellbeing Innovation Commission Inquiry: Built Environment

The guidance above confirms and provides further evidence of the recurring themes from other Age-Friendly Cities. It therefore also confirms the suitability of the audit's structure for identifying Tyburn's built environment needs and opportunities in relation to the overall community and specifically for local people over 50.



Figure 2.2: Project Champions assessing Tyburn's built environment

### 3. Baseline audit approach and findings

#### 3.1 The role and approach to the baseline audit

To underpin the project and to guide future development, a baseline audit was delivered across Tyburn. The auditing framework itself was developed specifically for this project, combining Transport for London’s (TfL) Healthy Streets guidelines, and the built environment checklist from the World Health Organisations (WHO) Global Age-Friendly Cities: A Guide. This resulted in a tool that is rooted in the established Healthy Streets approach, but which also highlights the specific built environment considerations that are needed by an over 50s population.

##### 3.1.1 Audit structure

The audit is structured around the following categories:

- Environment
- Green Spaces and Walkways
- Outdoor Seating
- Pavements
- Roads
- Traffic
- Cycling
- Safety
- Services
- Street Greening
- Signage
- Street Experience
- Public Transport

For the full audit data and details of the sub-categories, please refer to the Appendix.

#### 3.2 Splitting Tyburn into character areas

The audit divided Tyburn into six character areas in order to better understand the geography at a local level. The areas have common built environment characteristics resulting in audits that have identified trends specific to each location. The character areas shown on the following map (see figure 3.2) are as follows:

- Castle Vale
- Castle Vale Industrial Area
- Pye Hayes: North / South / East
- Birches Green
- Bromford Industrial & Retail Area
- Birmingham & Fazeley Canal

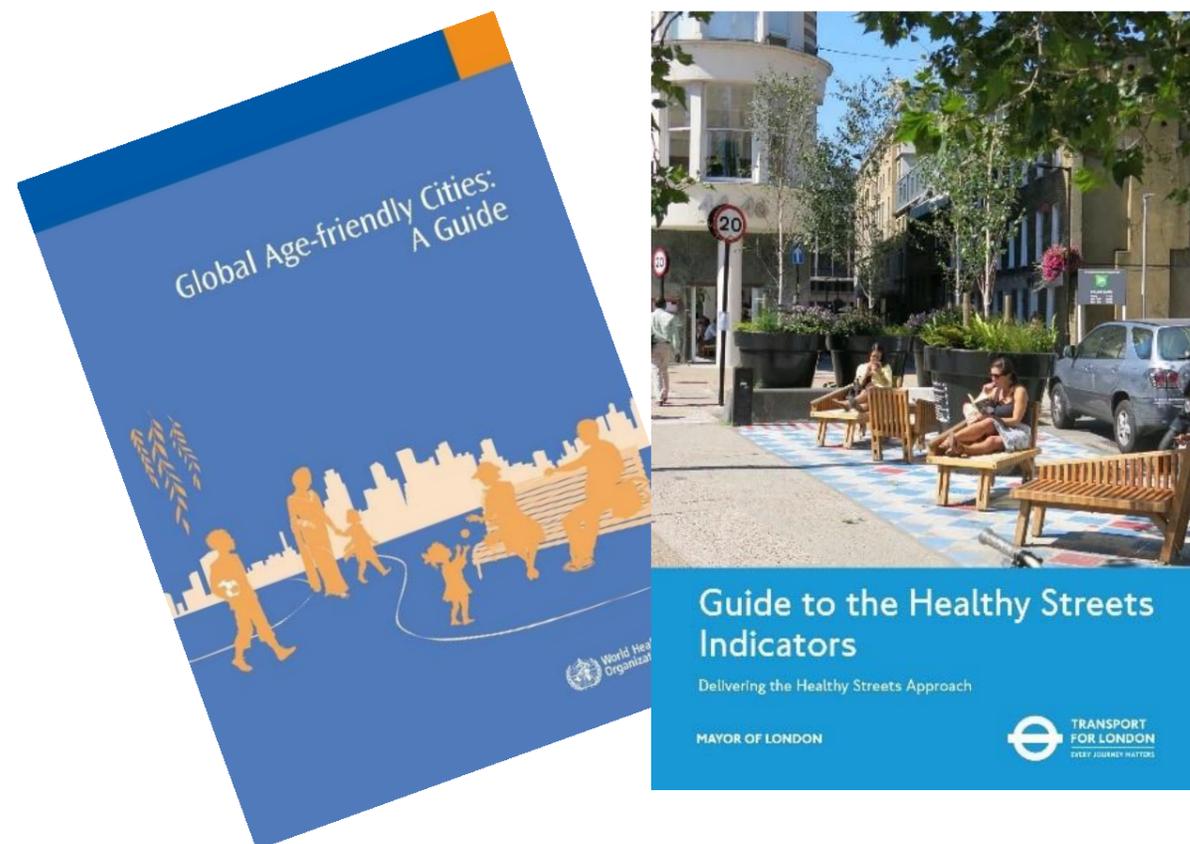
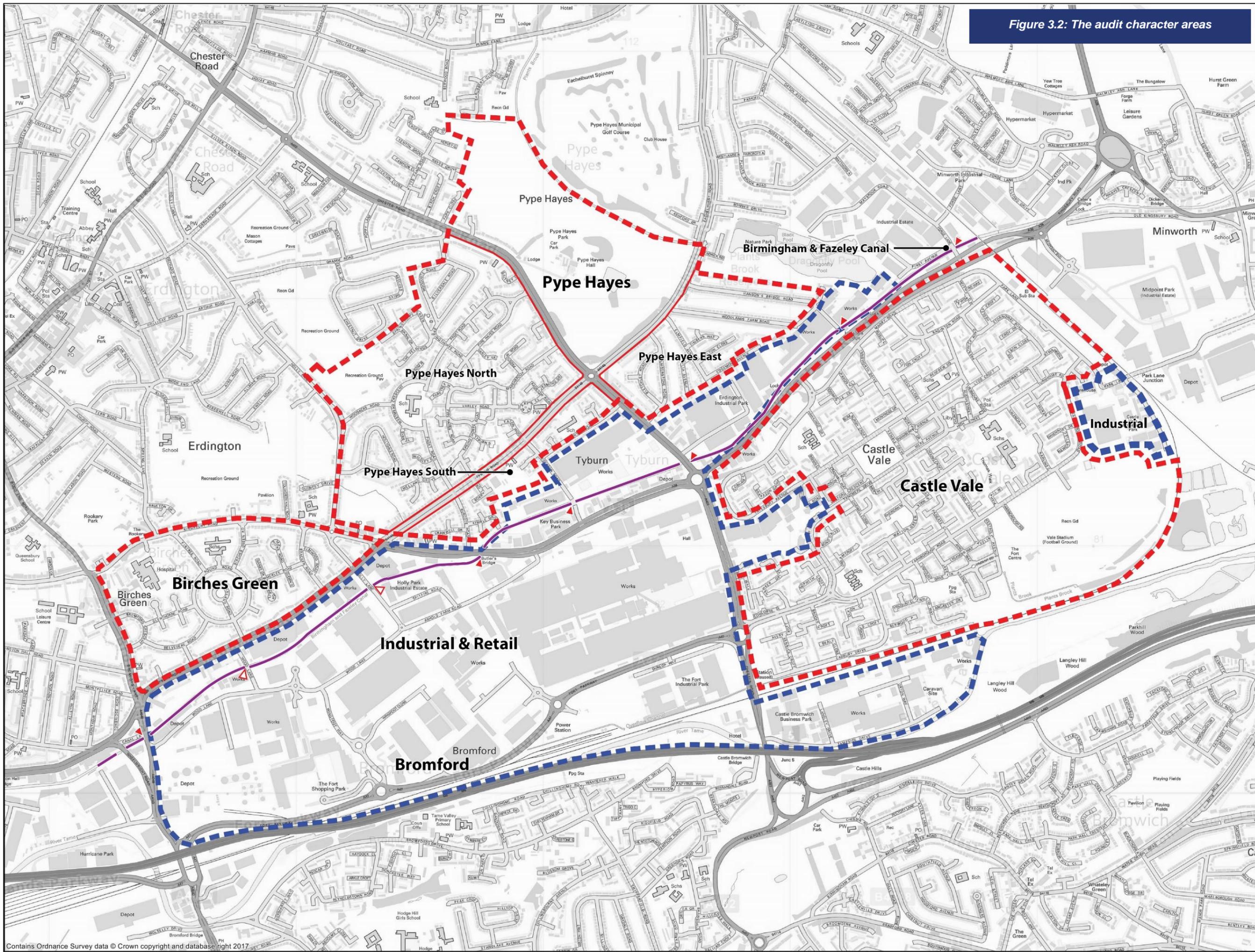


Figure 3.1: Established guidance combined to form Tyburn's audit framework

35	Factor	Indicator	Rating			Score	Notes
			1	2	3		
36	Roads	Are there regular pedestrian crossings?	There are no crossing points.	Crossing points provided at irregular points.	Regular pedestrian crossing points are available.	1	Limited or no defined crossing points within the neighbourhood
37		Well designed and appropriate physical features (Islands, bridges subways)	No segregated crossing points are provided on busy roads.	Some segregated crossings	Regular well designed segregated crossings are provided along busy roads.	1	
38		Do signal controlled crossings have sufficient green time for older people?	No, standard crossing timings are used.	Sometimes extra time is provided.	Yes, extra time is provided for older people at all signal controlled crossings.	0	Non with-in neighbourhood
39	Section Total (Out of 9)					2	
40	<div style="display: flex; justify-content: space-between; align-items: center;"> <span>←</span> <span>...</span> <span style="background-color: #28a745; color: white; padding: 2px 5px;">Birches Green</span> <span style="background-color: #17a2b8; color: white; padding: 2px 5px;">Pype Hayes North</span> <span style="background-color: #17a2b8; color: white; padding: 2px 5px;">Pype Hayes South</span> <span style="background-color: #17a2b8; color: white; padding: 2px 5px;">Pype Hayes East</span> <span style="background-color: #ffc107; color: white; padding: 2px 5px;">Castle Vale</span> <span style="background-color: #ffc107; color: white; padding: 2px 5px;">CV Retail Park</span> <span style="background-color: #ffc107; color: white; padding: 2px 5px;">CV Enterprise Park</span> <span style="background-color: #6c757d; color: white; padding: 2px 5px;">Bromford Industrial</span> <span style="background-color: #dc3545; color: white; padding: 2px 5px;">B'ham &amp; Fazeley Canal</span> <span style="background-color: #6c757d; color: white; padding: 2px 5px;">Fort Parkway (A ...</span> </div>						

Figure 3.2: The audit character areas



**KEY**

- School/Nursery
- Play Area
- Community
- Health
- Church
- Shops/Food
- Allotments
- Sports
- Green Space
- Major Severance
- Medium Severance
- Toucan/Pelican
- Zebra Crossing
- Bus Stops
- Surfaced Routes Walking/Cycling
- Surfaced Routes Walking
- Advisory Cycle Route
- Cycle Lane On Road
- Signed Cycle Route
- Canal Towpath Walking/Cycling
- Canal Ramp
- Canal Steps
- NCN
- Residential Character Area
- Retail/Industrial Character Area
- Led Walk Audits
- Crossing Warden
- Trip Zones
- Overgrown Planting Area

**Age Friendly Tyburn (Character Areas)**

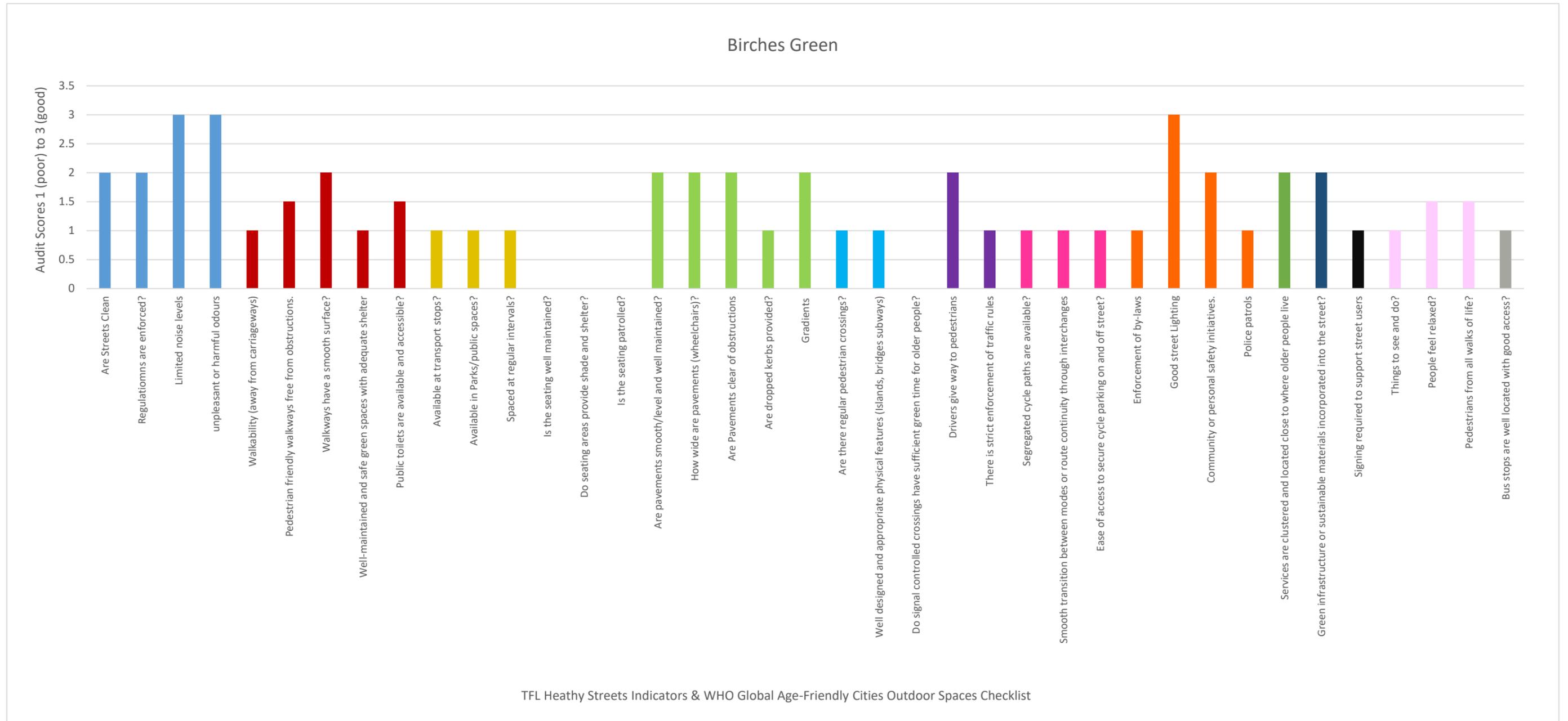
### 3.2.1 Character area summary descriptions

Character area	Description	Photo
Birches Green	<ul style="list-style-type: none"> <li>• A 1920s council estate with a central crescent</li> <li>• Local services include shops and businesses in the neighbourhood's eastern corner, a primary school and a hospital</li> <li>• The area has some limited green space, community facilities and is bound on all sides by busy roads that have limited crossing points</li> </ul>	
Castle Vale	<ul style="list-style-type: none"> <li>• Castle Vale is a post-war overspill estate, with areas that have been regenerated</li> <li>• Facilities include schools, shops, allotments and community buildings</li> <li>• Walking and cycling infrastructure has been incorporated into the built environment which includes parks, green spaces and sports facilities</li> </ul>	
Castle Vale Industrial Area	<ul style="list-style-type: none"> <li>• Small industrial units located in the east of Castle Vale, formed from two adjoining sites – OYO Business Park and Hansteen Enterprise Park</li> </ul>	
Bromford Industrial & Retail Area	<ul style="list-style-type: none"> <li>• An area which includes the following industrial parks: Jaguar Land Rover, Holly Park Industrial Estate, The Fort Industrial Park, Castle Bromwich Business Park, and Erdington Industrial Park</li> <li>• Also includes the retail areas of The Fort Shopping Park and Castle Vale Retail Park</li> </ul>	

<p>Pype Hayes North</p>	<ul style="list-style-type: none"> <li>• A mixture of residential developments including flats, and housing estates developed through to the 1990s</li> <li>• There are walking links between the different phases of the development, small parks, play areas, independent shops and a Lidl supermarket</li> <li>• There is a primary school and community buildings</li> </ul>	
<p>Pype Hayes South</p>	<ul style="list-style-type: none"> <li>• A mixture of residential developments including high rise flats and housing estates developed through to 1996</li> <li>• Walking links between the housing estates are limited</li> <li>• Local services include a primary school, social club and Sorrel Park which includes a play area</li> </ul>	
<p>Pype Hayes East</p>	<ul style="list-style-type: none"> <li>• The majority of the housing is 1950s semi-detached, with more recent infill residential developments</li> <li>• Services are limited to shops on the area's boundary with Pype Hayes Park and Chester Road</li> <li>• There are no community buildings and limited green space</li> </ul>	
<p>Birmingham &amp; Fazeley Canal</p>	<ul style="list-style-type: none"> <li>• The canal runs east/west through the centre of Tyburn and can be accessed by steps and ramps along its length</li> <li>• The canal's footpath has recently been resurfaced but there is no lighting</li> </ul>	

### 3.3 Birches Green

#### 3.3.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

### 3.3.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Birches Green's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors performed relatively well with the streets being quiet and odour free, and are benefiting from alcohol restriction areas
	✗ Isolated evidence of fly tipping reduced the score for this category
<b>Green Spaces &amp; Walkways:</b>	✓ Green space pathways adjacent to the carriageway are in an average condition, and when free from obstruction, they are pedestrian friendly
	✗ The nearest toilets are located at Lidl
	✗ Green space and off carriageway routes are limited in this neighbourhood with average maintenance and little sign of community use
<b>Outdoor Seating</b>	✗ There is no outdoor seating provided in this neighbourhood meaning related indicators are N/A
<b>Pavements:</b>	✓ Pavements are in average condition with the majority over 2m wide
	✗ Pavement parking is causing obstructions and drop kerbs are mainly the result of driveway access
<b>Roads:</b>	✗ There are no formal or signal controlled crossings within this character area
<b>Traffic:</b>	✓ During the audit, vehicles did give way and kept to the speed limit
<b>Cycling:</b>	✗ There are no cycle facilities or related infrastructure in this neighbourhood
<b>Safety:</b>	✓ The neighbourhood is well lit and alcohol restriction zones are in place
	✗ No police patrols were observed and there was no evidence of community focused activities
<b>Services:</b>	✓ There are shops and services that serve the neighbourhood
	✗ Shops and services are located on the busy roads which form the neighbourhood's boundaries
<b>Street Greening:</b>	✓ There is some street greening but this is limited to pockets of grass and some street trees
<b>Signage:</b>	✗ There is no evidence of signage related to walking and cycling
<b>Street Experience:</b>	✗ There is very little to see and do in this neighbourhood, with little evidence of residents using the street for social interaction
<b>Public Transport:</b>	✗ Public transport is limited to bus stops on the neighbourhood's busy boundary roads



Figure 3.3: Example of the limited green space within Birches Green

#### Project Trials & Quick Win Recommendations:

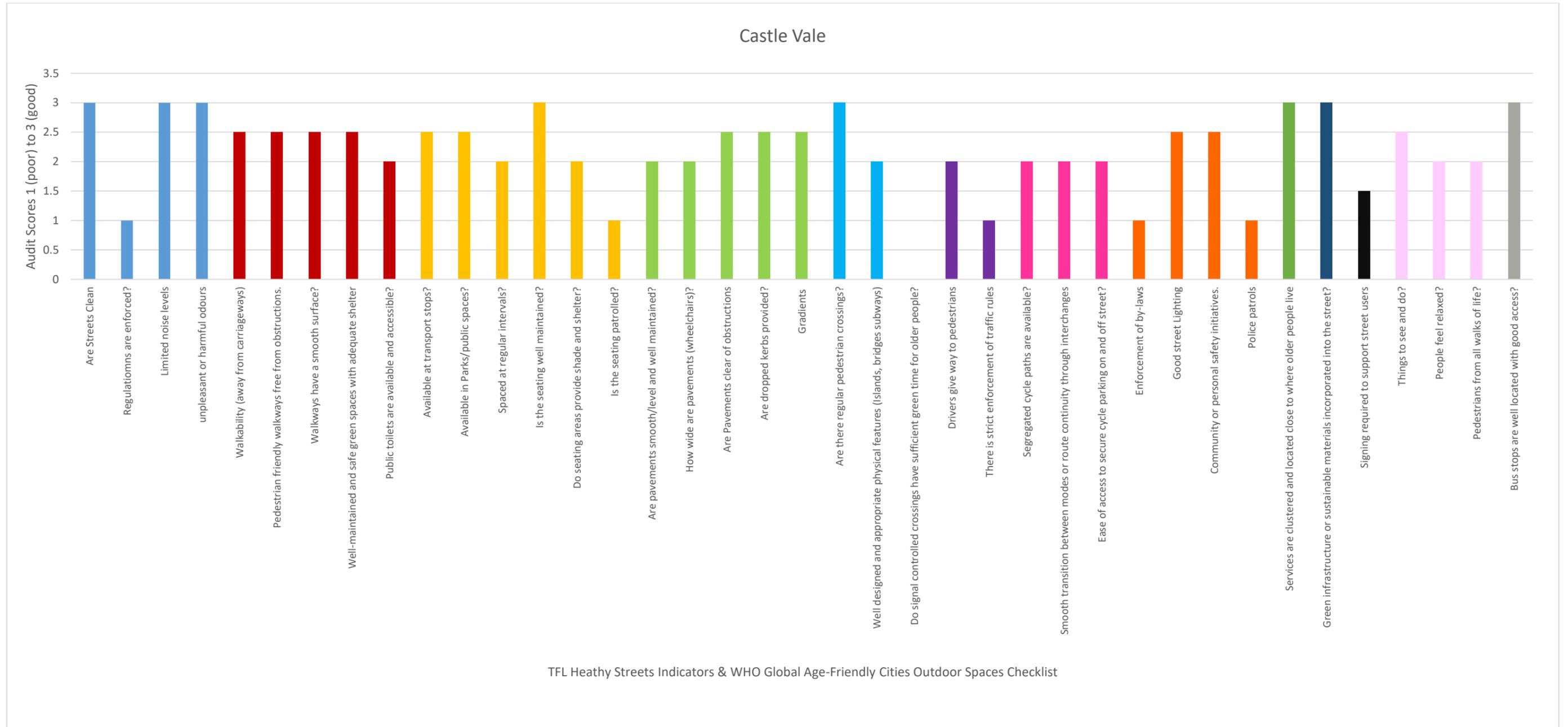
- Explore the potential of existing green spaces to provide this neighbourhood with a location for community focused activities and events
- Develop community capacity to start tackling issues such as fly tipping and pavement parking
- Deliver trials that explore crossing and walkability requirements

#### Five to Ten Year Plan Recommendations:

- Improve access to existing destinations and develop the associated built environment to become people places that aren't dominated by motorised vehicles
- Community venues within the neighbourhood are needed to help develop a cohesive community with healthy social connections
- Develop and deliver a walking and cycling signage strategy
- Integrate walking and cycling infrastructure to link this neighbourhood with other Tyburn destinations including the canal

### 3.4 Castle Vale

#### 3.4.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

### 3.4.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Castle Vale's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors performed well with the streets being quiet, clean and odour free
	✗ Although the streets are clean, green spaces (especially the A38 bunding) have become litter traps
<b>Green Spaces &amp; Walkways:</b>	✓ Castle Vale has a good network of green spaces that are linked with off carriageway pathways and walking routes
	✓ Toilets are provided by community focused premises including the library (the best provision across Tyburn), but public use isn't publicised
<b>Outdoor Seating</b>	✓ Seating is provided at destinations across the neighbourhood
	✗ There is no evidence that the seating locations are patrolled
<b>Pavements:</b>	✓ Pavements are in average condition with the majority over 2m wide, and the majority of active travel routes are served with drop kerbs
<b>Roads:</b>	✓ There are raised tables which help to define links to walking routes
<b>Traffic:</b>	✗ During the audit, vehicles exceeded the speed limit, especially on the linear routes including Yatesbury Avenue
<b>Cycling:</b>	✓ Cycling infrastructure and facilities are embedded into the design of this neighbourhood
<b>Safety:</b>	✗ Scores were reduced by some awkward transitions from path to carriageway, and safety concerns when on carriageway
	✓ The neighbourhood is well lit with evidence of community focused activities and initiatives
<b>Services:</b>	✗ No police patrols were observed
	✓ There are a good range of shops and services that serve the neighbourhood, with provision within the neighbourhood
<b>Street Greening:</b>	✓ The good provision of green spaces and trees positively impacts adjoining streets
<b>Signage:</b>	✗ There is walking and cycling signage in this neighbourhood, but it is not always easy to interpret
<b>Street Experience:</b>	✓ There is lots to see and do in this neighbourhood, with evidence of residents using the streets for social interaction
<b>Public Transport:</b>	✓ Bus routes pass through most sections of the neighbourhood with suitable bus stop locations



Figure 3.4: Existing active travel and green space network in Castle Vale

#### Project Trials & Quick Win Recommendations:

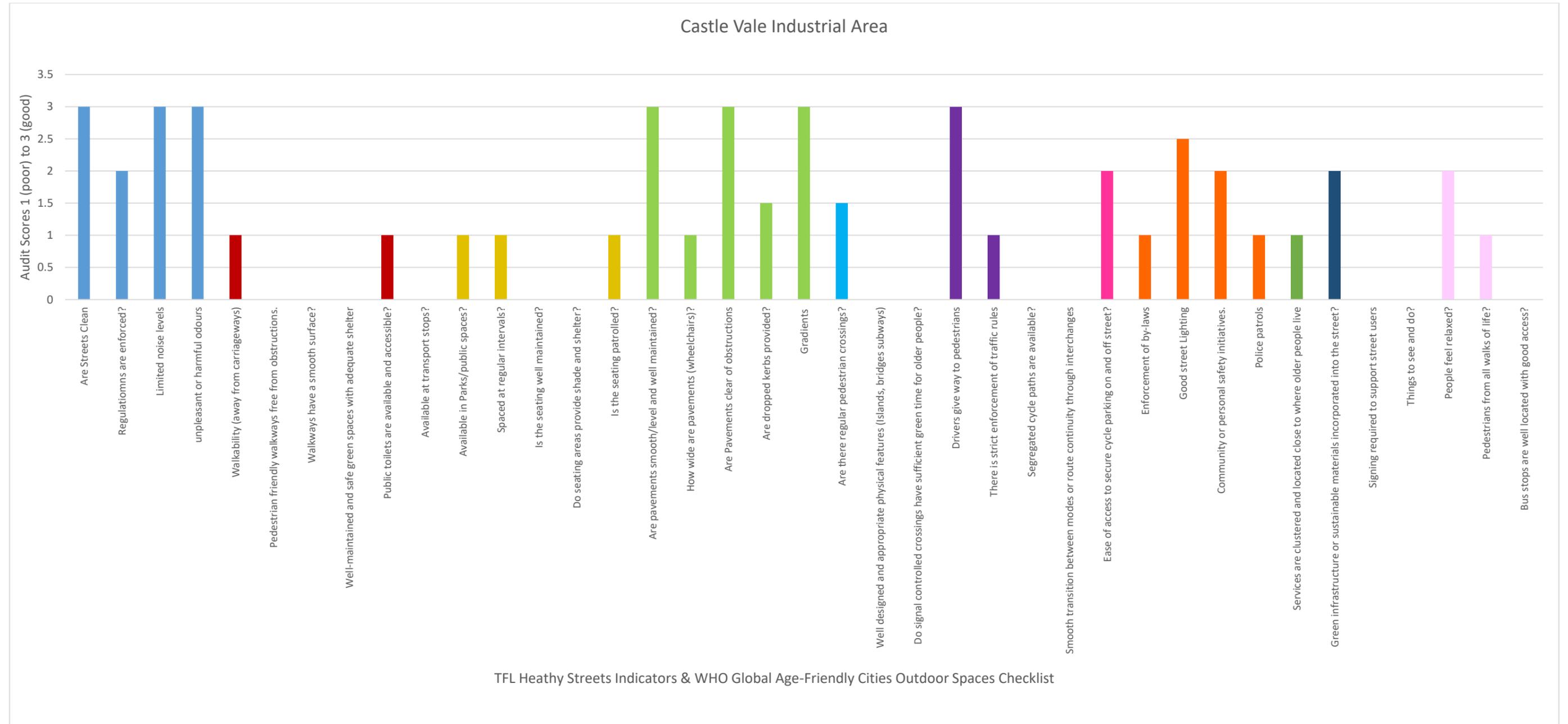
- Explore trial ideas that help reduce traffic speeds on linear neighbourhood feeder roads including Yatesbury Avenue
- Give public spaces a more defined role to encourage frequent use in order to combat the lack of patrols. Project Champions could play a role in neighbourhood patrols
- Promote the public use of existing toilet facilities, learning from Age-Friendly Manchester

#### Five to Ten Year Plan Recommendations:

- Improve active travel links to destinations in adjoining neighbourhoods including Pype Hayes Park
- Implement infrastructure changes that reduce traffic speeds on the neighbourhood's linear roads, encouraging active travel within the estate, so all local residents can access key destinations including green spaces

## 3.5 Castle Vale Industrial Area

### 3.5.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

### 3.5.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Castle Vale Industrial Area's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan. Although not a residential area, the needs of an ageing workforce need to be given careful consideration.

WHO Age- Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors performed well with the area being quiet, clean and odour free
<b>Green Spaces &amp; Walkways:</b>	✗ There are no routes away from the carriageway
	✗ Toilets are provided for workers and customers only, with no public use being promoted
<b>Outdoor Seating</b>	✗ There is no evidence of outdoor seating making associated categories N/A
<b>Pavements:</b>	✓ Pavements are in good condition and free from obstacles
	✗ Pavements are narrow with limited drop kerb provision
<b>Roads:</b>	✗ There is an unconnected zebra crossing only in terms of crossing provision
<b>Traffic:</b>	✓ During the audit vehicles gave way and kept to a reduced speed
<b>Cycling:</b>	✓ There are some cycle hoops provided within the industrial estate
	✗ There is no cycling infrastructure incorporated into the area
<b>Safety:</b>	✓ The area is well lit and feels safe
	✗ No police patrols were observed
<b>Services:</b>	✗ Services are limited to a café only, encouraging vehicle journeys at lunchtime
<b>Street Greening:</b>	✓ Good provision of well-maintained planting and trees within the estate
<b>Signage:</b>	✗ There is no walking and cycling signage in this area
<b>Street Experience:</b>	✗ People are relaxed in the area, but there is limited social interaction and activities
<b>Public Transport:</b>	✗ The nearest bus stops are located on Farnborough Road



Figure 3.5: Castle Vale Industrial Area

#### Project Trials & Quick Win Recommendations:

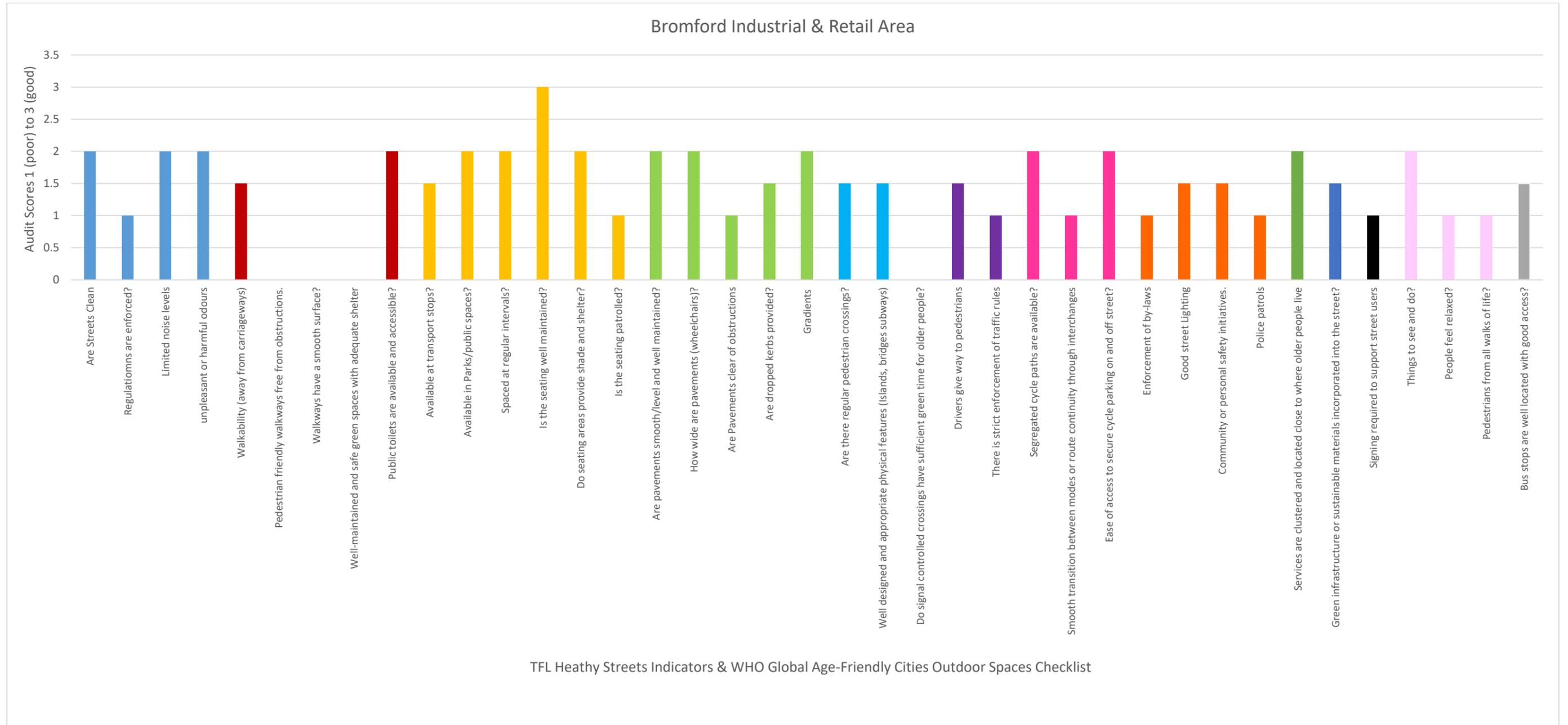
This area will not be a focus for the project. It has been audited separately to Castle Vale as it has a different type of use.

#### Five to Ten Year Plan Recommendations:

- Implement changes to employment areas that consider the needs of older people as their working life is extended

## 3.6 Bromford Industrial & Retail Area

### 3.6.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

### 3.6.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Bromford Industrial and Retail Area's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan. Although not a residential area, careful consideration should be given to the needs of an ageing workforce, and also their encouragement to use active travel for local trips to the retail areas. Highlighted in the summary report are where the retail areas have impacted the scores for the overall character area.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The retail areas improve the average environmental factors score
	✗ Noise levels are affected by high levels of HGV traffic, and although odours weren't encountered during the audit there is potential for them from the industrial units
<b>Green Spaces &amp; Walkways:</b>	✗ The score for walkability relates to the area's links with the canal
	✗ There are no large green spaces within this character area
	✓ Although no public toilets, there is provision at The Fort and Castle Vale retail areas
<b>Outdoor Seating</b>	✓ Well maintained seating is provided at The Fort and Castle Vale retail areas
	✗ There is no evidence of seating being patrolled and it is only located at the retail areas and some of the bus stops
<b>Pavements:</b>	✓ Pavements are in average condition and an acceptable width when free from obstacles
	✗ There is limited drop kerb provision and pavements are blocked by vehicles and overgrown planting
<b>Roads:</b>	✗ Pedestrian crossings are limited to the retail areas only
<b>Traffic:</b>	✗ During the audit, vehicles were observed at high speeds, and HGVs and pavement parking dominate the streets
<b>Cycling:</b>	✓ There is some cycle parking provided at the retail areas, and sections of fragmented cycle lane
	✗ Cycle lanes are overgrown
<b>Safety:</b>	✗ There are areas with limited lighting, no evidence of patrols and community activity is limited to the retail areas
<b>Services:</b>	✓ Services are provided by the retail areas, and Castle Vale is served by the Castle Vale Retail Park
<b>Street Greening:</b>	✗ The majority of street greening is limited to the retail areas
<b>Signage:</b>	✗ There is no walking and cycling signage in this area
<b>Street Experience:</b>	✗ The street experience is poor and the score is only improved by the retail areas
<b>Public Transport:</b>	✗ The majority of bus stops are provided on the main roads that adjoin the character area



Figure 3.6: HGV dominated roads within Bromford Industrial Area

#### Project Trials & Quick Win Recommendations:

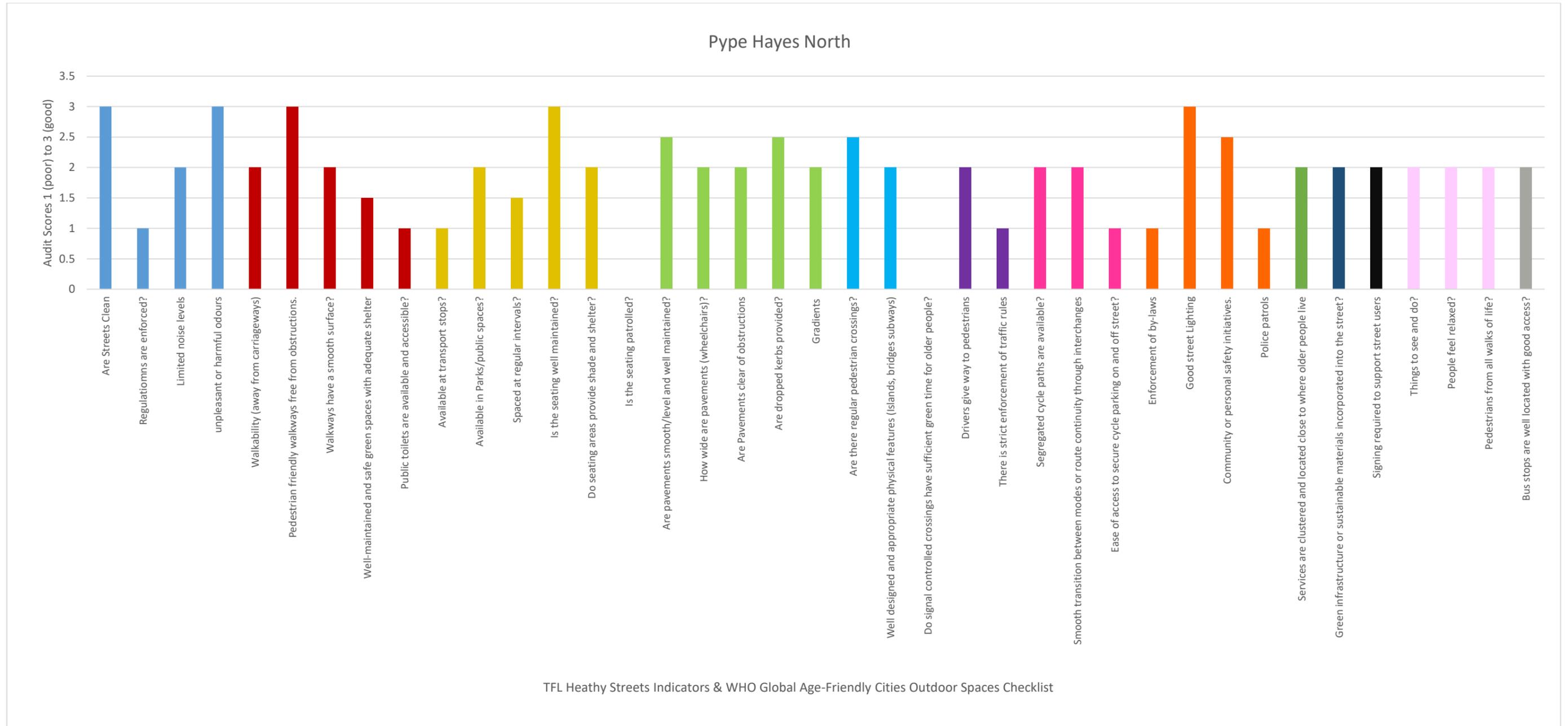
- Raise awareness of existing active travel links to the retail areas in this character area, including the canal

#### Five to Ten Year Plan Recommendations:

- Implement changes to employment areas that consider the needs of older people as their working life is extended
- Implement walking and cycling infrastructure to encourage shoppers and employees to travel sustainably to this location
- Consider the social connection role that the retail areas could play as meeting hubs for local people.

# 3.7 Pye Hayes North

## 3.7.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

### 3.7.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Pye Hayes North's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors scored relatively well with the majority of streets being clean and quiet when away from the main roads that adjoin the character area
<b>Green Spaces &amp; Walkways:</b>	✓ The neighbourhood incorporates walking and cycling routes away from roads
	✓ Walking and cycling routes pass through regular pockets of green space
	✗ Planting has become overgrown, reducing path widths and trapping litter
	✗ There are no public toilets within this character area
<b>Outdoor Seating</b>	✓ Well maintained seating sheltered by mature trees is provided outside Paget Primary School
	✗ More seating is required within this character area and there is no evidence of patrols
<b>Pavements:</b>	✓ Pavements are mainly over 2m wide, in an average condition with drop kerbs at crossing points
<b>Roads:</b>	✓ Pedestrian crossings include raised table sections and changes in road surfacing materials to alert vehicle drivers to expect people crossing
	✗ There is scope to use raised tables and other measures at other crossing points across this neighbourhood
<b>Traffic:</b>	✓ During the audit, vehicles observed the speed limit and gave way to pedestrians
	✗ There was evidence of pavement parking in this character area
<b>Cycling:</b>	✓ There is route continuity in this character area
	✗ There is no cycle parking provided in this character area
<b>Safety:</b>	✓ There is good street lighting along with neighbourhood watch areas which aid the safety score in this location
	✗ There is no evidence of patrols in this area
<b>Services:</b>	✓ Community services and resources including a community centre are located within this neighbourhood. However the majority of shops are located at its boundaries
<b>Street Greening:</b>	✓ Street greening is improved by the walking and cycling route planting which adjoins the streets
<b>Signage:</b>	✓ There is some walking and cycling signage in this area
<b>Street Experience:</b>	✓ There is evidence of local people meeting and making use of green spaces and the play area by Paget School
<b>Public Transport:</b>	✓ There are bus stops and routes which pass through this character area

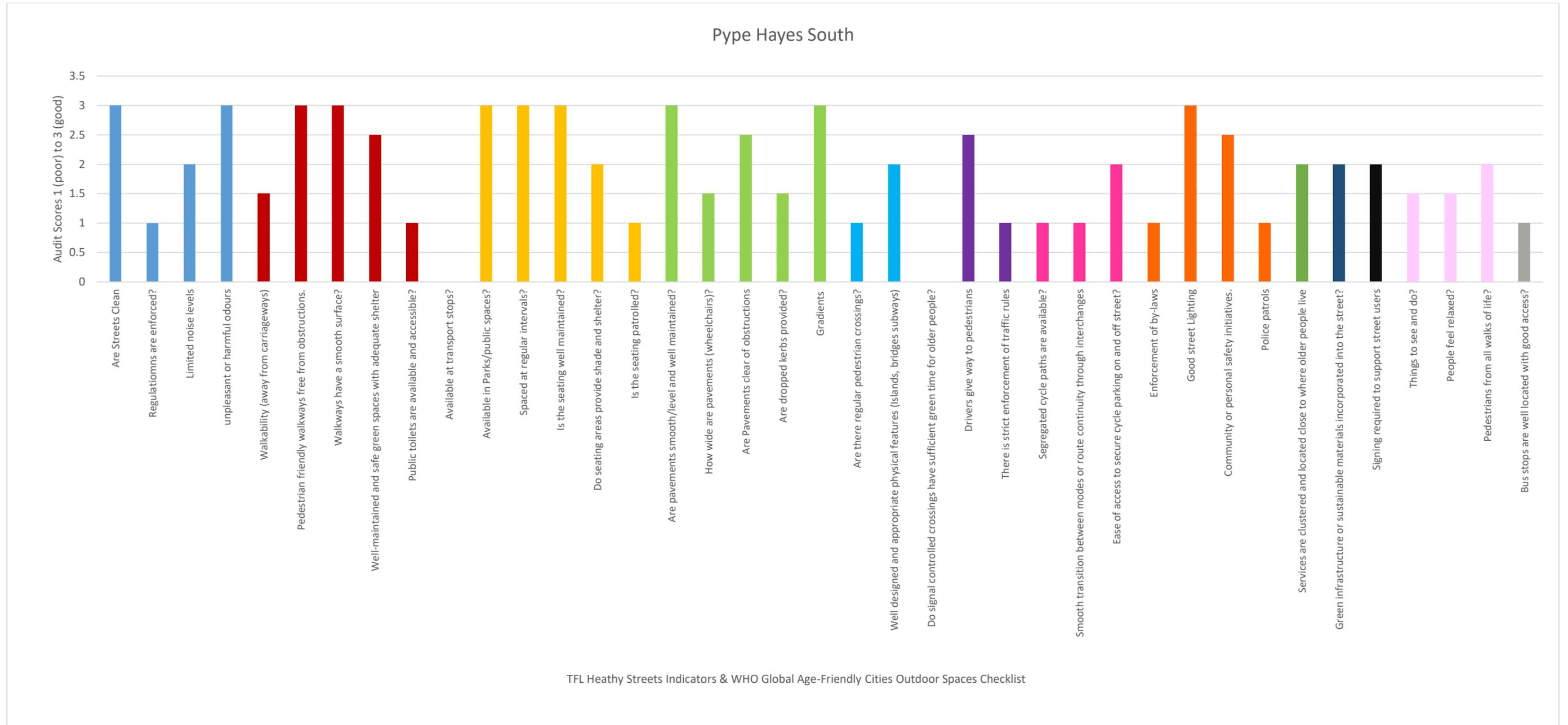


Figure 3.7: Example of Pye Hayes North's existing active travel and green space corridors

- Project Trials & Quick Win Recommendations:**
- Work with Project Champions to help tidy up some of the overgrown green spaces
  - Consider delivering events on existing spaces to encourage them to be used more (this will support the point above)
- Five to Ten Year Plan Recommendations:**
- Implement cycle parking to support the use of existing cycle routes across the neighbourhood
  - Implement crossing measures on all active travel routes including links with Pye Hayes Park
  - Alter the streetscape to help manage the pavement parking in this location

## 3.8 Pye Hayes South

### 3.8.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Light Green
Street Greening	Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Pink
Public Transport	Grey

### 3.8.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Pype Hayes South's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors scored relatively well with the majority of streets being clean and quiet when away from the main roads that adjoin the character area
<b>Green Spaces &amp; Walkways:</b>	✓ The majority of the awarded scoring in this section relates to Sorrel Park
	✗ Apart from Sorrel Park there is limited green space and walkways in this neighbourhood
	✗ There are no public toilets in this character area
<b>Outdoor Seating</b>	✓ Well maintained seating is provided at Sorrel Park
	✗ More seating is required within this character area and there is no evidence of patrols
<b>Pavements:</b>	✓ Pavements are mainly over 2m wide and in average condition (this excludes pavements that run parallel with the B4148 and links to the canal)
	✗ There is evidence of some pavement parking and wheelie bins being left on pavements
	✗ Drop kerbs are not provided at all junction points
<b>Roads:</b>	✗ There are some physical features to support active travel but there are no crossing points
<b>Traffic:</b>	✓ During the audit, vehicles observed the speed limit and gave way to pedestrians
	✗ There was evidence of pavement parking in this character area
<b>Cycling:</b>	✓ There is cycle parking provided at Sorrel Park
	✗ There is no cycle infrastructure in this neighbourhood apart from the cycle parking
<b>Safety:</b>	✓ There is good street lighting along with neighbourhood watch areas which aid the safety score in this location
	✗ There is no evidence of patrols in this area
<b>Services:</b>	✓ There is a social club in this area
	✗ Services are concentrated on the character area's boundary which adjoins busy roads
<b>Street Greening:</b>	✓ Street greening is provided by mature avenue trees
<b>Signage:</b>	✓ There is some walking and cycling signage in this area
<b>Street Experience:</b>	✗ The street experience positives are mainly attributed to the impact of Sorrel Park. Apart from the park there is little to see and do in this location
<b>Public Transport:</b>	✗ There are no bus stops or routes which pass through this neighbourhood, they are limited to the main roads that adjoin the area



Figure 3.8: Example of a Pype Hayes South street including pavement parking

#### Project Trial & Quick Win Recommendations:

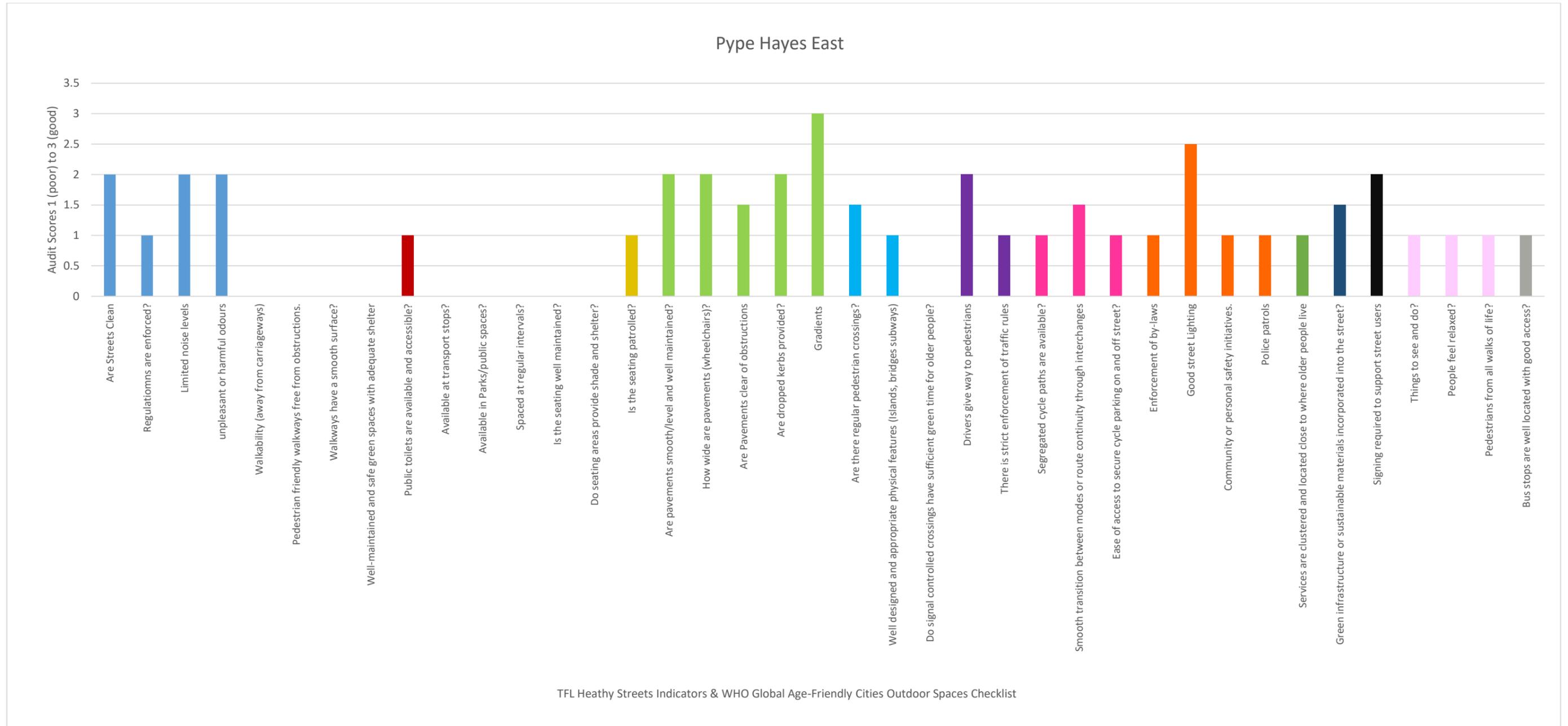
- Explore ideas that strengthen the links between the canal and neighbourhood
- Consider trialling pop-up parks and seating areas that provide the neighbourhood with spaces for people to meet and socialise

#### Five to Ten Year Plan Recommendations:

- Implement direct pedestrian and cycle links to Sorrel Park from adjoining residential areas, making the park an integral part of the neighbourhood
- Develop active travel links with supporting cycle parking east/west between the standalone residential developments so residents can easily access destinations within the overall neighbourhood
- Alter the streetscape to help manage the pavement parking in this location

# 3.9 Pype Hayes East

## 3.9.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

### 3.9.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Pye Hayes East's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors scored averagely in this location
<b>Green Spaces &amp; Walkways:</b>	✗ There are no walkways or green spaces in this character area
	✗ There are no public toilets in this character area
<b>Outdoor Seating:</b>	✗ There is no seating provision in this neighbourhood making related indicators N/A
<b>Pavements:</b>	✓ Pavements are mainly over 2m wide and in average condition (this excludes pavements that run parallel with the B4148 and Chester Road)
	✗ There is evidence of some pavement parking
	✗ Drop kerbs are not provided at all junction points
<b>Roads:</b>	✗ In general, roads in the neighbourhood don't consider or encourage active travel
<b>Traffic:</b>	✓ During the audit, vehicles observed the speed limit and gave way to pedestrians
	✗ There was evidence of pavement parking in this character area
<b>Cycling:</b>	✗ There is no cycle infrastructure in this neighbourhood
<b>Safety:</b>	✓ There is appropriate street lighting
	✗ There is no evidence of patrols or community initiatives in this area
<b>Services:</b>	✗ Services are concentrated on the character area's boundary which adjoins busy roads
<b>Street Greening:</b>	✗ Street greening is limited
<b>Signage:</b>	✓ There is some walking and cycling signage in this area
<b>Street Experience:</b>	✗ The street experience in this location is poor with nothing to see or do
<b>Public Transport:</b>	✗ There are no bus stops or routes which pass through this neighbourhood, they are limited to the main roads that adjoin the area



Figure 3.9: Street in Pye Hayes East with no green infrastructure and pavement parking

#### Project Trial & Quick Win Recommendations:

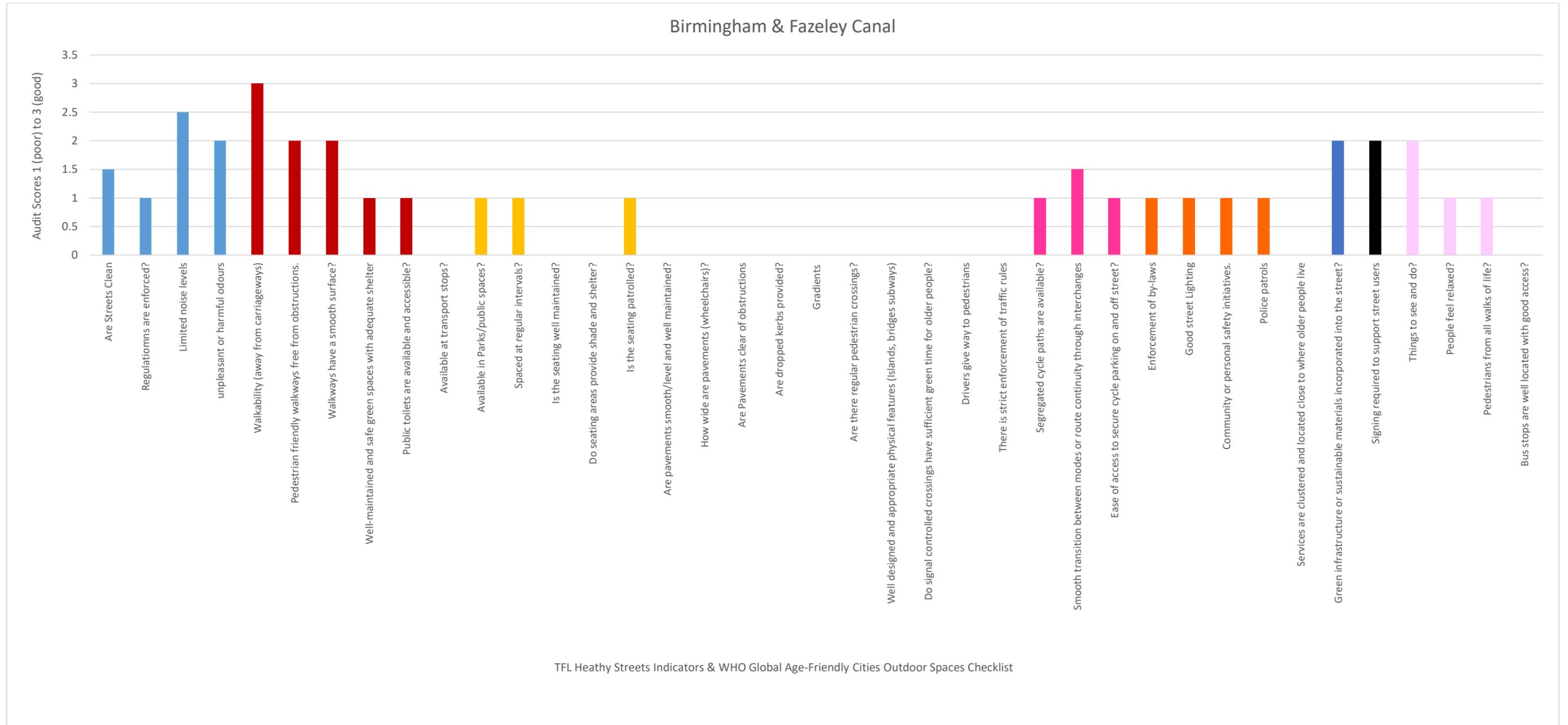
- Explore ideas that strengthen the links between the canal and the neighbourhood
- Consider trialling pop-up parks and seating areas that provide the neighbourhood with spaces for people to meet and socialise

#### Five to Ten Year Plan Recommendations:

- Improve pedestrian and cycle links with Pye Hayes Park and the Nature Park, making these destinations feel like an extension of the neighbourhood. These links will also serve people travelling from other locations across Tyburn
- Develop active travel routes that link different sections of the neighbourhood
- Develop destinations and venues within the neighbourhood that support the needs of local residents, especially those that are over 50
- Alter the streetscape to help manage the pavement parking in this location

## 3.10 Birmingham & Fazeley Canal

### 3.10.1 Audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Cyan

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Light Green
Street Greening	Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Pink
Public Transport	Grey

### 3.10.2 Audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify the strengths and weaknesses of the Birmingham and Fazeley Canal. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan. Not all categories in the audit can be applied to the canal area, but there are key findings from the audit which will help to unlock the active travel and green space value of this important Tyburn feature.

WHO Age- Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The canal provides welcome relief from the noise generated by the busy roads that pass through Tyburn
	✗ The canal's value is reduced by graffiti and fly tipping at its entrance points
<b>Green Spaces &amp; Walkways:</b>	✓ The canal towpath is in good condition and on the whole a suitable width
	✗ Entrance points which are overgrown and in some cases restricted only to steps reduce the walkability of the canal
	✗ There are no public toilets in this character area
<b>Outdoor Seating:</b>	✗ There is limited seating provision along the canal reducing its usability (anti-social behaviour concerns could be a factor)
<b>Pavements:</b>	N/A
<b>Roads:</b>	N/A
<b>Traffic:</b>	N/A
<b>Cycling:</b>	✗ There is no segregated cycle route (although the majority of the path's width accommodates shared use) and there was no evidence of cycle parking
<b>Safety:</b>	✗ There is no lighting along the canal
	✗ There is no evidence of patrols or community initiatives in this area
<b>Services:</b>	N/A
<b>Street Greening:</b>	✗ There is street greening at some of the canal entrance points but this is overgrown
<b>Signage:</b>	✓ There is signage along and to the canal but there is scope to improve this and highlight links to destinations including The Fort Retail Park
<b>Street Experience:</b>	✓ The canal provides an important escape from the heavily developed areas of Tyburn, especially for those with limited green space
	✗ During the audit, the canal had limited use by pedestrians and cyclists
<b>Public Transport:</b>	N/A



Figure 3.10: Overgrown canal access points restricts towpath use

**Project Trial & Quick Win Recommendations:**

- Improve the appearance of the canal entrance by tackling the overgrown planting and graffiti
- Raise awareness of the canal with local people to encourage its use by cyclists, walkers and residents who have limited access to green space
- Trial seating at canal entrance points to encourage residents to use it as a meeting place

**Five to Ten Year Plan Recommendations:**

- Improve all access points to the canal so they meet the needs of older residents and people with disabilities
- Light the canal to increase its usability
- Improve signage to highlight active travel links with the canal across Tyburn and beyond

### 3.11 Tyburn's main roads

Including Tyburn's main roads within the adjoining character areas would skew the audit results. For this reason the main roads which divide Tyburn have been audited separately, using the same audit tool. This allows their role and impact to be judged independently. The main roads have been audited as follows, with some of the roads being split into different sections (see figure 3.17) in response to noticeable changes in their characteristics:

- Fort Parkway (A47)
- Chester Rd (A452)
- Bromford Lane (A4040) & Wheelwright Road
- Bromford Lane (A4040) adjoining Birches Green
- Kingsbury Road
- B4148 adjoining Pype Hayes North/South
- B4148 adjoining Pype Hayes East
- A38 adjoining Castle Vale
- A38 adjoining Jaguar Land Rover
- A38 adjoining Birches Green

The map on the following page highlights the extent of each road audit footprint. Where roads have been split into sections, an overall audit score has also been awarded, but this can be better understood by drilling down into with the individual audits that cover the routes. Details of the road audit results are in the accompanying appendix, and they back up the findings and recommendations contained in the mapping information sections (see sections 3.12 to 3.17). The road audits play a more limited supporting role to the mapping in comparison with the character area audits. However, key themes and recurring trends have been highlighted in response to the road audit results.



Figure 3.11: Fort Parkway (A47)



Figure 3.12: A38 adjoining Castle Vale



Figure 3.13: Bromford Lane (A4040) adjoining Birches Green



Figure 3.14: B4148 adjoining Pype Hayes North/South

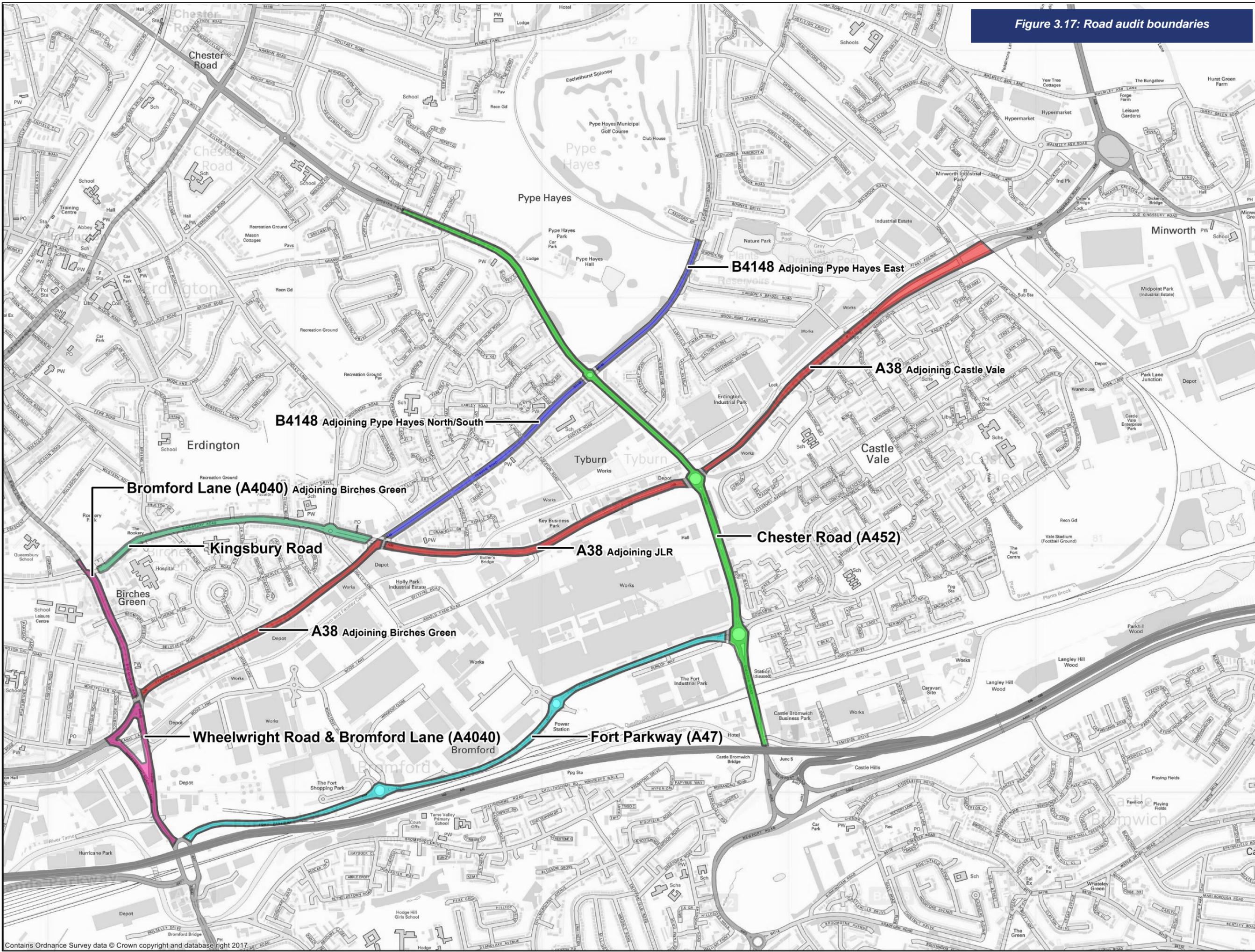


Figure 3.15: Chester Road (A452)



Figure 3.16: Kingsbury Road

Figure 3.17: Road audit boundaries



**KEY**

- School/Nursery
- Play Area
- Community
- Health
- Church
- Shops/Food
- Allotments
- Sports
- Green Space
- Major Severance
- Medium Severance
- Toucan/Pelican
- Zebra Crossing
- Bus Stops
- Surfaced Routes Walking/Cycling
- Surfaced Routes Walking
- Advisory Cycle Route
- Cycle Lane On Road
- Signed Cycle Route
- Canal Towpath Walking/Cycling
- Canal Ramp
- Canal Steps
- NCN
- Residential Character Area
- Retail/Industrial Character Area
- Led Walk Audits
- Crossing Warden
- Trip Zones
- Overgrown Planting Area

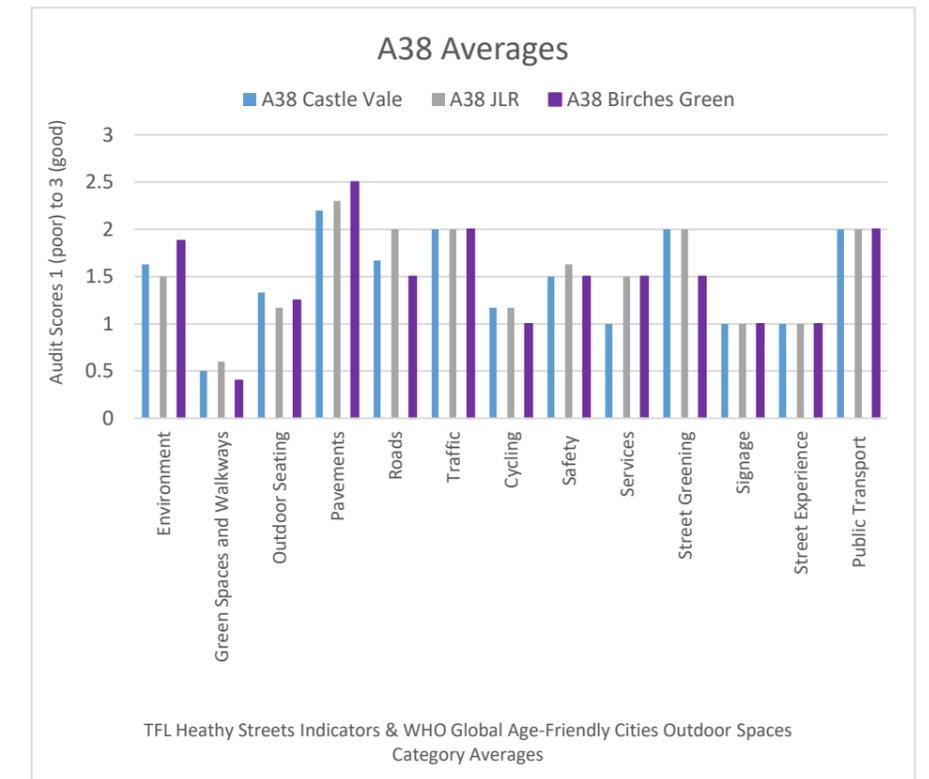
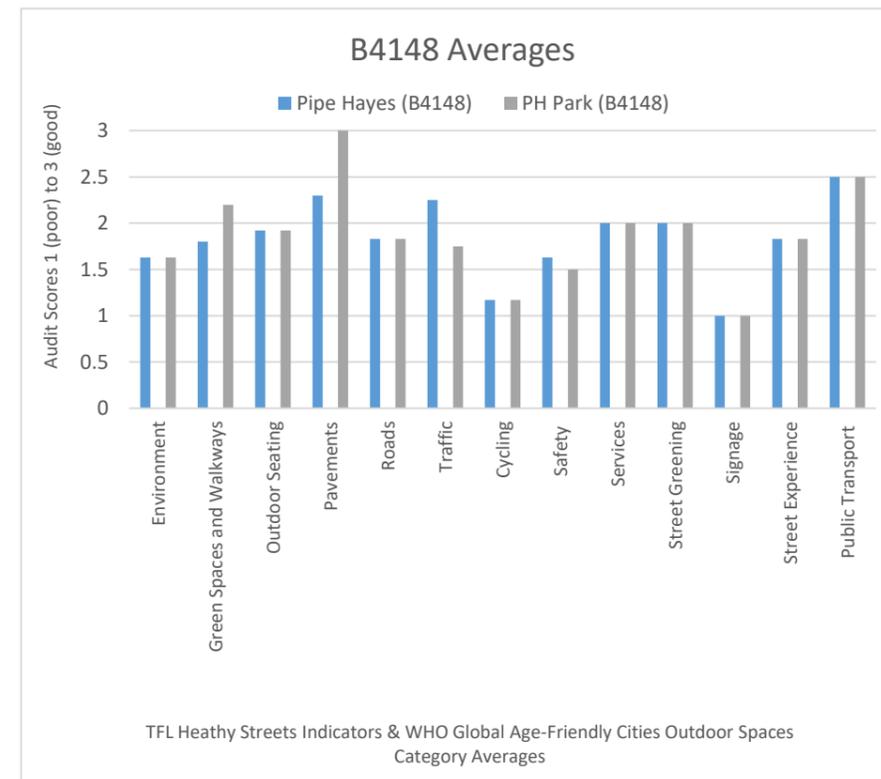
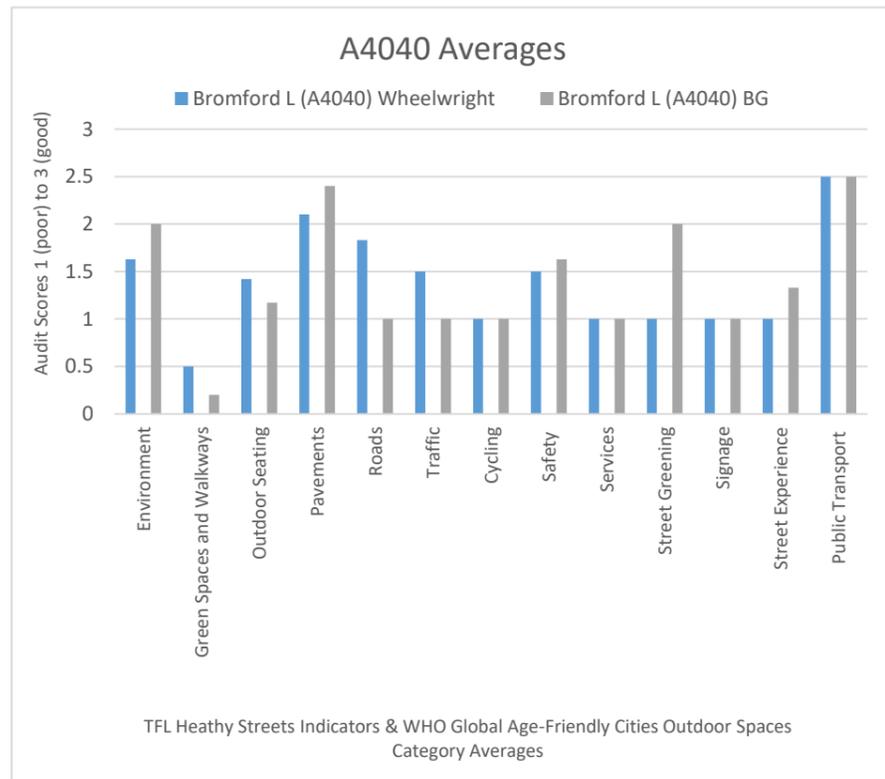
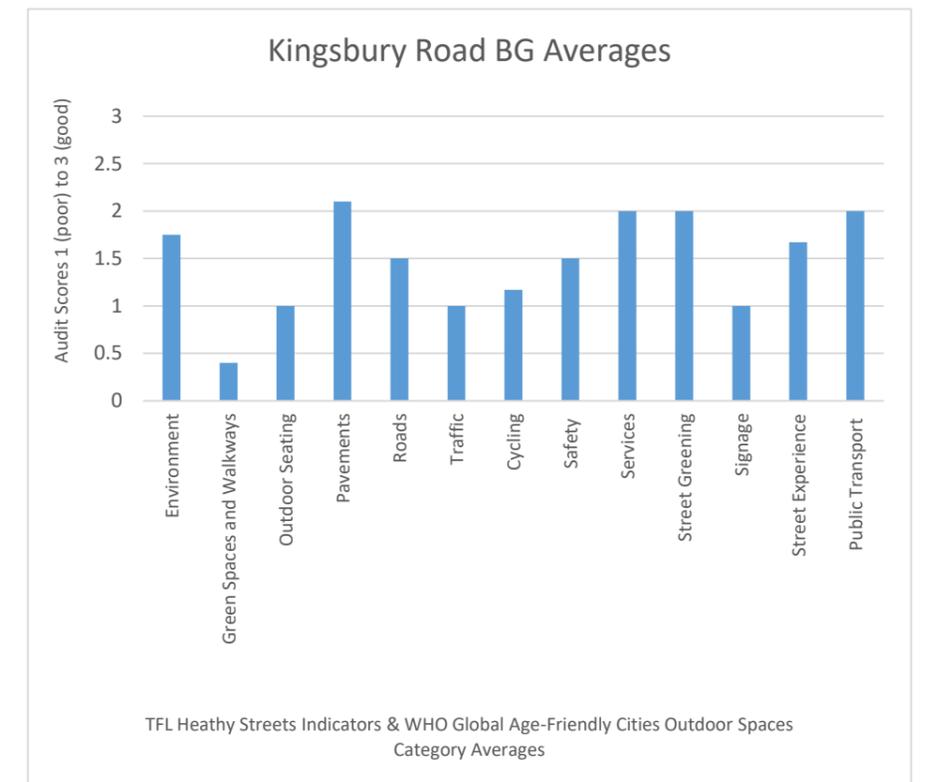
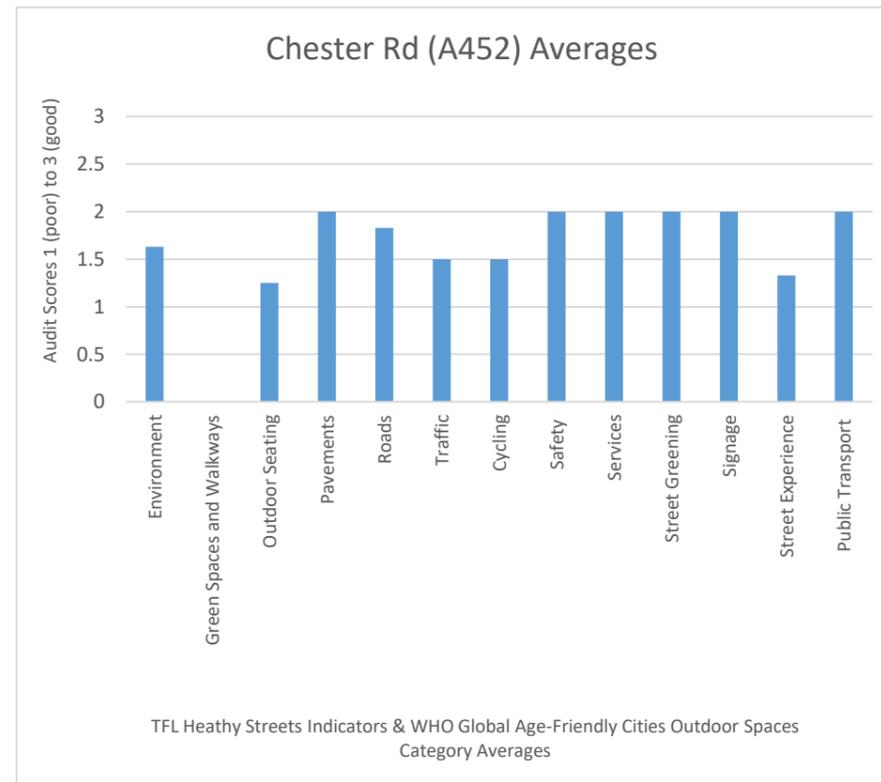
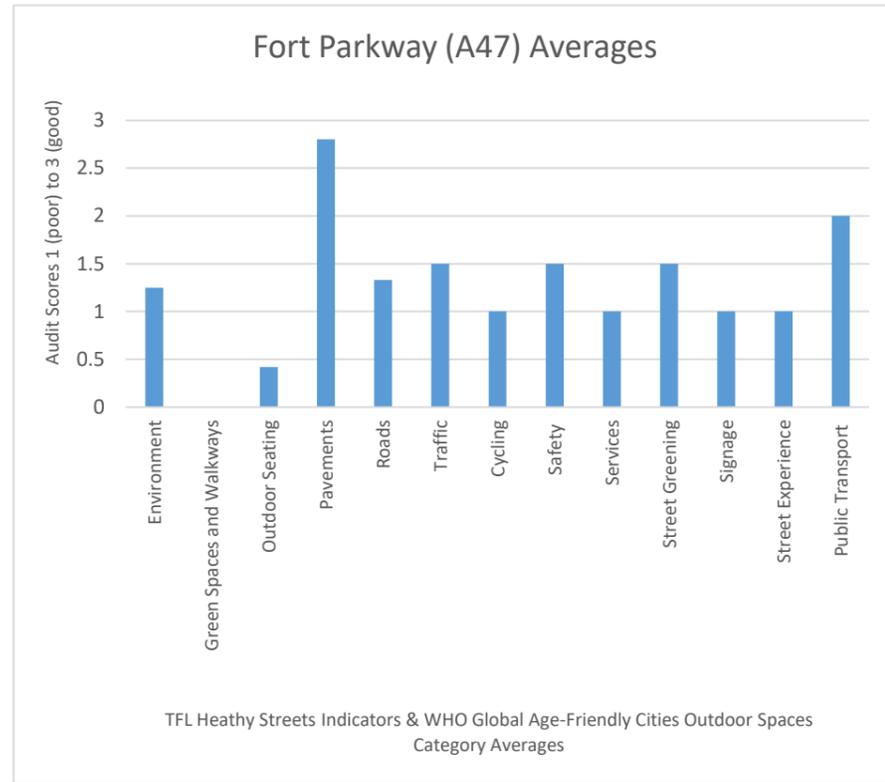
**Age Friendly Tyburn (Road Audit Locations)**



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### 3.11.1 Audit results

In the following bar charts, the scores for each road section have been averaged to provide guidance on their performance in each category of the audit. Unlike the character area audits, the indicators in each category have not been analysed to the same level, as specifics and details are more clearly communicated by the mapping results in the following sections, 3.12 to 3.17.



### 3.11.2 Audit conclusions

In the table below, the audit results for the WHO Age-Friendly Cities categories have been analysed to identify the strengths and weaknesses of the main roads that cut through Tyburn. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age- Friendly Category	Summary of Category Performance
<b>Environment:</b>	✗ Environmental performance is negatively impacted by road noise, odours from exhaust fumes especially at junctions, and patches of fly tipping and litter
<b>Green Spaces &amp; Walkways:</b>	✓ Stronger scores in this section are a direct result of public parks that adjoin the main roads
	✗ In general the main roads have performed poorly for this category
	✗ There are no public toilets that adjoin the main roads apart from those provided by supermarkets and retail parks
<b>Outdoor Seating:</b>	✓ Where roads score more strongly for seating provision, this is a direct result of seating at bus stops, which is also generally well maintained
	✗ There is limited seating provision along Tyburn's main roads (anti-social behaviour concerns could be a factor)
<b>Pavements:</b>	✓ The majority of footpath widths that adjoin Tyburn's main roads are over 2m wide
	✗ Pavement performance is reduced by pavement parking adjacent to Chester Road's cycle path, on the A38 near Tyburn Islands Car Sales and the Holly Lane/Kingsbury Road roundabout area
	✗ Pavement surfaces are particularly poor on Chester Road between the B4148 roundabout and Tyburn House roundabout, and the B4148 where it adjoins Pype Hayes North and South
	✗ Drop kerb provision on the A38 where it adjoins Pype Hayes East is very poor
<b>Roads:</b>	✗ Main road performance across Tyburn is negatively affected by limited crossing points and short green person time on signal controlled crossings
<b>Traffic:</b>	✗ Traffic only gives way at defined crossing points making it difficult for all residents to move between character areas
<b>Cycling:</b>	✗ The only segregated cycle path is on Chester Road, but its use is restricted by cars parking on it, an uneven surface and difficult crossing points on side roads
	✗ There are shared use paths on the A47, the A38 by Castle Vale and a small section on Bromford Lane where it joins the A47. These sections aren't pleasant to use, especially the A38 section as there is limited drop kerb provision
<b>Safety:</b>	✓ The main roads in general are well lit
	✗ There is no evidence of patrols or community initiatives on the main roads

WHO Age- Friendly Category	Summary of Category Performance
<b>Services:</b>	✗ A significant proportion of Tyburn's services are adjacent to main roads, but the volume of traffic and limited crossing points on the main roads are a barrier to using them
<b>Street Greening:</b>	✓ Scores are better in this section where the main roads adjoin public parks and include mature tree avenues
	✗ Street greening is particularly poor on sections of Wheelwright Rd and the lower section of Bromford Lane (A4040)
<b>Signage:</b>	✗ In general, cycling and walking signage is poor on Tyburn's main roads, with the majority of any provision relating to National Cycle Network routes
<b>Street Experience:</b>	✗ In general, the street experience on Tyburn's main roads is poor with limited numbers of pedestrians and cyclists using these routes. Numbers only increase if there are adjoining services and public parks
<b>Public Transport:</b>	✓ The majority of Tyburn's bus stops are on the main roads, helping the scores in this section
	✗ Usability of the bus stops is reduced by poor walking and cycling infrastructure barriers, and not all stops have seating provision

#### Project Trial & Quick Win Recommendations:

- As all the main roads have poor crossing provision, consider how trials delivered on roads within the character areas could inform crossing improvements on the main roads
- Deliver a more detailed audit of light controlled crossings using Living Streets guidance, and try out increased crossing times where possible
- Trial seating at key destinations
- Audit pavements with poor surfaces and limited drop kerbs with the Project Champions to help understand the impact on older residents

#### Five to Ten Year Plan Recommendations:

- Implement an active travel network that links with public transport, meeting the needs of older residents, pedestrians and cyclists, reducing the negative impact the main roads are having on Tyburn
- Incorporate street greening/planting to help improve environmental performance, and make the streets people places (this could include public parks linking and blending with the roads that adjoin them)

## 3.12 Mapping information

To support the audit and to help identify contributing factors to the audit's findings, additional mapping has been carried out. This has been steered by the project's key aim of creating an age-friendly neighbourhood that reduces social isolation in older adults. The additional mapping has focused on the following attributes of Tyburn which have been analysed and cross referenced with the audit results:

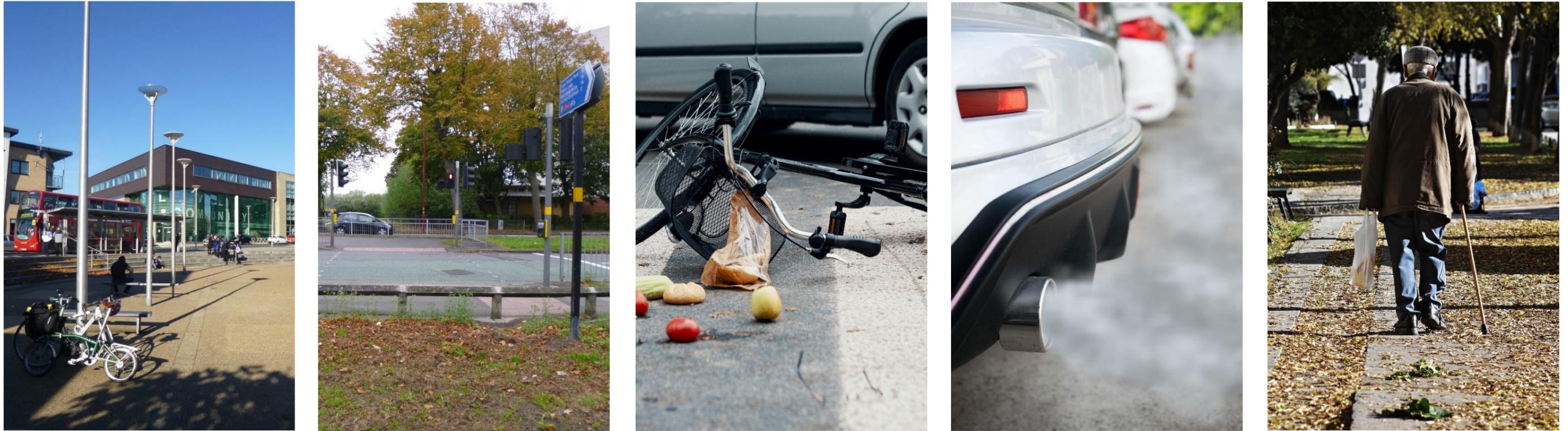


Figure 3.18: Images of factors that impact the performance of Tyburn's built environment for older residents and the overall community

### Local Destinations and Green Space (section 3.13):

Local destinations have been mapped to understand the services and amenities that are available for each neighbourhood. This helps build a picture of how barriers to accessing these destinations could be contributing to social isolation and discouraging people from travelling actively. Mapping of available green spaces and associated outdoor facilities for each location will provide an understanding of how well served each neighbourhood is. Access to green space has the potential to improve an individual's well-being and provide a meeting point for local activities that facilitate social connections between neighbours.

### Crossing Points on Main Roads and Active Travel Routes (section 3.14):

The majority of the identified character areas are bounded by busy roads. Understanding crossing provision and green person time on these roads has helped to identify the potential for local residents to access facilities and services outside their neighbourhood. To put the crossing points into context, existing active travel routes have also been mapped. The usability and role of these routes can be cross referenced to the other mapping elements in this section, including local destinations.

### Accident Data (section 3.14):

Accident data for Tyburn has been plotted which has been used to help understand the community's perceptions of safety identified during stakeholder workshops. The accident data has also been used as a backdrop to conclusions from the other mapping elements and audit findings.

### Air Quality (section 3.15):

Although air quality isn't a key focus of this project, there is a growing body of evidence and understanding of its impact on people's quality of life. It is estimated that every year, 24,000 people in the UK die prematurely from air pollution, and this is estimated to cost the NHS £20 billion a year. Given that Tyburn has a large industrial area and busy roads, air quality has been mapped and again, its impact can be cross referenced with the other Tyburn attributes that have been mapped.

### Noise (section 3.16):

Noise is an important element of the WHO's guidance regarding an age-friendly environment, and this has been mapped to help support the findings of this category in the audit. WHO's research has identified that older people place a high value on a quiet and peaceful environment.

### Loneliness (section 3.17):

Age UK have produced a loneliness map of the UK, and this mapping has been applied to Tyburn. When considered in combination with the other mapping data and audit findings, this information is invaluable to help understand the built environment factors which are contributing to social isolation.

### 3.13 Destinations and green space mapping

The following destinations have been mapped across Tyburn as they provide local residents, including over 50s, with vital services and access to community facilities (see figure 3.21). These are destinations that are significant in people's day to day lives, contributing to their independence, and can be places that encourage social interaction.

#### 3.13.1 Why destinations have been mapped



**Shops and Food:** These destinations have the potential to provide local residents with goods and services such as banking, and a place to meet friends for a bite to eat. If accessible, they can help older people to remain independent and are places that provide opportunities for social interaction.



**Churches:** Churches can provide the communities they serve with a meeting point and often include community facilities that can be used to support a range of events. Churches can also provide local support networks which are particularly important for older people who may require additional support with daily tasks.



**Community Buildings:** These include libraries, venues for community related meetings, social clubs and local facilities like The Sanctuary in Castle Vale. Where they exist, these buildings provide local hubs that can provide a focus for local people.



**Health Care:** The Tyburn locations mapped under this heading include pharmacies, doctor's surgeries and hospitals. As people get older, local and accessible facilities that support their health needs become increasingly important.



**Schools and Nurseries:** Like churches and other community buildings, schools provide a communal focus for the neighbourhoods they serve. The Project Champions confirmed these are important destinations, particularly for grandparents helping with childcare.



**Bus Stops:** Although this audit focuses on the built environment, the accessibility and location of bus stops has been considered including associated seating. Access to public transport is identified by WHO as a key age-friendly feature.

**Public Toilets:** As a checklist factor identified by the WHO, public toilets would have been plotted but there is no provision across Tyburn. The only access to toilets exists at supermarkets, cafés and community venues, including the library. However these facilities are only for the use of customers.



**Play Areas, Sports Facilities and Allotments:** These facilities provide opportunities for outdoor physical activity, and are also places where there is potential for relationships between local people to be developed. They therefore have the potential to aid both physical and mental health.

#### 3.13.2 Why green space has been mapped

Access to green space encourages greater levels of physical activity, especially if the streets that link to them are attractive, encouraging residents to walk, run and cycle. Access to green space can also stimulate positive physiological and psychological responses, positively impacting on mental health, including better moderation of stress, and reduced hospital admissions for mental health (Clare Perkins CPEEES, Bellis H. Returning urban parks to their public health roots). Mapping available green space across Tyburn therefore enables analysis of how well neighbourhoods are served by this vital resource (see figure 3.21). The availability, quality and accessibility of the green space has also been considered to help understand how to unlock its potential to contribute even more positively to the area. Although it is also a vital active travel corridor, the green space role of the Birmingham & Fazeley Canal has also been considered.

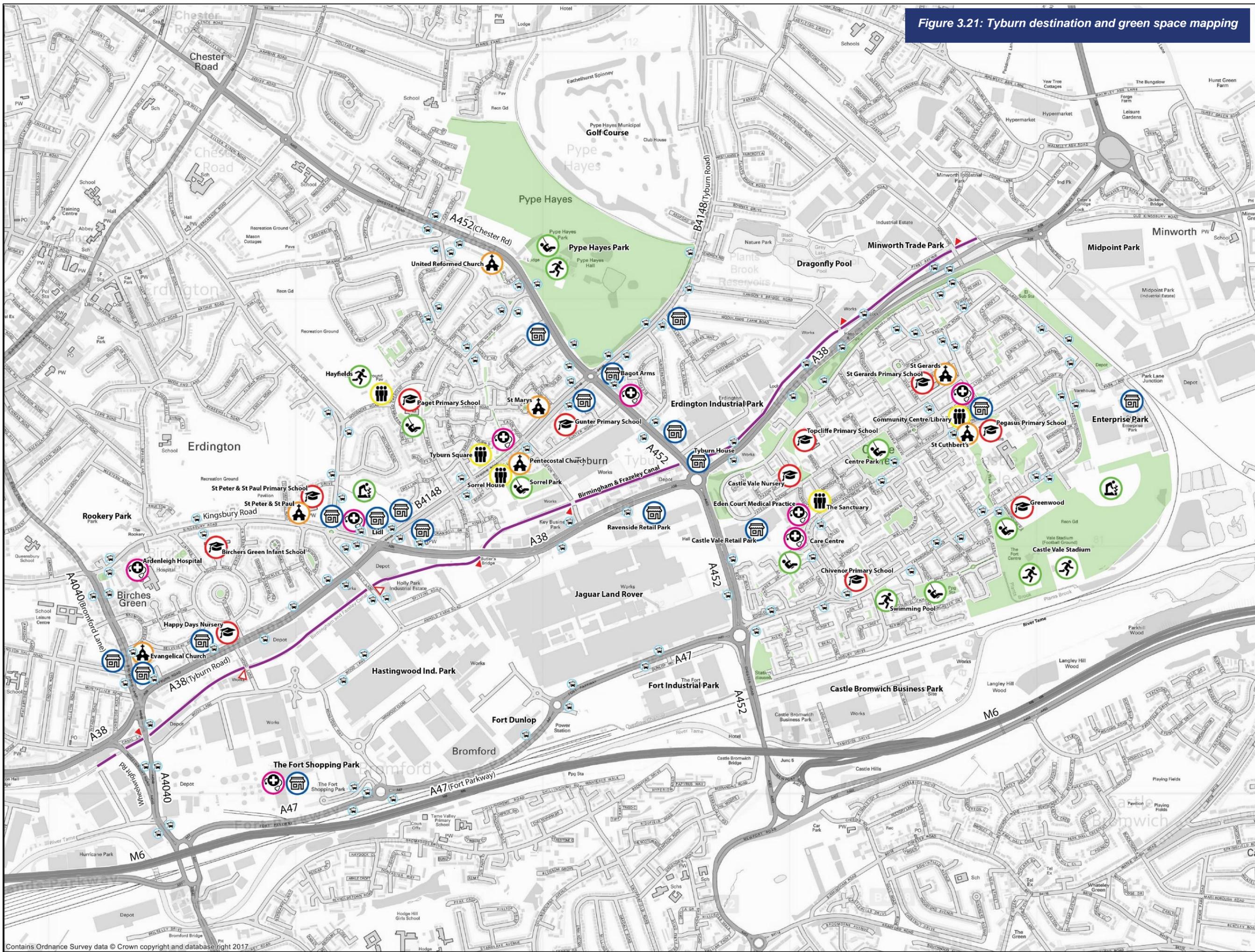


Figure 3.19: Pype Hayes Park



Figure 3.20: Birmingham and Fazeley Canal

Figure 3.21: Tyburn destination and green space mapping



**KEY**

- School/Nursery
- Play Area
- Community
- Health
- Church
- Shops/Food
- Allotments
- Sports
- Green Space
- Major Severance
- Medium Severance
- Toucan/Pelican
- Zebra Crossing
- Bus Stops
- Surfaced Routes Walking/Cycling
- Surfaced Routes Walking
- Advisory Cycle Route
- Cycle Lane On Road
- Signed Cycle Route
- Canal Towpath Walking/Cycling
- Canal Ramp
- Canal Steps
- NCN
- Residential Character Area
- Retail/Industrial Character Area
- Led Walk Audits
- Crossing Warden
- Trip Zones
- Overgrown Planting Area

**Age Friendly Tyburn (Destinations & Green Space)**

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### 3.13.3 Overall Tyburn conclusions

The potential of the Birmingham & Fazeley Canal and its role in providing residents with green space is being stifled. The factors contributing to restricting the canal’s potential are as follows:

- The canal’s access points are poorly defined with limited signage and in some cases are very overgrown
- Some of the access points are only served by steps which discourages use by cyclists and residents with mobility issues
- Some local residents aren’t even aware of the canal’s existence
- Some local residents consider the canal to be unsafe because of historic antisocial behaviour and reported crime

Although Pye Hayes Park provides Tyburn with a valuable green space, the fact that the neighbourhood areas are currently defined by busy roads (see figure 3.17) with limited crossing points adds extra value to the green space contained within each neighbourhood character area. In turn, improving active travel routes to Pye Hayes Park will encourage Tyburn residents to use and benefit from the park and the activities it supports.

Local people are mainly travelling by bus and car to the retail parks in Tyburn, but there is scope for some of these journeys to be made by foot and bike if active travel routes are implemented. The potential link between the canal and The Fort Shopping Park is an example of an active travel route to a destination that serves the whole of Tyburn.

With the exception of Castle Vale, neighbourhood services/destinations are concentrated at the character areas’ boundaries. This brings active travel access to these facilities into conflict with busy roads that dominate the majority of the neighbourhood boundaries. The severance caused by busy roads at neighbourhood boundaries discourages residents accessing destinations in adjoining areas.

### 3.13.4 Birches Green conclusions

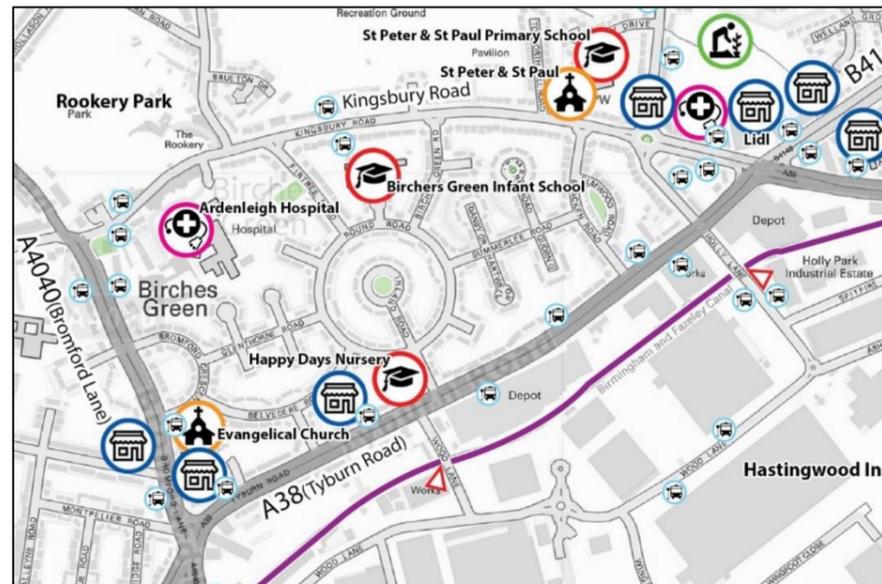


Figure 3.22: Birches Green mapping (refer to 3.21 for key and context)

- Birches Green has no standalone community buildings that can provide this neighbourhood with a hub for community events and activities. The only potential venues are two churches and two schools on its boundary, if St Peter’s and St Paul’s is included.
- Shops, places to eat and bus stops are also concentrated at the neighbourhood’s boundary, bringing active travel and access to public transport into conflict with the busy roads that adjoin them (see figure 3.24, 3.25, 3.26).
- Green space within the neighbourhood is limited and underused (see figure 3.23).

#### Project Trials & Quick Win Recommendations:

- Explore the potential of existing green spaces to provide this neighbourhood with a location for community focused activities and events

#### Five to Ten Year Plan Recommendations:

- Improve access to existing destinations and develop the associated built environment to become people places that aren’t dominated by motorised vehicles
- Community venues within the neighbourhood are needed to help develop a cohesive community with healthy social connections



Figure 3.23: Green space limited and underused



Figure 3.24: No crossings on Kingsbury Rd



Figure 3.25: Car dominated destinations



Figure 3.26: Nursery care adjoining busy A38

3.13.5 Castle Vale conclusions

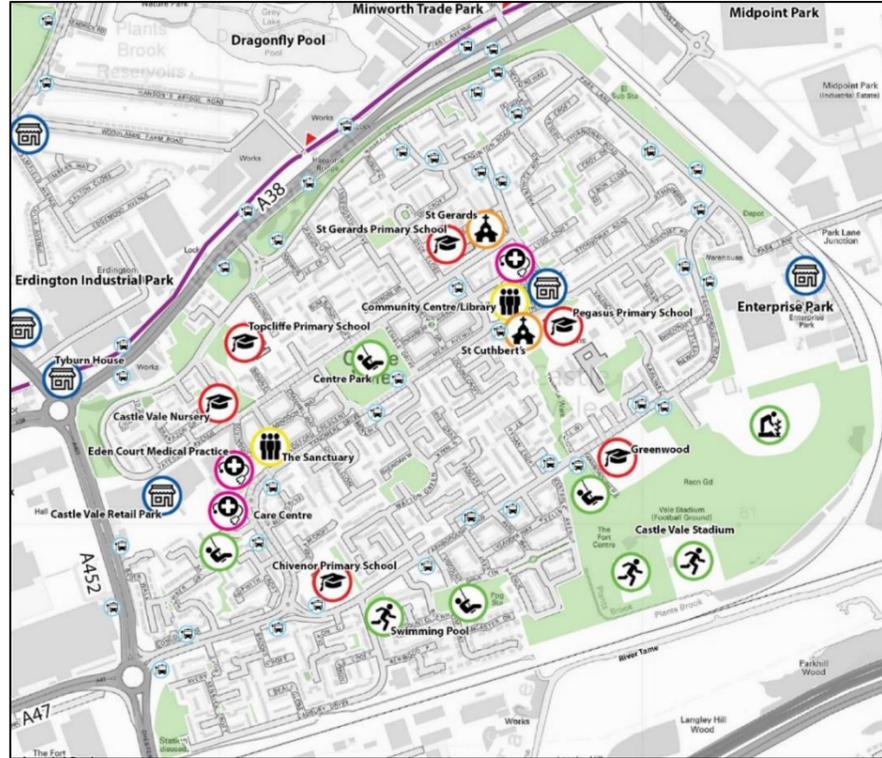


Figure 3.27: Castle Vale mapping (refer to 3.21 for key and context)

- Castle Vale is well served with community facilities and services that are contributing to a cohesive and connected community. However the linear feeder roads in the estate such as Yatesbury Avenue are discouraging some residents from travelling actively within the estate (see figure 3.29).
- Because Castle Vale has good facilities within the neighbourhood, residents don’t tend to visit destinations in neighbouring areas. This is also reinforced by the busy roads on its boundaries that discourage active travel (see figure 3.28).
- This neighbourhood has a good proportion of green space, which includes play areas and sports facilities. However some of the green spaces and potential event spaces (like the area adjoining Castle Vale Retail Park) are underused and have the potential to better serve local residents (see figure 3.30 and 3.31).

**Project Trials & Quick Win Recommendations:**

- Explore ideas that improve links between different destinations that are being affected by the severance caused by the estate’s linear feeder roads
- Give underused spaces a role that serves the community’s needs and encourages social interaction

**Five to Ten Year Plan Recommendations:**

- Improve active travel links to destinations in adjoining neighbourhoods including Pype Hayes Park
- Implement infrastructure changes that encourage active travel within the estate, so all local residents can access key destinations including green spaces



Figure 3.28: Good community facilities



Figure 3.29: Busy linear neighbourhood road barrier



Figure 3.30: Good green space provision



Figure 3.31: Underused outdoor meeting spaces

### 3.13.6 Pye Hayes East conclusions



Figure 3.32: Pye Hayes East mapping (refer to 3.21 for key and context)

- The nearest services and destinations for Pye Hayes East are located at the neighbourhood’s boundaries which are also adjoined by busy roads. There are no destinations within the estate and no venues which could act as a hub for community based activities and events (see figure 3.34).
- Moving between neighbourhood areas is restricted and results in routes having to come out of the neighbourhood onto busy adjoining roads (see figure 3.36).
- There are cycle and pedestrian links to the canal which could be strengthened as a green space destination that doesn’t require the crossing of busy roads (see figure 3.35).
- This neighbourhood has very little green space within its footprint. Although Pye Hayes Park is located at the northern boundary, this is segregated by a busy road. There are also potential links with the Nature Park (see figure 3.33).

**Project Trial & Quick Win Recommendations** (these interventions can be linked with Pye Hayes South):

- Explore ideas that strengthen the links between the canal and the neighbourhood
- Consider trialling pop-up parks and seating areas that provide the neighbourhood with spaces for people to meet and socialise

**Five to Ten Year Plan Recommendations:**

- Improve pedestrian and cycle links with Pye Hayes Park and the Nature Park, making these destinations feel like an extension of the neighbourhood. These links will also serve people travelling from other locations across Tyburn
- Develop active travel routes that link different sections of the neighbourhood
- Develop destinations and venues within the neighbourhood that support the needs of local residents, especially those that are over 50



Figure 3.33: No integral public green space



Figure 3.34: Neighbourhood boundary destinations

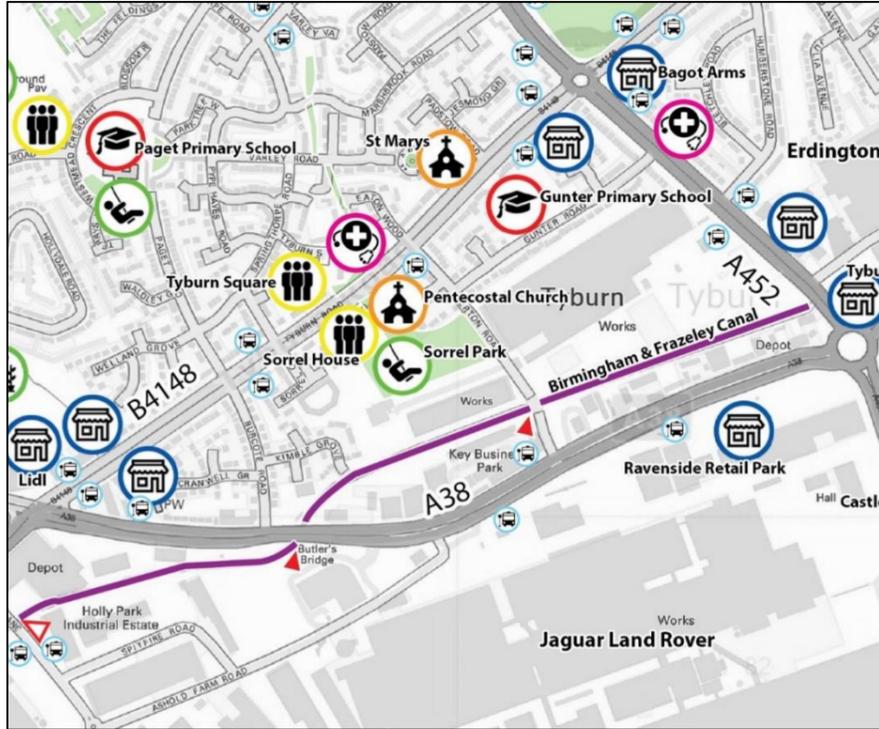


Figure 3.35: Improve canal access



Figure 3.36: Improve routes to Pye Hayes Park

3.13.7 Pype Hayes South conclusions



- There are community focused destinations within this neighbourhood, but travelling actively east/west to them is restricted due to limited connections between incremental ribbon residential developments (see figure 3.38 and 3.41).
- There are cycle and pedestrian links to the canal which could be strengthened as a green space destination that provides access to other Tyburn destinations (see figure 3.40).
- Sorrel Park has play area facilities, seating and is well maintained, but it can't be accessed directly from adjoining houses. Apart from Sorrel Park there is limited green space within this neighbourhood (see figure 3.39).

**Project Trial & Quick Win Recommendations** (these interventions can be linked with Pype Hayes East):

- Explore ideas that strengthen the links between the canal and the neighbourhood
- Consider trialling pop-up parks and seating areas that provide the neighbourhood with spaces for people to meet and socialise

**Five to Ten Year Plan Recommendations:**

- Implement direct pedestrian and cycle links to Sorrel Park from adjoining residential areas, making the park an integral part of the neighbourhood
- Develop active travel links east/west between the standalone residential developments so residents can easily access destinations within the overall neighbourhood

Figure 3.37: Pype Hayes South mapping (refer to 3.21 for key and context)



Figure 3.38: Ribbon development linked by B4148



Figure 3.39: Sorrel Park has limited entrances



Figure 3.40: Improve canal access route



Figure 3.41: Disconnected ribbon development

### 3.13.8 Pye Hayes North conclusions

“It’s not too bad here, just could do with a tidy up here and there.”

*Pye Hayes resident*



- Although the housing estates within this neighbourhood have been developed at different times, there are relatively good active travel links between different destinations within the neighbourhood (see figure 3.43 and 3.45).
- There are community focused destinations within the neighbourhood but the majority of shops and other services are confined to its boundary (see figure 3.44).
- Although this area is better served with green space than Pye Hayes East, there is scope to improve links with Pye Hayes Park making it an extension of the neighbourhood.
- There are allotments, green spaces and parks within the neighbourhood that contribute to walking routes within the estate. However, insufficient maintenance of vegetation is reducing the usability of these routes (see figure 3.46).

#### Project Trials & Quick Win Recommendations:

- Work with Project Champions to help tidy up some of the overgrown green spaces
- Consider delivering events on existing spaces to encourage them to be used more (this will support the point above)

#### Five to Ten Year Plan Recommendations:

- Improve pedestrian and cycle links with Pye Hayes Park, making this destination feel like an extension of the neighbourhood. These links will also serve people travelling from other locations across Tyburn

Figure 3.42: Pye Hayes North mapping (refer to 3.21 for key and context)



Figure 3.43: Existing green and active travel route



Figure 3.44: St Mary's community hub



Figure 3.45: Existing crossing point infrastructure



Figure 3.46: Overgrown planting

### 3.14 Crossings on main roads, accidents and active travel mapping

#### 3.14.1 General Tyburn conclusions

The following points impact the ability and likelihood of local residents to travel actively across all the character areas that form Tyburn (see figure 3.48):

- There is a high concentration of accidents at junctions where Tyburn’s main roads cross. This reinforces the reluctance of residents to travel actively to destinations across Tyburn, which in turn increases reliance on vehicle transport including buses and taxis. WHO research has highlighted that the cost of public transport and the ability to move around a city determines older people’s social and civic participation and access to community health services.
- Movement restrictions in Pype Hayes South/East have been highlighted in the destinations section of this report. Movement is also restricted by the large Jaguar Land Rover site which prevents links east/west from Chester Road which adjoins the site.
- Older residents have highlighted that the limited green person time at the majority of crossings in Tyburn discourages them from walking and cycling. They are concerned that vehicles will start to move the moment the green man goes off or starts to flash.

#### Signalised crossings

Living Streets have produced some guidance on signalised crossings which recommends that total crossing time should include when:

- The green man is static
- The green man flashes
- There is no green or red man (ie a blackout)
- There is a pedestrian countdown

However, in response to the feedback from older residents, this audit has initially focused on the static green person time at signalised crossings. The assumed walking speed used to calculate how much time pedestrians have to cross a road is 1.2m/s. Living Streets recommends a lower assumed walking speed of 0.8m/s as a result of research into older people’s walking pace. Focusing on green person time and the recommended crossing speed for older people this equates to:

For an 8m wide crossing, a green person time of 10 seconds is required.

Maximum waiting time could also be contributing to the number of accidents at Tyburn’s signalised crossings. Guidance on waiting time varies between two minutes according to DfT, and 90 seconds for Transport for London. However, evidence has shown that any more than 30 seconds of waiting at a crossing encourages risky behaviour, such as crossing before the green person comes on. Living Streets therefore recommends a maximum waiting time of 30 seconds.



Figure 3.47: Narrow pedestrian crossing with limited green person time by Tyburn House (A38 and Chester Road roundabout)

#### Project Trials & Quick Win Recommendations:

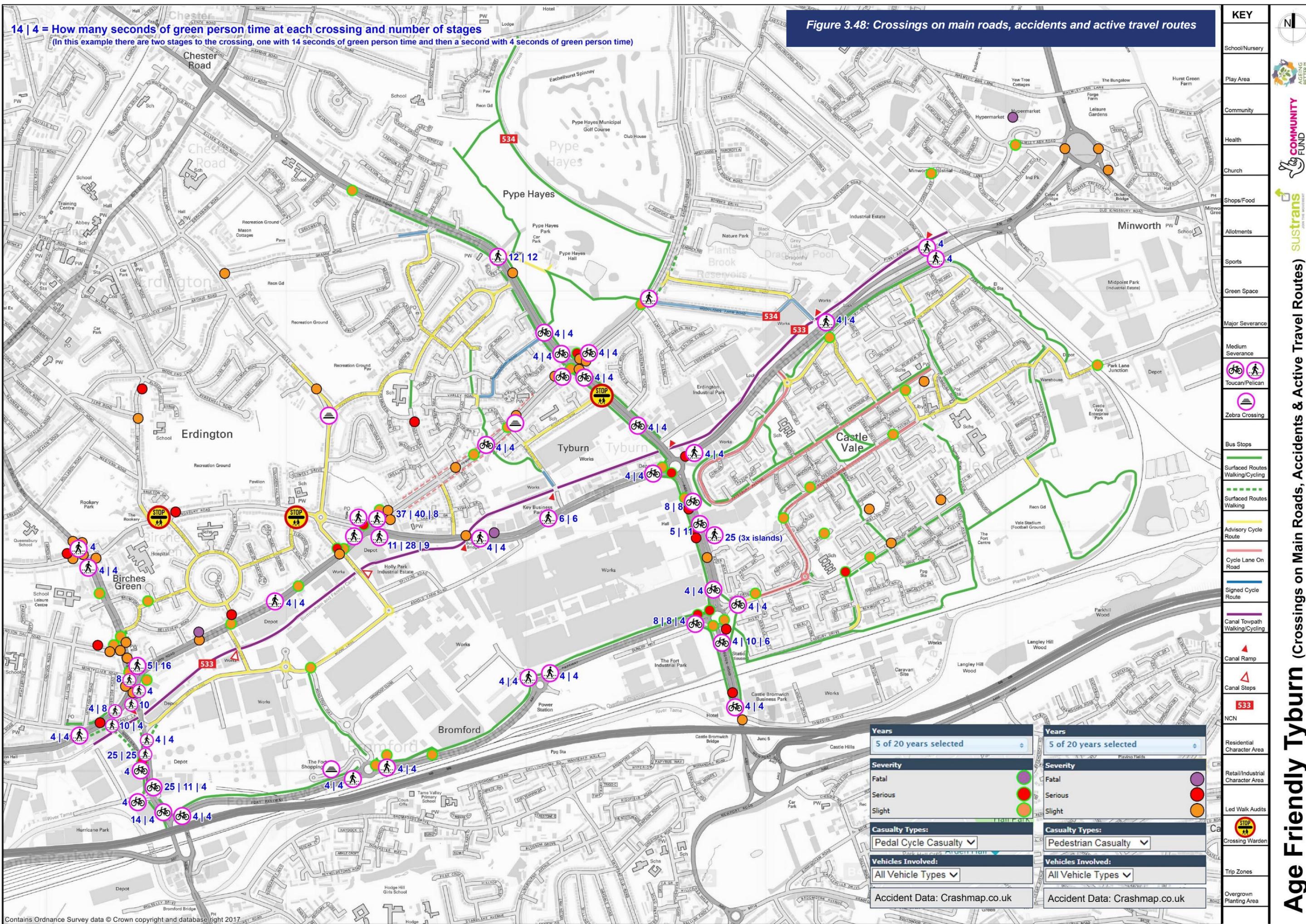
- Work with Project Champions to audit crossing points using Living Streets ‘Is Your Signalised Crossing Up To Scratch’ (see Appendix 2)
- Consider trialling longer green man time at key crossings

#### Five to Ten Year Plan Recommendations:

- Although traffic volume needs careful consideration, implement additional crossings and upgrade existing ones to meet the needs of older residents who want to travel actively across Tyburn

**14 | 4 = How many seconds of green person time at each crossing and number of stages**  
 (In this example there are two stages to the crossing, one with 14 seconds of green person time and then a second with 4 seconds of green person time)

**Figure 3.48: Crossings on main roads, accidents and active travel routes**



**KEY**

- School/Nursery
- Play Area
- Community
- Health
- Church
- Shops/Food
- Allotments
- Sports
- Green Space
- Major Severance
- Medium Severance
- Toucan/Pelican
- Zebra Crossing
- Bus Stops
- Surfaced Routes Walking/Cycling
- Surfaced Routes Walking
- Advisory Cycle Route
- Cycle Lane On Road
- Signed Cycle Route
- Canal Towpath Walking/Cycling
- Canal Ramp
- Canal Steps
- 533
- NCN
- Residential Character Area
- Retail/Industrial Character Area
- Led Walk Audits
- Crossing Warden
- Trip Zones
- Overgrown Planting Area

**COMMUNITY FUND**

**sustrans**

**Age Friendly Tyburn (Crossings on Main Roads, Accidents & Active Travel Routes)**

**Years**  
 5 of 20 years selected

**Severity**  
 Fatal  
 Serious  
 Slight

**Casualty Types:**  
 Pedal Cycle Casualty

**Vehicles Involved:**  
 All Vehicle Types

Accident Data: Crashmap.co.uk

**Years**  
 5 of 20 years selected

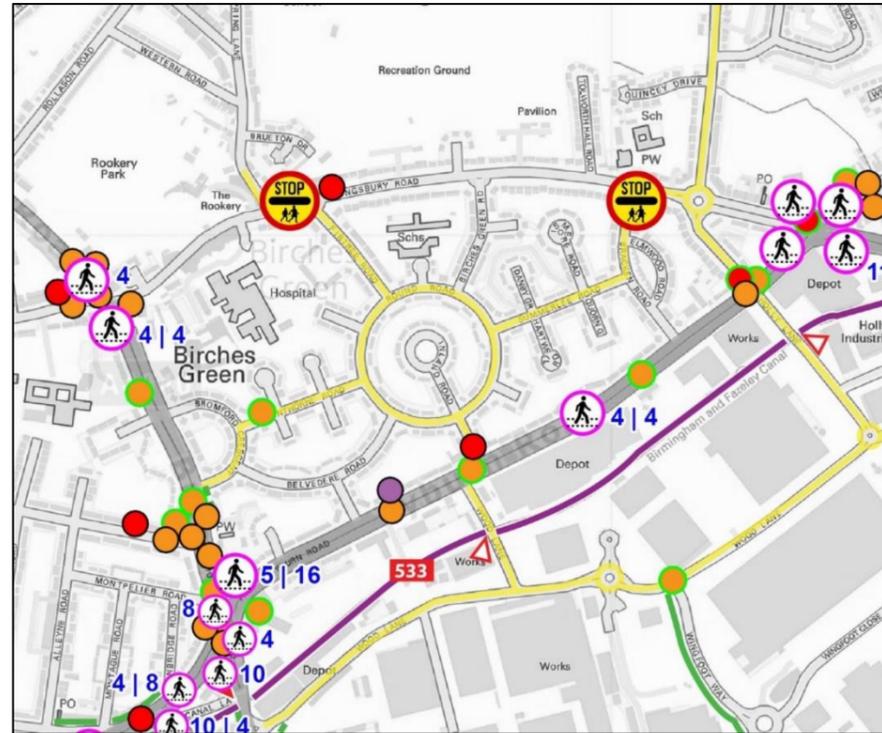
**Severity**  
 Fatal  
 Serious  
 Slight

**Casualty Types:**  
 Pedestrian Casualty

**Vehicles Involved:**  
 All Vehicle Types

Accident Data: Crashmap.co.uk

### 3.14.2 Birches Green conclusions



- There are no designated crossing points on Kingsbury Road making the school crossing patrols vital for the two schools which adjoin this stretch of road (see figure 3.51).
- There are limited crossing points on the A38, and there are only traffic lights to support the advisory cycle routes to Holly and Wood Lanes (see figure 3.50). This restricts access to the canal and the potential active travel route into The Fort Shopping Park. There have been accidents at these junctions involving pedestrians and cyclists.
- There have been numerous accidents on Bromford Road and the A38/Kingsbury Road junction highlighting the importance of the signalised crossing recommendations in section 3.14.1 (see figures 3.52 and 3.53).

#### Project Trials & Quick Win Recommendations:

- Deliver a trial that highlights the need for and role of crossing points adjacent to the two primary schools. There is scope to improve the usability of the advisory cycle lanes as part of the trial

#### Five to Ten Year Plan Recommendations:

- To tie in with the destination mapping recommendations, implement crossing points and active travel routes which prioritise the safety of cyclists and pedestrians
- There is scope to green the active travel routes which will improve the neighbourhood's environment, particularly as it currently has limited green space

Figure 3.49: Birches Green mapping (refer to 3.48 for key and context)



Figure 3.50: Limited and poor A38 crossing points



Figure 3.51: No crossings on Kingsbury Road



Figure 3.52: Bromford Road accidents at crossings



Figure 3.53: A38 accidents at crossings

### 3.14.3 Castle Vale conclusions

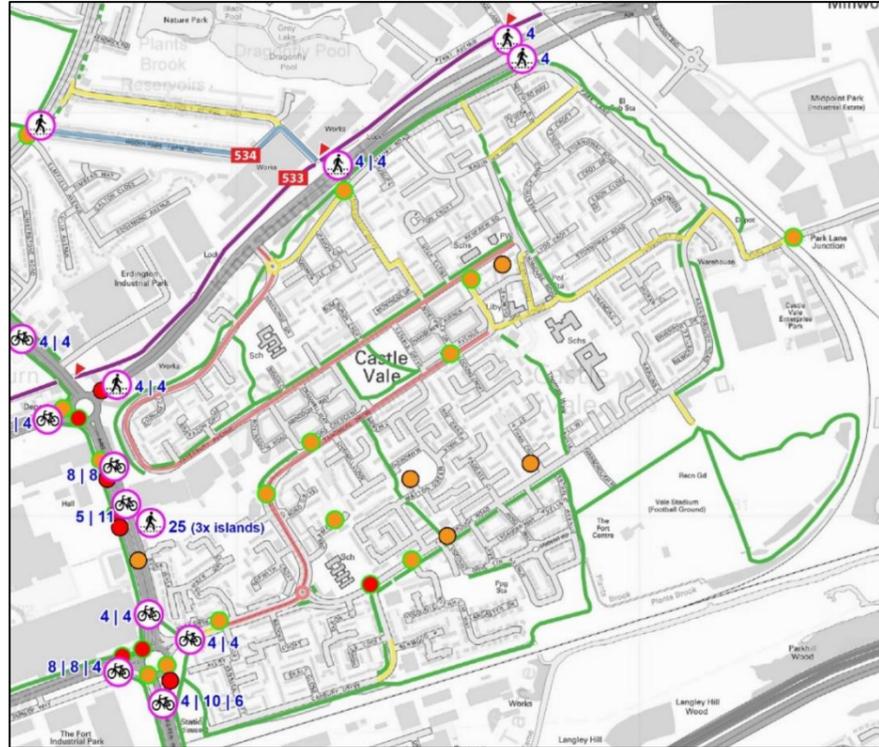


Figure 3.54: Castle Vale mapping (refer to 3.48 for key and context)

- Compared to other Tyburn character areas, there is a high level of accidents within the neighbourhood, especially on linear feeder roads (see figure 3.55).
- The neighbourhood is well catered for in relation to active travel routes contributing to the estate's walkability (see figure 3.56).
- Travelling west out of the estate is restricted by Chester Road and the Jaguar Land Rover works (see figure 3.58).
- The A38 restricts walking and cycling access to the canal and other northern destinations including Pype Hayes Park (see figure 3.57).
- There have been numerous accidents on Chester Road's crossing points, highlighting the importance of the signalised crossing recommendations in section 3.14.1 (see figure 3.58).

#### Project Trials & Quick Win Recommendations:

- Deliver trials on the linear feeder roads that contribute to the safety of cyclists and pedestrians using the street. This could link with the Yatesbury Drive destinations trials

#### Five to Ten Year Plan Recommendations:

- To tie in with the destination mapping recommendations, implement crossing points and active travel routes which prioritise the safety of cyclists and pedestrians on the A38 and Chester Road



Figure 3.55: Neighbourhood linear feeder road



Figure 3.56: Existing active travel routes

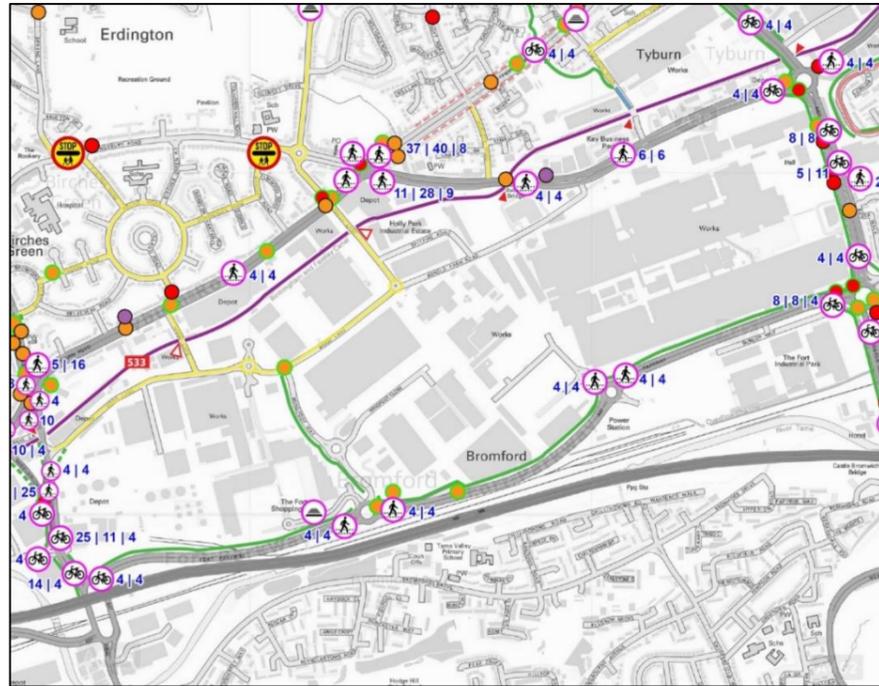


Figure 3.57: Poor active travel provision along the A38



Figure 3.58: West to east movement restricted

### 3.14.4 Bromford Industrial Area conclusions



- Access to the canal and its potential as a key active travel route is restricted by the step only access on Wood and Holly Lanes (see figure 3.63).
- Walking and cycling routes in this location are impacted by the high number of lorries accessing industrial units, which are causing the road surface to deteriorate (see figure 3.60).
- There isn't a signalised crossing on Wingfoot Way where it joins the A47. Visibility at this junction is restricted and there has been an accident at this location involving a cyclist (see figure 3.62).
- There is potential to develop an active travel route from the back of The Fort Shopping Park which links with the canal (see figure 3.61).

#### Project Trials & Quick Win Recommendations:

- Deliver events that highlight the potential active travel links with the canal and The Fort Shopping Park

#### Five to Ten Year Plan Recommendations:

- Implement segregated cycle routes to reduce the impact of lorries, and link these routes with the canal (implementing ramp access) and The Fort Shopping Park's walking links
- Install a signalised crossing on Wingfoot Way where it joins the A47

Figure 3.59: Bromford area mapping (refer to 3.48 for key and context)



Figure 3.60: High volume of HGVs



Figure 3.61: Active travel link from The Fort

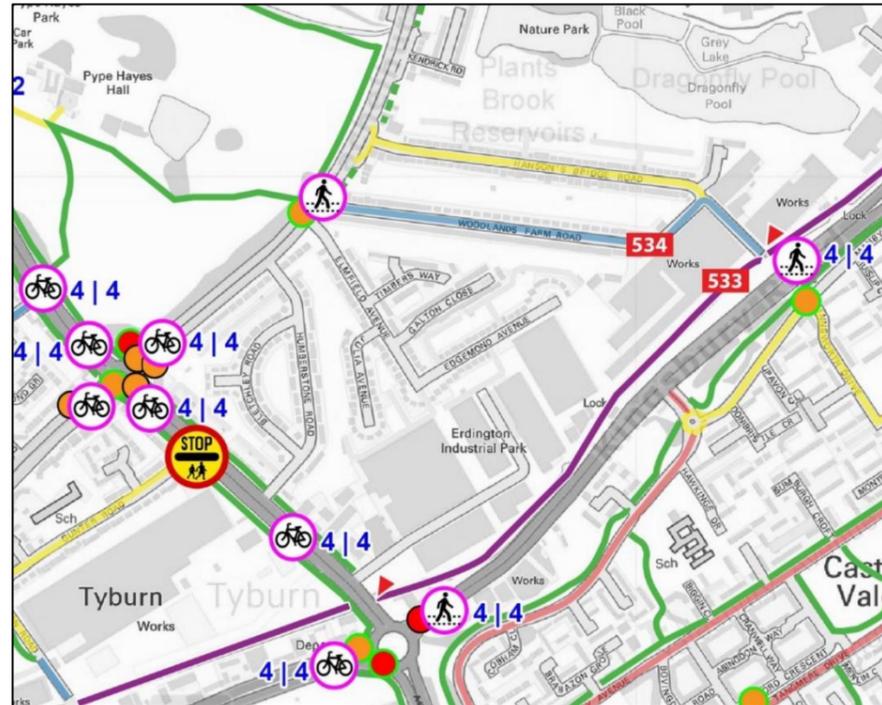


Figure 3.62: No Wingfoot Way crossing



Figure 3.63: Step access only to the canal

### 3.14.5 Pype Hayes East conclusions



- As touched on in the destinations section, movement within the neighbourhood is restricted as sections of the area aren't connected with active travel routes. The Erdington Industrial Park also restricts movement south, with access limited to the Woodlands Farm Road link over the canal. This link is important as an active travel route for Castle Vale residents to access Pype Hayes Park (see figure 3.67 and 3.68).
- Although not shown on current mapping, a shared use route has been signed on the north side of the A38. This route is unusable due to the high number of kerbs cutting across the path (see figure 3.65).
- There is limited green person time on the busy road crossings that adjoin this neighbourhood. There are also a high number of accidents at the two adjoining roundabouts on Chester Road (see figure 3.66). Again, this highlights the relevance of the recommendations in section 3.14.1.

#### Project Trials & Quick Win Recommendations:

- Deliver events that highlight the potential active travel links with the canal and Castle Vale

#### Five to Ten Year Plan Recommendations:

- To tie in with the destination mapping recommendations, implement crossing points and active travel routes which prioritise the safety of cyclists and pedestrians on the A38, Chester Road and the B4148
- Where possible, implement active travel routes within the neighbourhood which will encourage walking and cycling movement

Figure 3.64: Pype Hayes East mapping (refer to 3.48 for key and context)



Figure 3.65: No dropped kerbs on the A38 shared path



Figure 3.66: Accidents at Chester Rd roundabouts

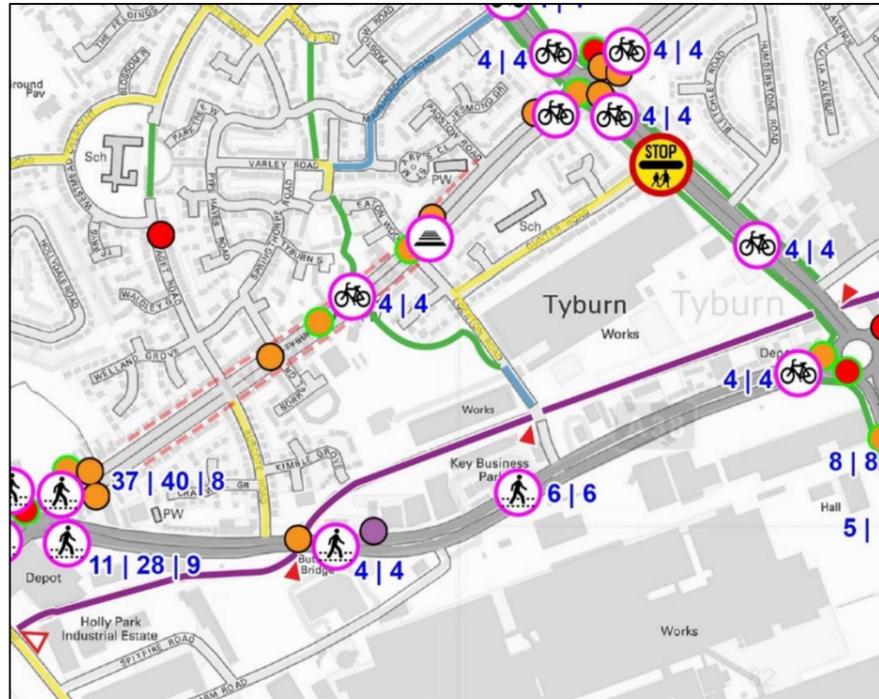


Figure 3.67: Restricted neighbourhood routes



Figure 3.68: Important canal link for Pype Hayes Park

### 3.14.6 Pye Hayes South conclusions



- As touched on in the destinations section, movement within Pye Hayes South is restricted as the standalone residential developments that form this neighbourhood aren't connected by active travel walking and cycling routes (see figure 3.73).
- There are a high number of accidents on the B4148 involving cyclists and pedestrians. Destinations on this linear route include Sorrel Park and a doctor's surgery (see figure 3.70 and 3.71).
- There is limited green person time on the busy road crossings that adjoin this neighbourhood. There are also a high number of accidents at the two adjoining roundabouts on Chester Road, and the complicated crossing by Aldi where the A38 and B4148 meet (see figure 3.70). Again, this highlights the relevance of the recommendations in section 3.14.1.

#### Project Trials & Quick Win Recommendations:

- Deliver events that highlight the potential active travel links with the Canal and Castle Vale, reducing use of the main roads for walking/cycling

#### Five to Ten Year Plan Recommendations:

- To tie in with the destination mapping recommendations, implement crossing points and active travel routes which prioritise the safety of cyclists and pedestrians on the A38, Chester Road and B4148
- Where possible, implement active travel routes within the neighbourhood which will encourage walking and cycling movement within the estate (including links to Sorrel Park)

Figure 3.69: Pye Hayes South mapping (refer to 3.48 for key and context)



Figure 3.70: High level of B4148 accidents



Figure 3.71: Limited green person time on A38/B4148

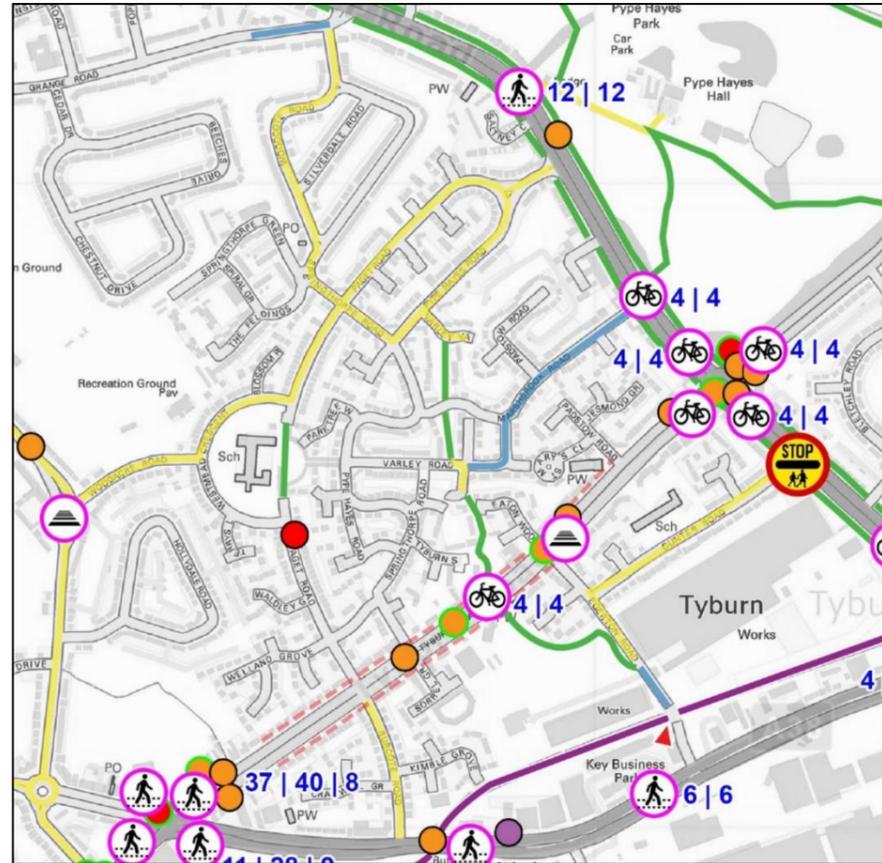


Figure 3.72: Existing canal access at Butlers Bridge



Figure 3.73: Disconnected residential developments

### 3.14.7 Pype Hayes North conclusions



- Like Castle Vale, this neighbourhood incorporates active travel routes making the area more appealing for cyclists and walkers. There has only been one accident within the neighbourhood over the last five years (see figures 3.76 and 3.78).
- There is scope to improve crossings and active travel routes with Pype Hayes South and Pype Hayes Park. These links will also benefit neighbouring areas (see figure 3.77).
- Hollydale Road could be better connected to the neighbourhood with more direct active travel links (see figure 3.75).

#### Project Trials & Quick Win Recommendations:

- Deliver events that encourage the use of the existing active travel routes within the estate and the neighbouring destinations that these link with, including Pype Hayes Park

#### Five to Ten Year Plan Recommendations:

- To tie in with the destination mapping recommendations, implement crossing points and active travel routes which prioritise the safety of cyclists and pedestrians on Chester Road and the B4148. Improvements to these crossing points will benefit this neighbourhood and longer active travel journeys to destinations including Sorrel Park and Pype Hayes Park
- Investigate walking and cycling links to better connect Hollydale Road with the overall neighbourhood

Figure 3.74: Pype Hayes North mapping (refer to 3.48 for key and context)



Figure 3.75: Hollydale Road is disconnected



Figure 3.76: Existing neighbourhood active travel routes



Figure 3.77: Improve links with Pype Hayes Park



Figure 3.78: Existing neighbourhood active travel routes

### 3.15 Noise levels mapping: Impacts and conclusions

There is increasing evidence that long-term environmental noise can have a negative influence on health. These effects can be physical and mental, and can adversely impact children’s learning. Recent research also shows that road traffic noise increases the risk of high blood pressure, which is a key consideration for Tyburn as road noise is the main cause of noise pollution (see figure 3.81). Older adults are also more vulnerable to noise pollution due to slower mental processing and sensory changes that take place in the ageing process. People living with dementia are at more risk as they struggle to process what is going on in their environment.

The World Health Organization (WHO) identified the following categories of the health effects of noise pollution:

- **Interference with spoken communication:** Noise pollution interferes with the ability to comprehend speech and may lead to a number of personal disabilities, handicaps and behavioural changes. These might include problems with concentration, fatigue, uncertainty, lack of self-confidence, irritation, misunderstandings, decreased working capacity, disturbed interpersonal relationships and stress reactions.
- **Sleep disturbances:** Uninterrupted sleep is known to be a prerequisite for good physiological and mental functioning in healthy individuals. Environmental noise is one of the major causes of disturbed sleep. When sleep disruption becomes chronic, the results are mood changes, fatigue, depression, a decrease in quality of performance and other long-term effects on well-being.
- **Cardiovascular disturbances:** The nervous system can be temporarily, and even permanently affected by noise, acting as a biologic stressor, triggering a negative response to the cardiovascular system and increasing the risk of cardiovascular disease.
- **Disturbances in mental health:** Noise can accelerate and even intensify the development of mental disorders, but it is not a direct cause of mental illness. The elderly and those with underlying depression may be particularly vulnerable to these effects because they may lack adequate coping mechanisms.
- **Impaired task performance:** Noise pollution impairs task performance at school and at work, increases errors, and decreases motivation. Reading attention, problem solving and memory are most strongly affected by noise. Two types of memory deficits have been identified under experimental conditions; recall of subject content and recall of incidental details.

The noise pollution from the main roads that cut through Tyburn could be having long-term impacts on the health of residents, especially older people. In the short-term, the road noise makes the adjoining areas unpleasant to pass through, and adds an invisible barrier to the active travel routes which need to cross these busy roads. This impact was evident during a walking audit with our Project Champions which included Chester Road by Castle Vale Retail Park and the Birmingham & Fazeley Canal. As a group, there was relief to reach the canal, as the preceding road noise meant that they weren’t able to chat and share their thoughts (see figures 3.79 and 3.80).



Figure 3.79: Noise from Chester Road impacts Project Champions



Figure 3.80: Welcome break from traffic noise by the canal

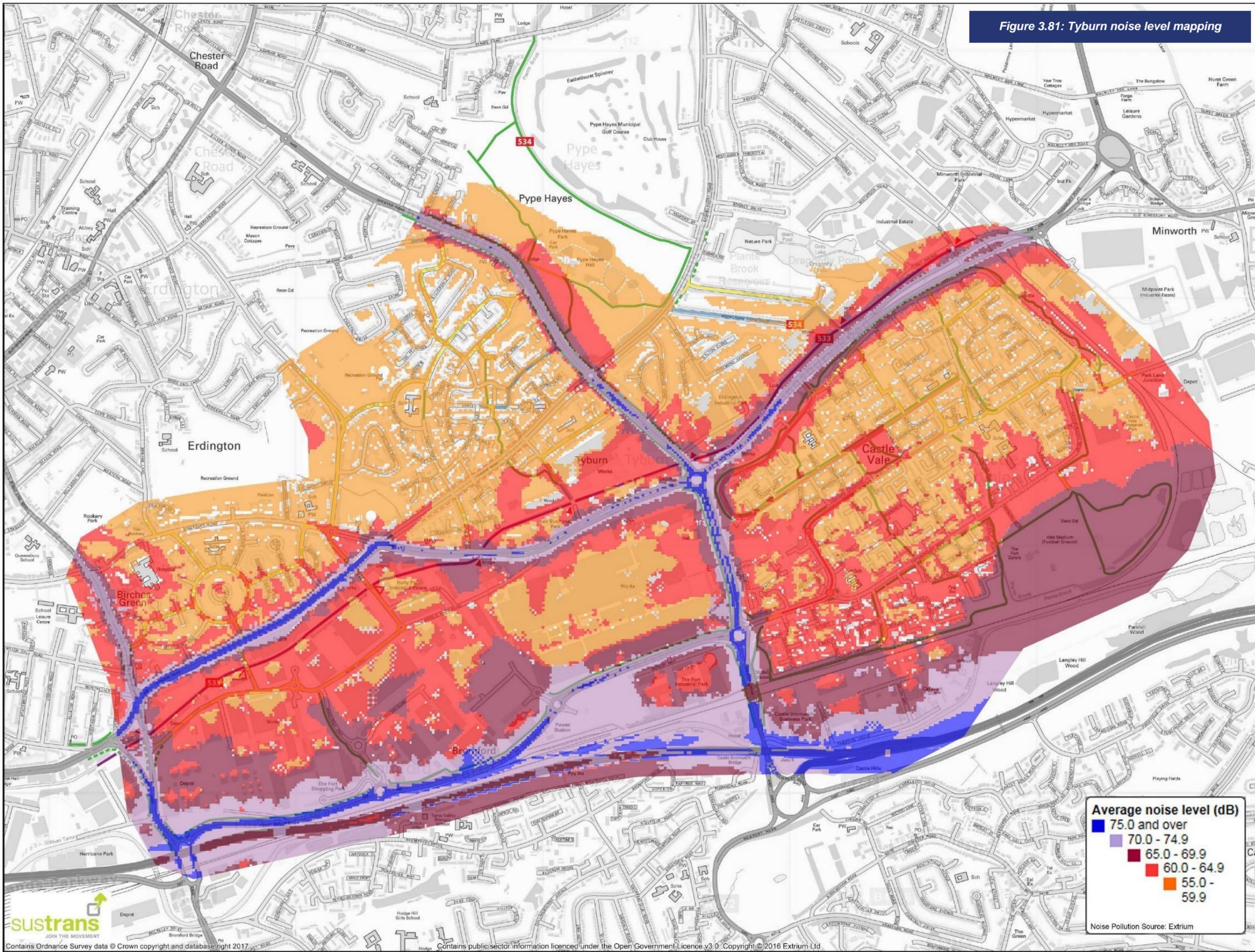
**Project Trials & Quick Win Recommendations:**

- Promote quieter active travel routes which minimise contact with the main roads that cut through Tyburn

**Five to Ten Year Plan Recommendations:**

- Minimising contact with the noise generated by vehicles should be considered when developing active travel routes and social meeting spaces across Tyburn

Figure 3.81: Tyburn noise level mapping



**Average noise level (dB)**

- 75.0 and over
- 70.0 - 74.9
- 65.0 - 69.9
- 60.0 - 64.9
- 55.0 - 59.9

Noise Pollution Source: Extrinsic

**KEY**

- School/Nursery
- Play Area
- Community
- Health
- Church
- Shops/Food
- Allotments
- Sports
- Green Space
- Major Severance
- Medium Severance
- Toucan/Pelican
- Zebra Crossing
- Bus Stops
- Surfaced Routes Walking/Cycling
- Surfaced Routes Walking
- Advisory Cycle Route
- Cycle Lane On Road
- Signed Cycle Route
- Canal Towpath Walking/Cycling
- Canal Ramp
- Canal Steps
- 533
- NCN
- Residential Character Area
- Retail/Industrial Character Area
- Led Walk Audits
- Ca
- Crossing Warden

**AGE FRIENDLY TYBURN (Noise Levels)**

AGING BETTER™ BIRMINGHAM

NATIONAL LOTTERY FUNDED

### 3.16 Air quality mapping: Impacts and conclusions

Birmingham City Council acknowledges that Tyburn, as well as other parts of the city, experiences air pollution which breaks legal limits. The Council has therefore declared the whole of Birmingham as an Air Quality Management Area. The Department for the Environment Food & Rural Affairs (DEFRA) has also required Birmingham to tackle harmful and illegal levels of air pollution. This has seen the proposed introduction of a Clean Air Zone covering Birmingham City Centre.

There are two forms of air pollution that are of greatest concern. The first is particulate matter (PMs) which comprises solid or liquid particles. They vary in size but the smaller they are, the more dangerous they are. The second air pollution concern is the gases Nitrous Oxide (NOx) and Nitrous Dioxide (NO2). Together these gases are known as NOx. There is no safe level for PMs or NOx of these pollutants. However, there are levels that are illegal. NOx in Tyburn has recently been measured as illegal as it is over 40ug/m<sup>3</sup> (see table below). Road traffic and motor vehicle engines are the main contributor of both these pollutants in urban areas.

Public Health England (PHE) and the World Health Organisation (WHO) have identified the following categories of health effects resulting from poor air quality:

- **Respiratory:** impact on the development of the lungs in the young, increased risk of asthma attacks and difficulty breathing.
- **Cardiovascular:** increased risk of heart attacks as pollutants can cause blockages and weaken the heart.
- **Strokes:** increased risk of strokes as particles enter the blood stream, build up and then can cause a stroke.
- **Cancer:** particles in the blood stream can affect all organs in the body.
- **Cognitive abilities including dementia:** particles enter the blood stream and there is a link with reduced mental ability and the early onset of dementia.

The air pollution from the main roads that cut through Tyburn (see figure 3.83) is having long-term impacts on the health of residents, especially older people. In the short-term, air pollution makes the adjoining areas unpleasant to pass through and adds a barrier to the active travel routes which cross these busy roads.

#### Nitreous Dioxide: Tyburn Annual Statistics for 2016

<b>Annual Hourly Mean (to date)</b>	43	µg/m <sup>3</sup>	Ratified	68% Data capture
<b>Max Daily Mean</b>	131	µg/m <sup>3</sup>	Ratified	68% Data capture
<b>Max Hourly Mean</b>	223	µg/m <sup>3</sup>	Ratified	68% Data capture



Figure 3.82: Congestion on Chester Road at the Birmingham & Fazeley Canal Bridge

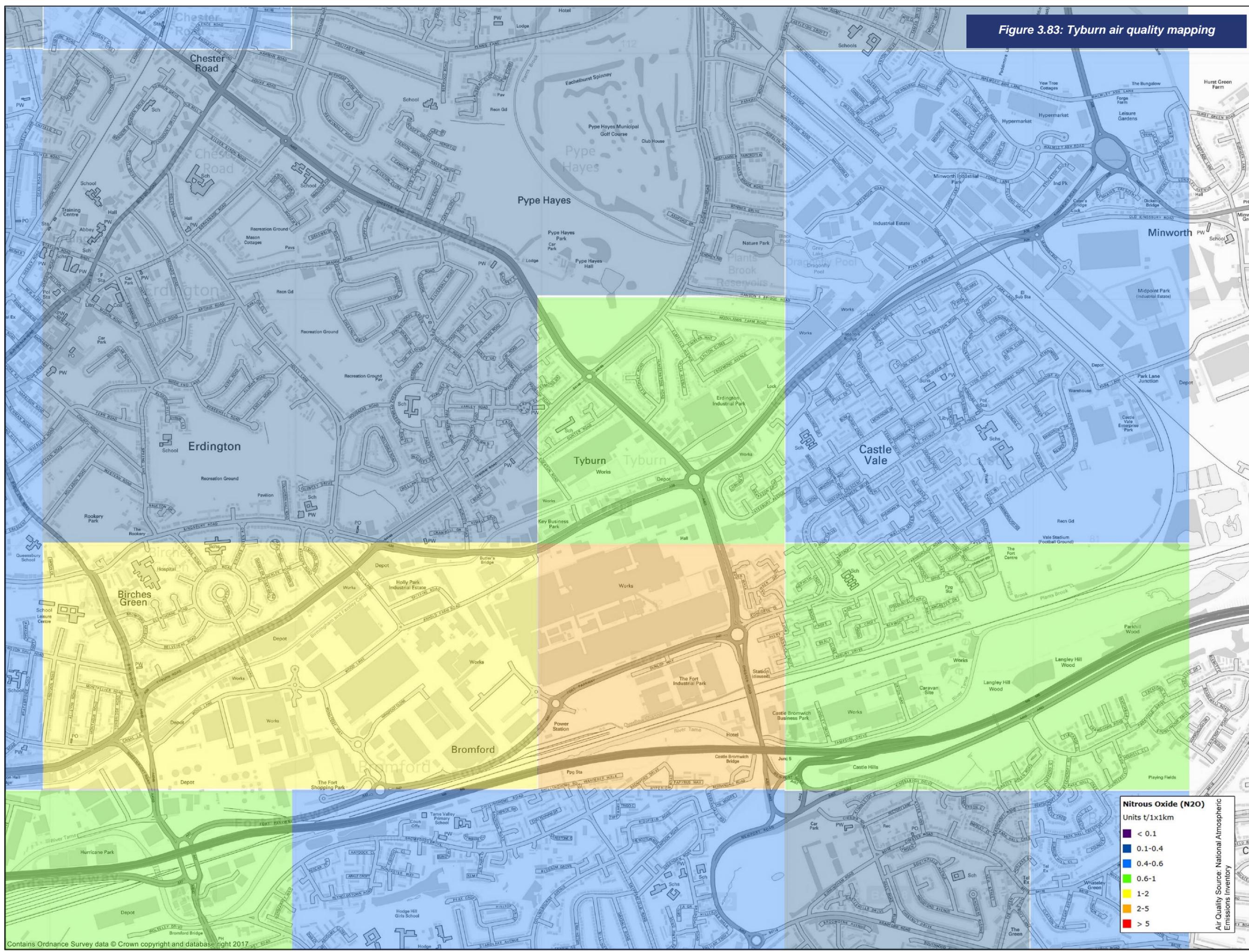
#### Project Trials & Quick Win Recommendations:

- Promote active travel routes which minimise contact with the cars using the main roads that cut through Tyburn and are the source of poor air quality

#### Five to Ten Year Plan Recommendations:

- Minimising contact with the pollution generated by vehicles should be considered for the active travel routes and social meeting spaces which are developed across Tyburn

Figure 3.83: Tyburn air quality mapping



**KEY**

- School/Nursery
- Play Area
- Community
- Health
- Church
- Shops/Food
- Allotments
- Sports
- Green Space
- Major Severance
- Medium Severance
- Toucan/Pelican
- Zebra Crossing
- Bus Stops
- Surfaced Routes Walking/Cycling
- Surfaced Routes Walking
- Advisory Cycle Route
- Cycle Lane On Road
- Signed Cycle Route
- Canal Towpath Walking/Cycling
- Canal Ramp
- Canal Steps
- NCN
- Residential Character Area
- Retail/Industrial Character Area
- Led Walk Audits
- Crossing Warden
- Trip Zones
- Overgrown Planting Area

**Nitrous Oxide (N2O)**  
Units t/1x1km

- < 0.1
- 0.1-0.4
- 0.4-0.6
- 0.6-1
- 1-2
- 2-5
- > 5

Air Quality Source: National Atmospheric Emissions Inventory

Age Friendly Tyburn (Air Quality)

Contains Ordnance Survey data © Crown copyright and database right 2017

### 3.17 Loneliness mapping

The Age UK heat map (see figure 3.84) shows the relative risk of loneliness across neighbourhoods in England. The relative risk of loneliness is based on the Census 2011 figures for the following factors:

- Marital status
- Self-reported health status
- Age
- Household size

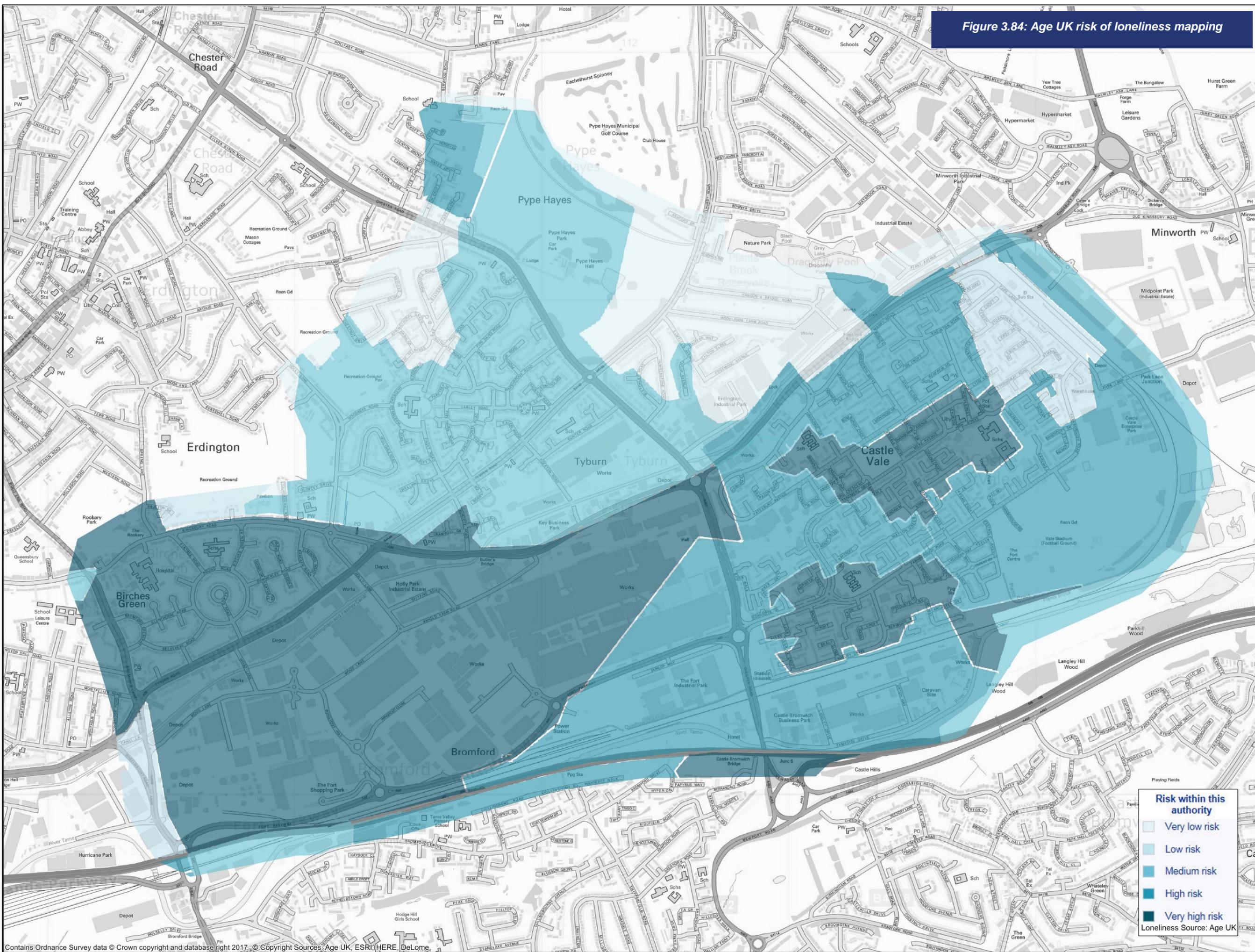
These four factors predict around 20% of the loneliness observed amongst older people aged 65 and over, as represented in the English Longitudinal Study of Ageing (ELSA). Age UK instruct users of this heat map to use local knowledge to help understand its results. Along with the indicators above, Age UK also highlights that the following neighbourhood characteristics are associated with being lonely in old age:

- Structures of buildings and streets
- Provision of local amenities
- Territorial boundaries

Coupled with the findings of the audit mapping, the Age UK findings can be put into context, highlighting the role that the neighbourhoods' characteristics could be playing in relation to loneliness risk. The table below summarises the Age UK information and audit findings, making some overall conclusions in relation to older residents' loneliness risk.

Character Area	Age UK Loneliness Risk Level (ref 3.81 map)	Neighbourhood Characteristics Contributing to or Reducing the Risk of Loneliness	Conclusions
Birches Green	Very high risk of loneliness	<ul style="list-style-type: none"> <li>✗ Limited green space</li> <li>✗ No community focused buildings or meeting points within the neighbourhood</li> <li>✗ Local amenities including shops are concentrated at the neighbourhood's boundaries which brings residents into contact with the negative impact of busy roads</li> <li>✗ Limited crossing points on the busy roads that define the neighbourhood</li> </ul>	The Age UK indicators highlight this neighbourhood as being very high risk for loneliness and the neighbourhood characteristics will be contributing to this risk.
Pype Hayes East	Very low risk with a section of medium risk	<ul style="list-style-type: none"> <li>✗ Limited green space</li> <li>✗ No community focused buildings or meeting points within the neighbourhood</li> <li>✗ Local amenities including shops are concentrated at the neighbourhood's boundaries which brings residents into contact with the negative impact of busy roads</li> <li>✗ Limited crossing points on the busy roads that define the neighbourhood</li> </ul>	The Age UK indicators highlight this neighbourhood as being mainly very low risk, with a section of medium risk. However, the built environment characteristics listed will be contributing to the risk of loneliness.
Pype Hayes South	Medium risk of loneliness	<ul style="list-style-type: none"> <li>✗ Severance within the neighbourhood caused by no active travel routes between residential developments that form this neighbourhood</li> <li>✗ The busy roads that adjoin the area have limited crossing points</li> <li>✗ Nearest health care facilities require residents to cross a busy road where there have been a high number of accidents</li> </ul>	The Age UK indicators highlight this neighbourhood as being medium risk but apart from Sorrel Park and limited community focused destinations, the built environment factors will be contributing to the risk of loneliness.
Pype Hayes North	Medium and very low risk of loneliness	<ul style="list-style-type: none"> <li>✓ Provision of green space with facilities including play areas, allotments and sports</li> <li>✓ Some community focused buildings which provide local people with meeting points</li> <li>✓ Integrated walking and cycling infrastructure</li> <li>✗ The busy roads that adjoin the area have limited crossing points and create a barrier to accessing Pype Hayes Park</li> </ul>	The Age UK indicators highlight this neighbourhood as being medium and very low risk. However the positive characteristics of this neighbourhood can help reduce the loneliness risk.
Castle Vale	High risk with sections of very high and low risk	<ul style="list-style-type: none"> <li>✓ Good provision of green space with facilities including play areas, allotments and sports</li> <li>✓ Community focused buildings which provide local people with meeting points</li> <li>✓ Integrated walking and cycling infrastructure</li> <li>✗ Severance within the neighbourhood caused by the linear feeder roads</li> <li>✗ The busy roads that adjoin the area have limited crossing points</li> </ul>	The Age UK indicators highlight this neighbourhood as being mainly high risk with sections of very high and low risk. However, the positive characteristics of this neighbourhood can help reduce the loneliness risk.

Figure 3.84: Age UK risk of loneliness mapping



KEY

[Symbol]	School/Nursery
[Symbol]	Play Area
[Symbol]	Community
[Symbol]	Health
[Symbol]	Church
[Symbol]	Shops/Food
[Symbol]	Allotments
[Symbol]	Sports
[Symbol]	Green Space
[Symbol]	Major Severance
[Symbol]	Medium Severance
[Symbol]	Toucan/Pelican
[Symbol]	Zebra Crossing
[Symbol]	Bus Stops
[Symbol]	Surfaced Routes Walking/Cycling
[Symbol]	Surfaced Routes Walking
[Symbol]	Advisory Cycle Route
[Symbol]	Cycle Lane On Road
[Symbol]	Signed Cycle Route
[Symbol]	Canal Towpath Walking/Cycling
[Symbol]	Canal Ramp
[Symbol]	Canal Steps
[Symbol]	NCN
[Symbol]	Residential Character Area
[Symbol]	Retail/Industrial Character Area
[Symbol]	Led Walk Audits
[Symbol]	Ca
[Symbol]	Crossing Warden
[Symbol]	Trip Zones
[Symbol]	Overgrown Planting Area

**Risk within this authority**

- Very low risk
- Low risk
- Medium risk
- High risk
- Very high risk

Loneliness Source: Age UK

**Age Friendly Tyburn (Loneliness Risk)**



## 4. Role of the community and engagement findings

### 4.1 Development of community engagement plan

From September 2018, a community engagement programme was initiated. As mentioned in the introduction, co-design and collaboration with the community is at the heart of Sustrans' placemaking work. We take the community on the journey, involving and engaging them on what they would like to see happen, and what would make a difference for them from the project.

Throughout Stage 1 of the project, the Project Officer attended existing events to build up a presence and develop an understanding of the project area and the activities that occur within it. Relationships have been developed with the Ageing Better Tyburn Hub, the Community Organisers Scheme and other community projects and activities within the project area, including lunch clubs, social clubs, bingo events and coffee mornings all aimed at over 50s. Whilst attending these various events and activities, information about the project was shared with residents and local community members as a means to recruit some volunteers to be co-designers on the project.

Following this and throughout Stage 2, a series of more in-depth workshops and events were held to gather audit and mapping information from the community, as well as their hopes, aspirations and ideas for quick wins and trials. These events have taken various formats including pop-ups in public spaces, such as on the street or in the foyer of Lidl; delivering shorter workshops at an existing community event such as a lunch club; and led walks featuring an audit of the route, lunch and discussion on ideas for quick wins and trials afterwards (see sections 4.4 to 4.8 for the community's audit results).

During Stage 2, many of the contributing volunteers became more involved with the project. They started to really feel connected to the initiative and have now become Project Champions. They hope to see the project through, being part of the quick wins and the longer term trials to assist with installing and monitoring.



Figure 4.1: Pop-up mapping session at Lidl



Figure 4.2: Example of Project Champions route audit



Figure 4.3: Mapping and developing ideas for Tyburn workshop

## 4.2 Volunteer demographics

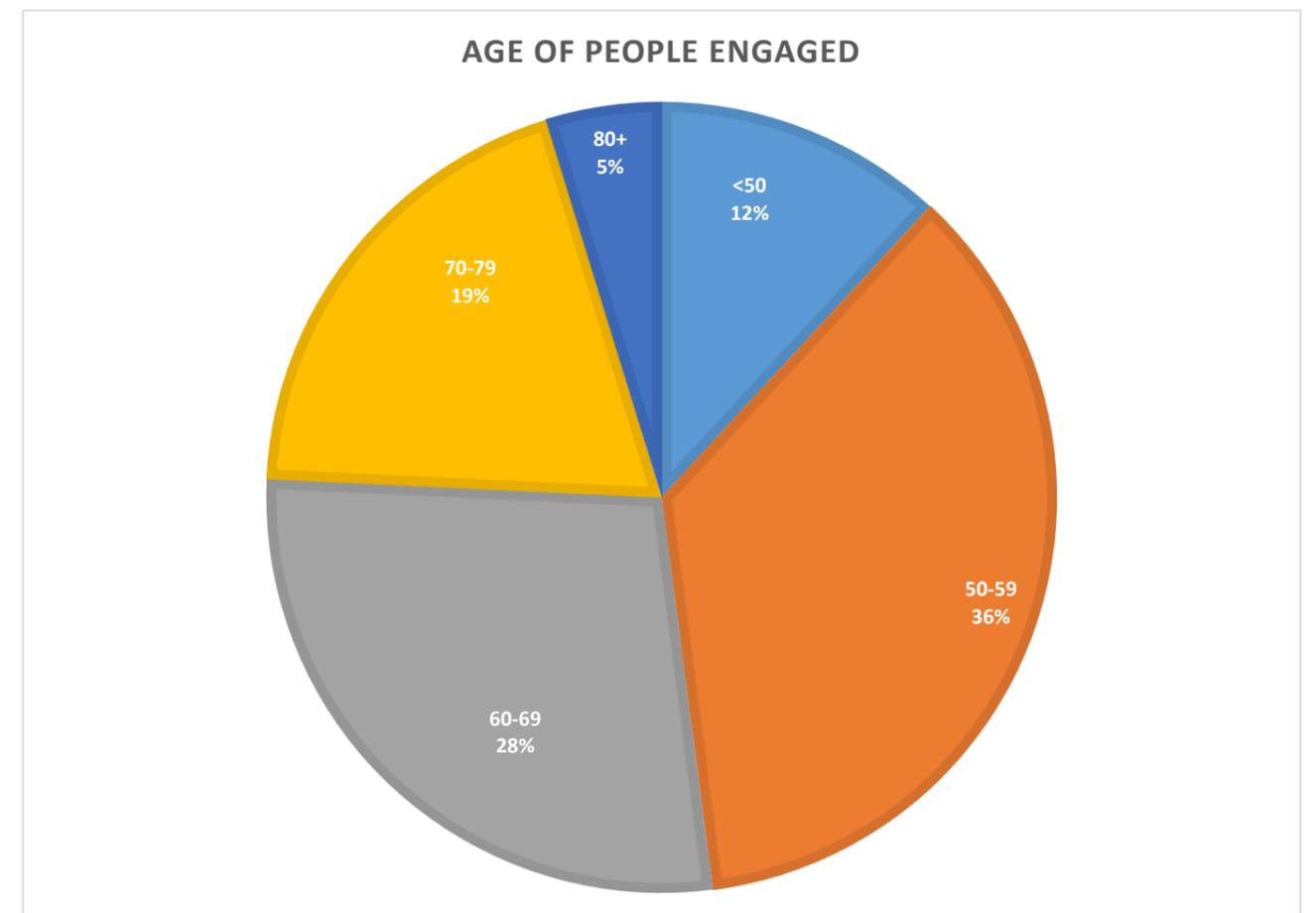
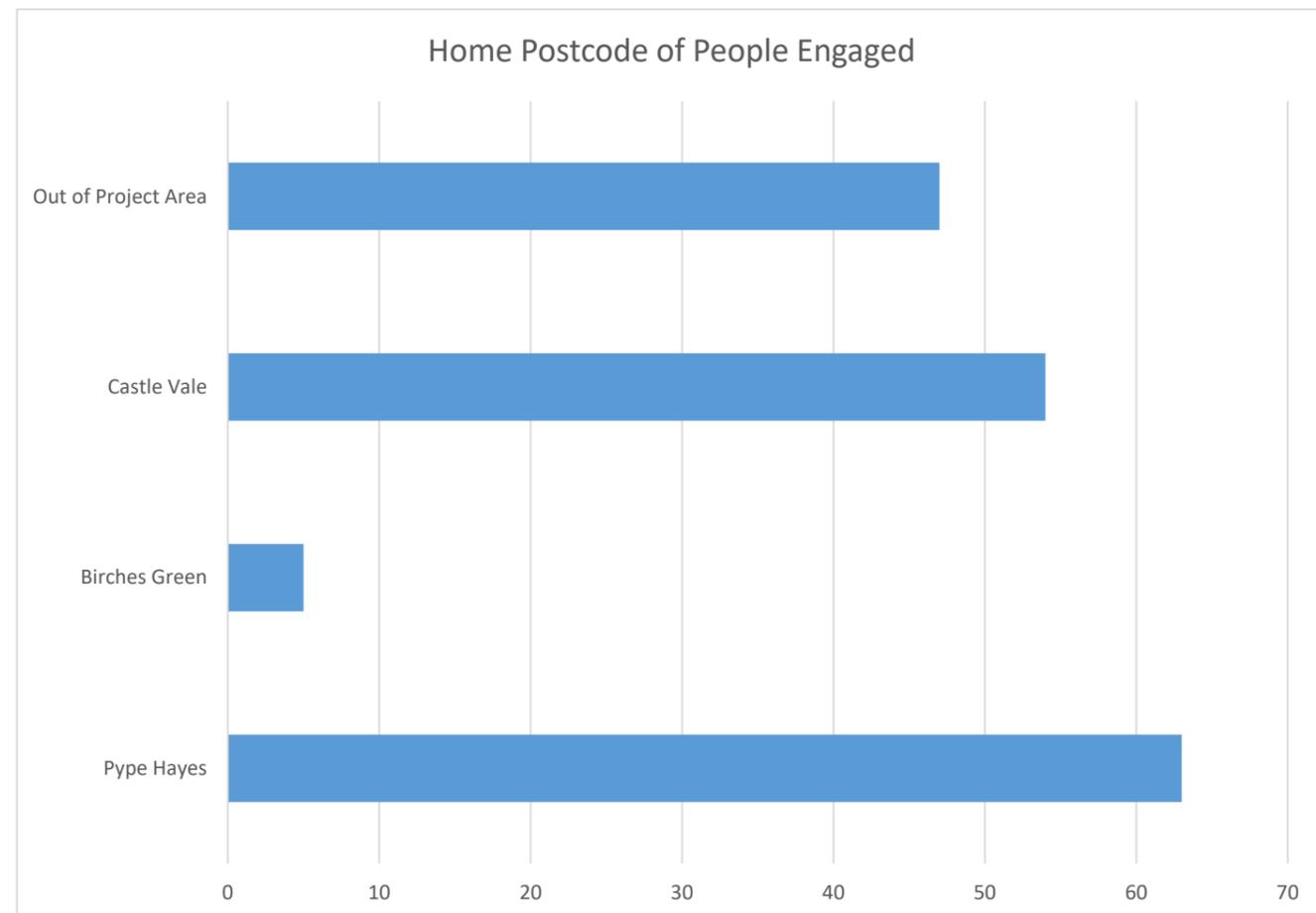
Participants and volunteer attendance was recorded at each event and activity to gain an understanding of who was engaging with the project.

- Across all the events, 169 people have been engaged and have contributed to a workshop or a pop-up
- 39 of the 169 have signed up to participate further
- Amongst the 39 that have signed up, 13 have been active on multiple occasions and are keen to continue participating further to see the project progress
- Of those 13, five are from Pype Hayes, seven are from Castle Vale and one lives just outside the project boundaries
- Other demographic data shows that the ratio of men to women who we've spoken to is almost equal, with 51% of the people to whom we have spoken being female

Following consultation with Leon Quinn who is leading on the monitoring and evaluation of the project, it was decided that a question related to disability should be included which showed that 27% of the people to whom we have spoken have a disability. However, since including the question, many people did not provide an answer, therefore the result is partly based on the information provided, and partly estimated from visible disabilities.

Ethnic diversity is limited, with 85% of people engaged from a White British background (again, in some cases where this was not answered, an estimate was used).

Initially most people engaged were from the Castle Vale area, with the activities in Castle Vale attracting more attendees in general. Those that are already Community Organisers have attended more than one event and are willing to work in other areas. However, there has been an increase in engagement from Pype Hayes postcodes due to running several pop-ups in outdoor locations such as Lidl and on Kingsbury Road. Birches Green is proving a little more difficult to engage due to a lack of community space to hold activities. The Community Organisers Scheme has recently held some more activities in the green spaces in Birches Green which have received some positive responses. We anticipate that the quick wins and improving weather should help to develop better relationships with Birches Green residents.



### 4.3 Events and workshops analysis

The first set of events and workshops were used to gather data of people's journeys in the local area, the routes that they already use, as well as journeys they would like to make but currently find too difficult due to the urban environment. This wave of workshops also undertook further community audits to gain a resident's perspective and evidence the findings of the audits undertaken by the project team. This included verifying the initial mapping data and plotting difficult aspects of the environment such as difficult crossings, speeding, or lack of seating. Following on from this, the second set of events looked to develop an understanding of the community's hopes and aspirations for the changes and ideas that residents would like to trial to make the area more 'age-friendly' and would go on to evidence longer term changes.

People's comments were recorded at each workshop or activity. These comments were collated and analysed. The following graph shows the categories and the percentage of the comments related to that category.

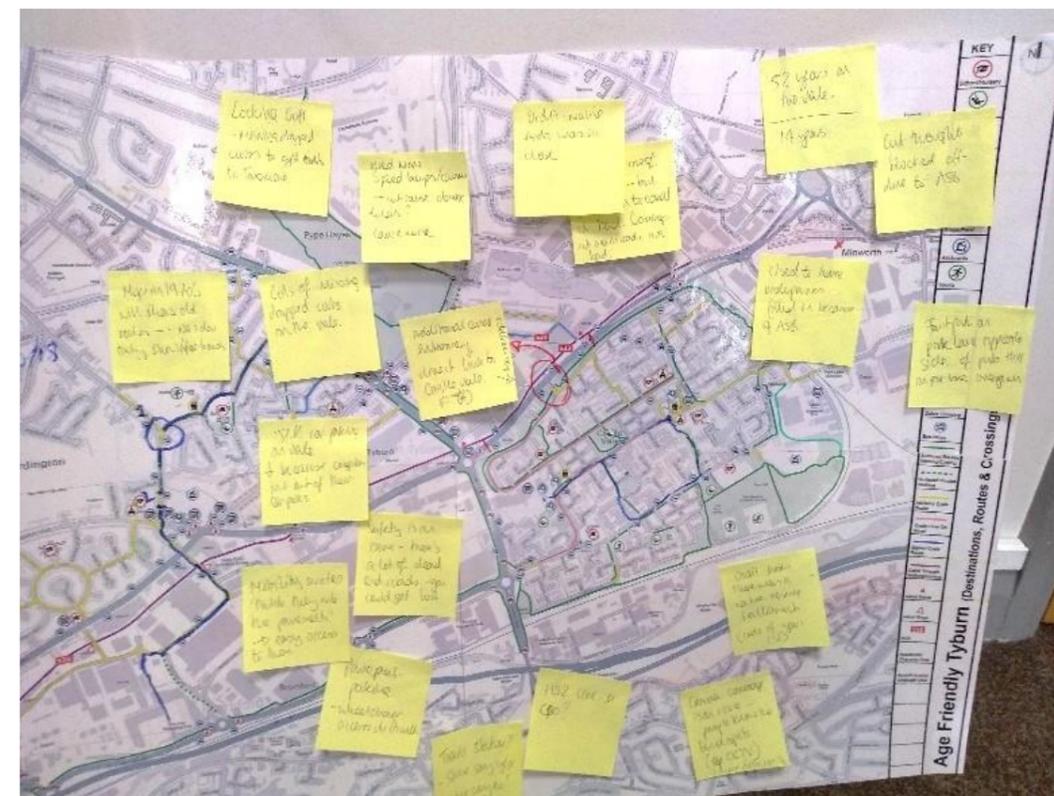
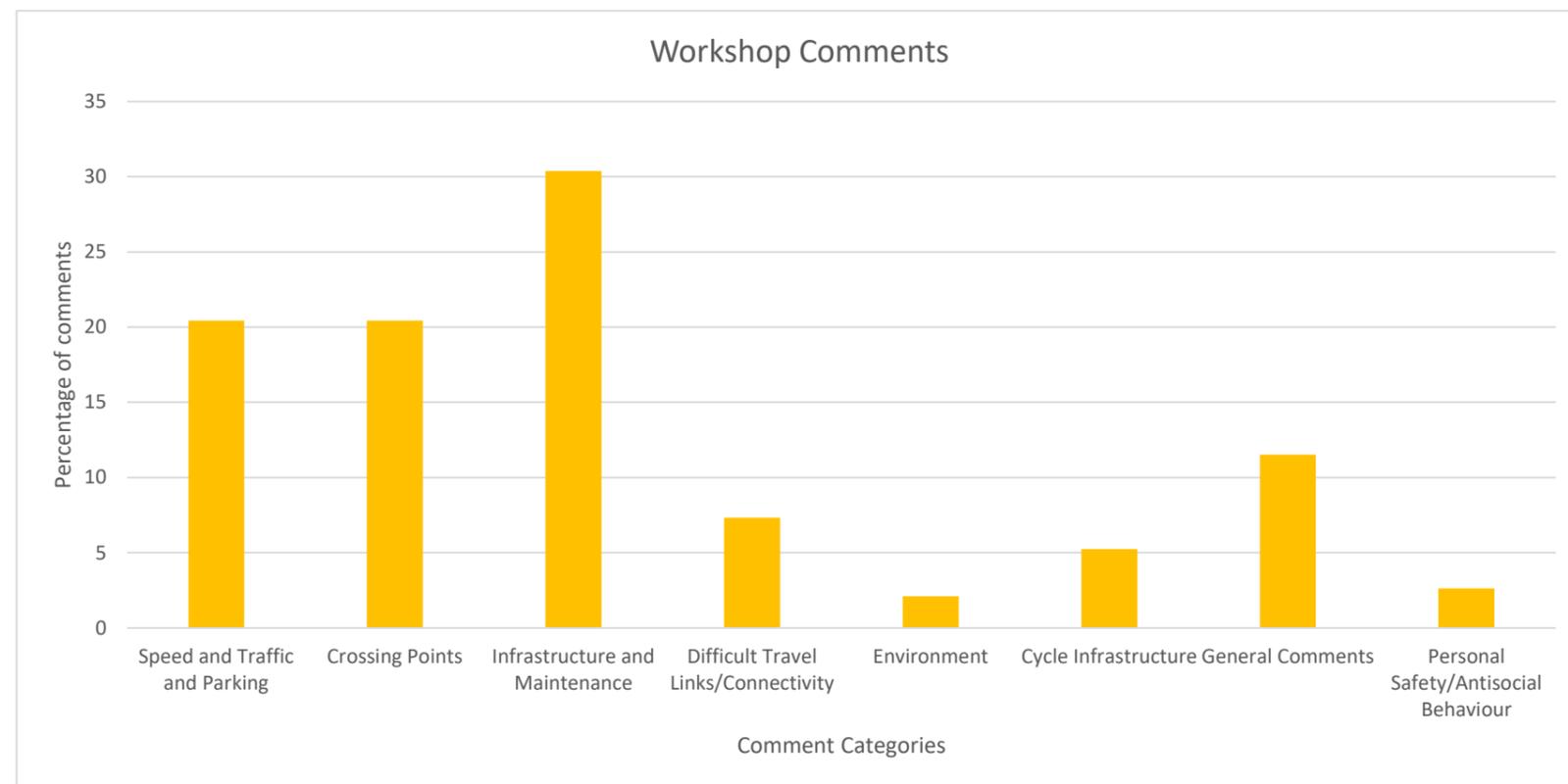


Figure 4.4: Example of feedback from Castle Vale focused workshop

The most comments were made about infrastructure and maintenance, with this category having just over 30% of the comments. This category included discussion about pavement surface and drainage, lack of signage and seating, as well as poor lighting and lack of public toilets. There were also comments about lack of maintenance, such as overgrown vegetation.

Crossing points and the impact of cars were the next two most popular categories, with 20% of the comments each. Crossing points have been the single most commented on issue. Originally comments on crossing points had been included in the infrastructure category, however on further analysis there were so many comments on the issue that it was felt necessary to draw them out into their own category. The comments included green person timings, waiting time for green man, narrow crossing refuges and a lack of crossings on some of the busier roads and junctions.

Speed, traffic and parking were of major concern to participants. This includes speeds that make certain roads feel unsafe and difficult to cross, as well as pavement parking and congestion which narrows usable space for wheelchairs, pushchairs and mobility scooters, blocks drop curbs and reduces visibility. Speeding was often reported on the larger arterial roads and the linear roads as well as those which are used as 'rat-runs'. Parking and congestion are often a problem at school drop off and pick up times.

Some of the other comments to highlight include those about poor or limited cycle infrastructure, the pollution and noise from traffic, difficult access to the canal, and fears of safety on the canal. There were comments on the lack of community space and activity in some parts of the project area as well as underuse of some of the green spaces. Bus connectivity and service level were also something many participants commented on.

An events log has been included overleaf to show the number and types of activities that have been delivered in the area to date.

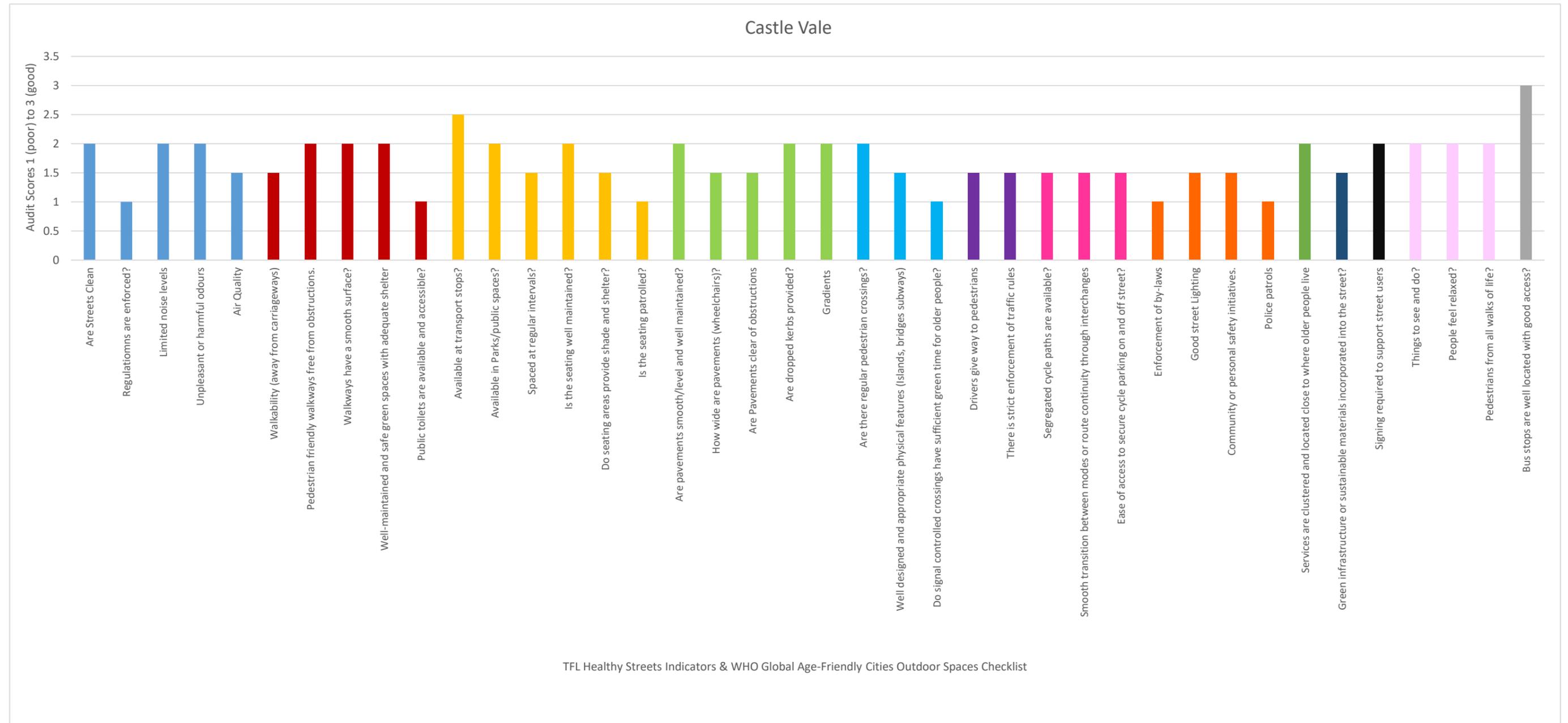
### 4.3.1 Community pop-up and workshops timetable

<b>Colour Key</b>	<b>Castle Vale</b>	<b>Pype Hayes</b>	<b>Birches Green</b>	<b>Not in Area</b>
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<b>Date</b>				
<b>Sep 18</b>	26/09/18 – Joined a led ride being run by the Easy Riders group who developed as part of Bike North Birmingham. Gave a project introduction to the group and invited them to participate in future workshops			
<b>Oct 18</b>	24/10/18 – Workshop using large maps of the area to develop an understanding of current and desired journeys with Community Organisers	25/10/18 – Pop-up workshop using large maps of the area to develop an understanding of current and desired journeys with John Taylor Hospice volunteers	29/10/18 – Audit ride and mapping workshop – a particular journey was audited with more detail than general area audits with Easy Riders	29/10/18 – Pop-up workshop using large maps of the area to develop an understanding of current and desired journeys with Spitfire Community Building lunch club attendees
	29/10/18 – Pop-up at Castle Vale Allotment Orchard Day to introduce the project to the allotment community	31/10/18 – Virtual audit walk to audit a particular journey in more detail with Community Organisers		
<b>Nov 18</b>	19/11/18 – Pop-up workshop using large maps of the area to develop an understanding of current and desired journeys as well as problems the participants face in the area with Day Unit patients at John Taylor Hospice			
<b>Dec 18</b>	04/12/18 – Led walk and audit of a particular route in detail from St Mary's Church in Pype Hayes with mixed group of volunteers from lunch clubs and Community Organisers			
<b>Jan 19</b>	09/01/19 – Pop-up at Lidl on Kingsbury Road talking to customers about their journey to the supermarket that day and journeys that they make in the area in general	16/01/19 – Discussion with a chair exercise group in Nechells. This is out of the project area but was a good discussion to enable some comparison of the needs of over 50s in another part of Birmingham to sense check the information being gathered	23/01/19 – Led walk and audit of a particular route in detail from St Peter's and St Paul's Church, Birches Green with mixed group of volunteers from lunch clubs and Community Organisers – Snow called off the walk, so an indoor workshop was held on ideas mapping for interventions	
<b>Feb 19</b>	26/02/19 – Pop-up at Lidl on Kingsbury Road talking to customers about their hopes for the area, what difficulties they face and what changes they would like to see	28/02/19 Pop-up outside Café 600 on Kingsbury Road talking to customers about their hopes for the area, what difficulties they face and what changes they would like to see		
<b>Mar 19</b>	11/03/19 – Pop-up workshop using large maps of the area to develop an understanding of current and desired journeys with ladies at Baughan House Chair Exercise Group	19/03/19 – Ideas mapping workshop and led walk with volunteers and Community Organisers in Castle Vale	28/03/19 – Pop-up outside on Kingsbury Road talking to customers about their hopes for the area, what difficulties they face and what changes they would like to see	29/03/19 – Table discussion at Spring Forward event run by Ageing Better. Participants were out of area, but again was useful to sense-check the information being received in the project area with other Birmingham experiences
<b>Apr 19</b>	16/04/19 – Joined the Library at Home service to meet and talk to local residents that find it difficult to get out and about and talk to them about the project	24/04/19 – Ideas mapping workshop and led walk with volunteers and Community Organisers in Birches Green		
<b>May 19</b>	02/05/19 – Led audit walk with Kier (Construction Company) to gain an engineering perspective on some of the issues we're looking at	29/05/19 – Pype Hayes ideas walk with volunteers and Community Organisers		

## 4.4 Castle Vale

### 4.4.1 Community audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Green
Roads	Cyan

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

#### 4.4.2 Community audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Castle Vale's strengths and weaknesses from the community's perspective. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The community felt that their estate was relatively quiet and didn't have strong odours and limited noise levels
	✗ Community audits showed a lot of litter around the Tyburn House roundabout and in the vegetation on the A38 bunding
<b>Green Spaces &amp; Walkways:</b>	✓ There are lots of pedestrian walkways within the estate although there is limited signage. There are several green spaces and children's play parks, although not enough sheltered seating
	✗ The pedestrian walkway elevated above Yatesbury Av is uneven with tree roots
<b>Outdoor Seating</b>	✗ There is no seating within the allotments or conservation area
<b>Pavements:</b>	✓ Pavements are in average condition with many 2m wide pavements and there are dropped curbs in most places – although a few are missing from pedestrian walkways
	✗ There is a steep gradient path up to the walkway on Yatesbury Av
<b>Roads:</b>	✗ The crossing points along the Chester Road, especially at Tyburn House roundabout have short green man times and Tyburn House has a narrow island
	✗ Pavement parking and congestion both at school drop off and pick up times as well as reports of JLR staff parking on the estate to avoid the congestion from their car parks
<b>Traffic:</b>	✗ Speeding along the linear roads is a major concern for residents
<b>Cycling:</b>	✓ There is cycling infrastructure available although a lack of cycle parking
	✗ Some of the cycling infrastructure is dated and there are several difficult transitions and some on carriageway routes which raised safety concerns due to speed of traffic
<b>Safety:</b>	✗ There aren't any police patrols and some residents have reported anti-social behaviour. Community perception was that there are pockets of unsafe areas
<b>Services:</b>	✓ Residents felt they had a lot of the services they needed on the estate. There is an active community and residents often reported not feeling the need to leave the estate which also led to residents sometimes not knowing the best routes to get off the estate
<b>Street Greening:</b>	✓ There is street greening, but in some cases vegetation needs maintenance
<b>Signage:</b>	✗ Residents talked about lack of signage on the pedestrian walkways and rights of way, including lack of signage to the canal
<b>Street Experience:</b>	✓ There are a good few things to do in the neighbourhood
<b>Public Transport:</b>	✓ There are good bus links, although some residents reported some long waits for buses



Figure 4.5: Project Champions mapping and auditing Castle Vale

#### Project Trials & Quick Win Recommendations:

- Temporarily reclaim carriageway on linear routes such as Yatesbury Av to highlight speeding, traffic, congestion and pavement parking
- Encourage more community activity with events, parties and activities in Centre Park and by the 'Baby' – the statue close to the retail park (Sainsbury's)
- Temporary crossing points to slow speed and highlight a need for a safer crossing point
- Seating in conservation area on the South East corner of the estate
- Cut back overgrown vegetation on Yatesbury Av

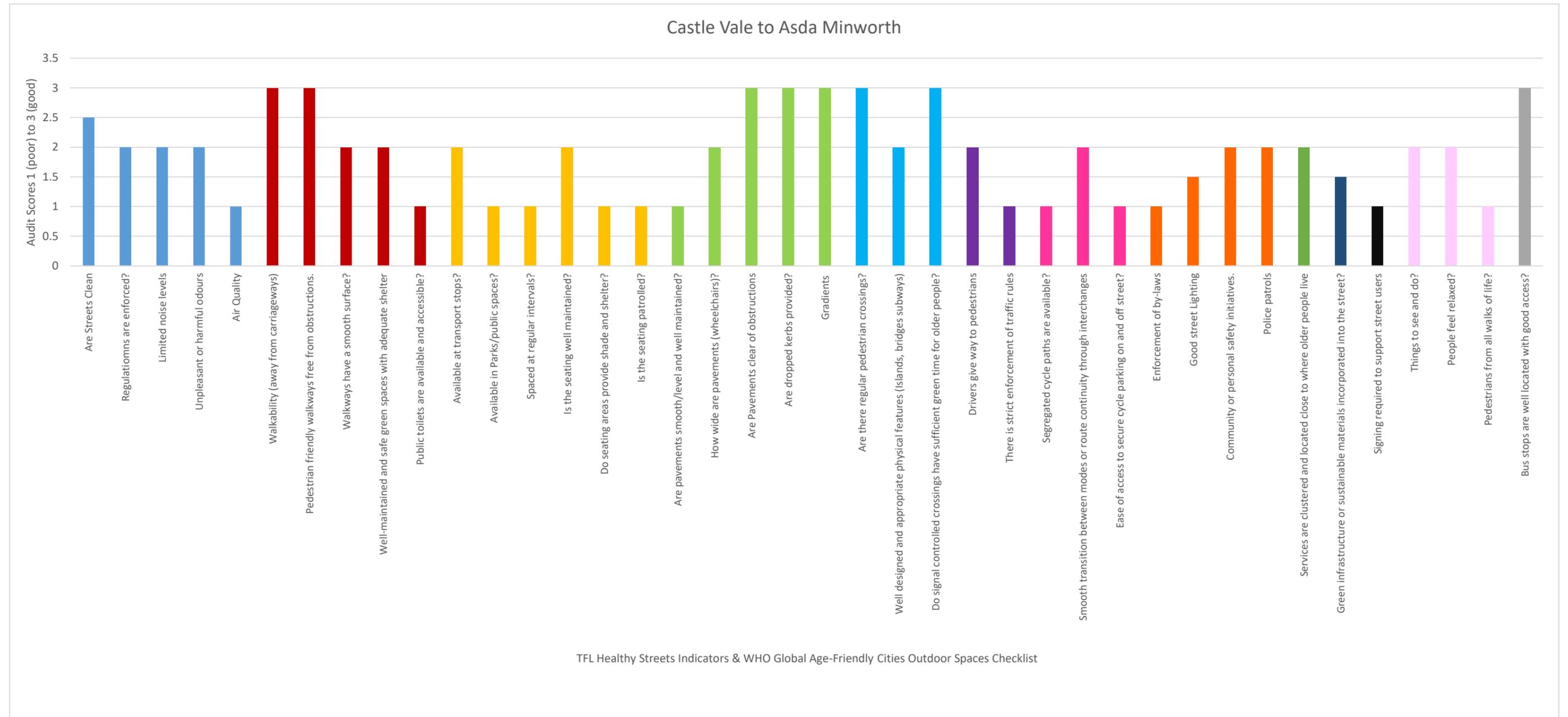
#### Five to Ten Year Plan Recommendations:

- Improve and widen the crossing by the Tyburn House roundabout
- More bike parking on the estate
- Segregated bike lane on Tangmere Drive and extension of Chester Road bike lane from Tyburn House roundabout to Spitfire Island
- Handrail on steep section of Yatesbury Av by Sainsbury's

## 4.5 Castle Vale to Asda Minworth

The route to Asda in Minworth was identified in various workshops as being an important route and destination for many Castle Vale residents.

### 4.5.1 Community audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

## 4.5.2 Community audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed in reference to the route from Castle Vale to Asda in Minworth, which was identified as an important location for many residents. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors performed well with the streets being mainly quiet, clean and odour free
	✗ There was community concern about the air quality through the industrial estate and crossing some of the more main roads
<b>Green Spaces &amp; Walkways:</b>	✓ The route utilised the Wagtail route which is a walkway segregated from the road and mostly obstruction free
	✗ The walkways have some tree roots growing through which makes them uneven in places and there are no public toilets on route, however there are customer facilities at Asda
<b>Outdoor Seating</b>	✗ There is no seating on route, however there is customer seating at Asda
<b>Pavements:</b>	✗ Pavements are in poor condition, they are not smooth or maintained on the route and one resident mentioned that the bridge at Forge Lane is very narrow and has a significant camber
	✓ Majority of pavements on route are over 2m wide, and most of the route is served with drop kerbs and is free of obstruction
<b>Roads:</b>	✓ Crossing points are good on route, with crossing points available on the A38
<b>Traffic:</b>	✓ Residents were happy that drivers gave way to pedestrians on the route
<b>Cycling:</b>	✗ Cycling infrastructure and facilities are not available on most of this route
<b>Safety:</b>	✗ The route is lit in parts, however there are parts of the industrial estate that are dark and some pedestrian alleys that are dark
	✗ There is activity along the route in some places, but travelling through the industrial estate didn't feel safe to some residents
<b>Services:</b>	✓ The route leads to a very large supermarket with multiple facilities and services as well as a shopping area with other services and facilities
<b>Street Greening:</b>	✓ There is some greening on the route
<b>Signage:</b>	✗ There is no walking and cycling signage on the route
<b>Street Experience:</b>	✓ There is enough to see and do on the route including access to the canal
<b>Public Transport:</b>	✓ Bus routes pass through the route

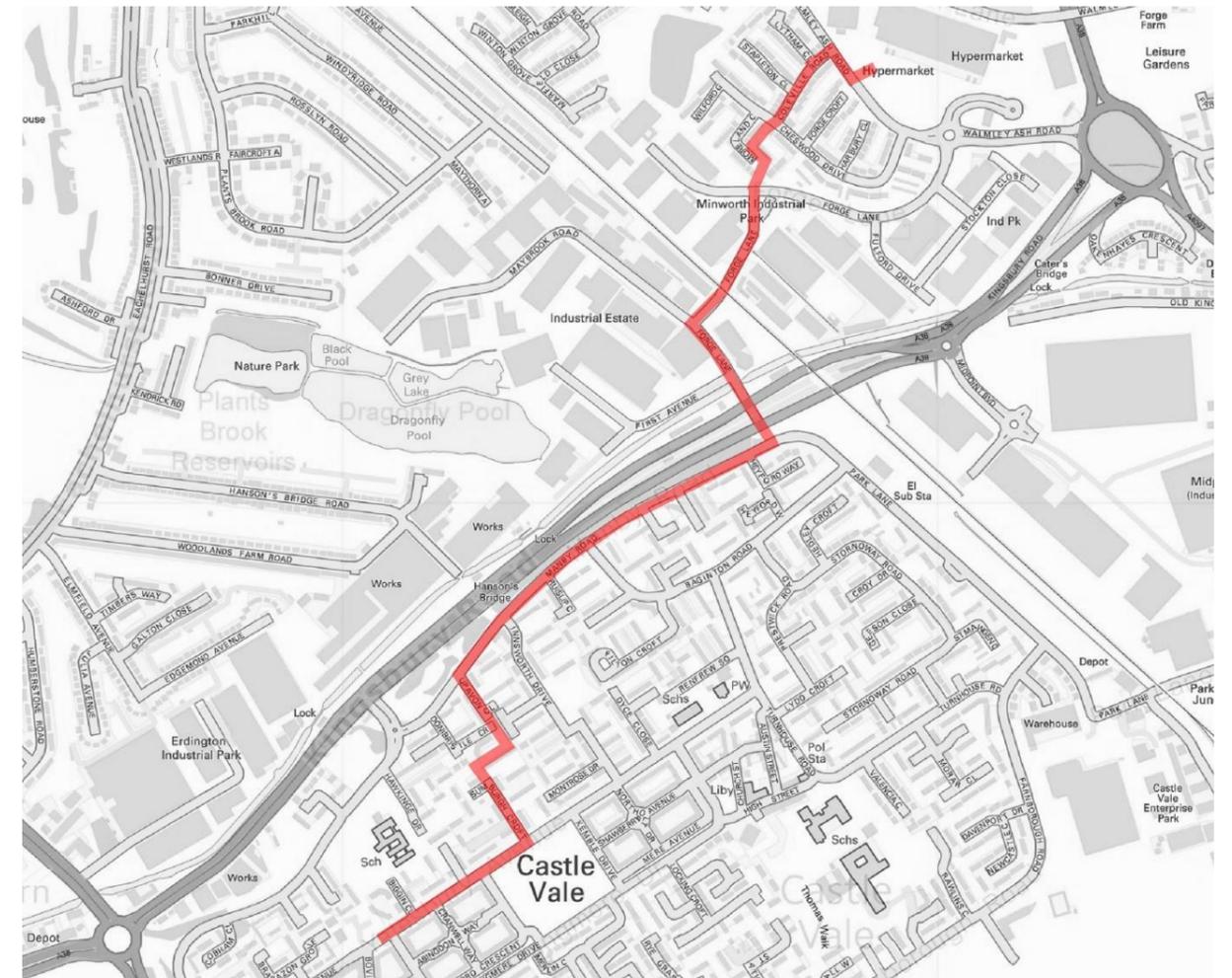


Figure 4.6: Route of audit conducted by Project Champions (route distance 1.4 miles)

### Project Trials & Quick Win Recommendations:

- Highlight the walking route to Asda with signage and on walking maps

### Five to Ten Year Plan Recommendations:

- Better links to Asda including improvement of Forge Lane bridge and industrial estate
- Better lighting through parts of the route
- Create better and more obvious access to the canal as a resource to be discovered on route

## 4.6 Pye Hayes Park to The Fort Shopping Centre

### 4.6.1 Community audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

## 4.6.2 Community audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed in reference to a route from Pye Hayes Park to The Fort Shopping Centre on a community audit. The route uses quieter roads and aims to highlight pedestrian access to The Fort, which is otherwise not publicised. These findings have been used to guide the Year 2 project trials and quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors performed averagely with the area being quiet, clean and odour free
<b>Green Spaces &amp; Walkways:</b>	✗ There are no green spaces on route
	✓ Toilets are provided for customers at The Fort Shopping Centre
<b>Outdoor Seating</b>	✗ There is little or no evidence of outdoor seating making associated categories N/A
<b>Pavements:</b>	✓ Pavements are in good condition on route and free from obstacles, although there was some discussion from residents about the congestion around Paget School at drop off and pick up times
<b>Roads:</b>	✗ There are limited crossings for pedestrians, with none at the difficult junctions at Kingsbury Road and Holly Lane, and Tyburn Road/Holly Lane. This issue was raised many times at various events
<b>Traffic:</b>	✓ During the audit vehicles gave way and kept to a reduced speed
<b>Cycling:</b>	✗ There are some segregated cycle lanes on the route, but they are unusable in parts due to overgrown vegetation, especially on Wingfoot Way
	✗ There is no cycle parking available at The Fort Shopping Centre
<b>Safety:</b>	✓ The route felt safe and lighting was good
	✗ No police patrols were observed
<b>Services:</b>	✓ The Fort has many services, shops and a café
<b>Street Greening:</b>	✓ There is street greening through Pye Hayes Estate, however sections of vegetation through the more industrial area are very overgrown
<b>Signage:</b>	✗ There is no walking and cycling signage on the route
<b>Street Experience:</b>	✗ People are relaxed in the area, but there is limited social interaction and activities
<b>Public Transport:</b>	✓ There are bus stops close to the route

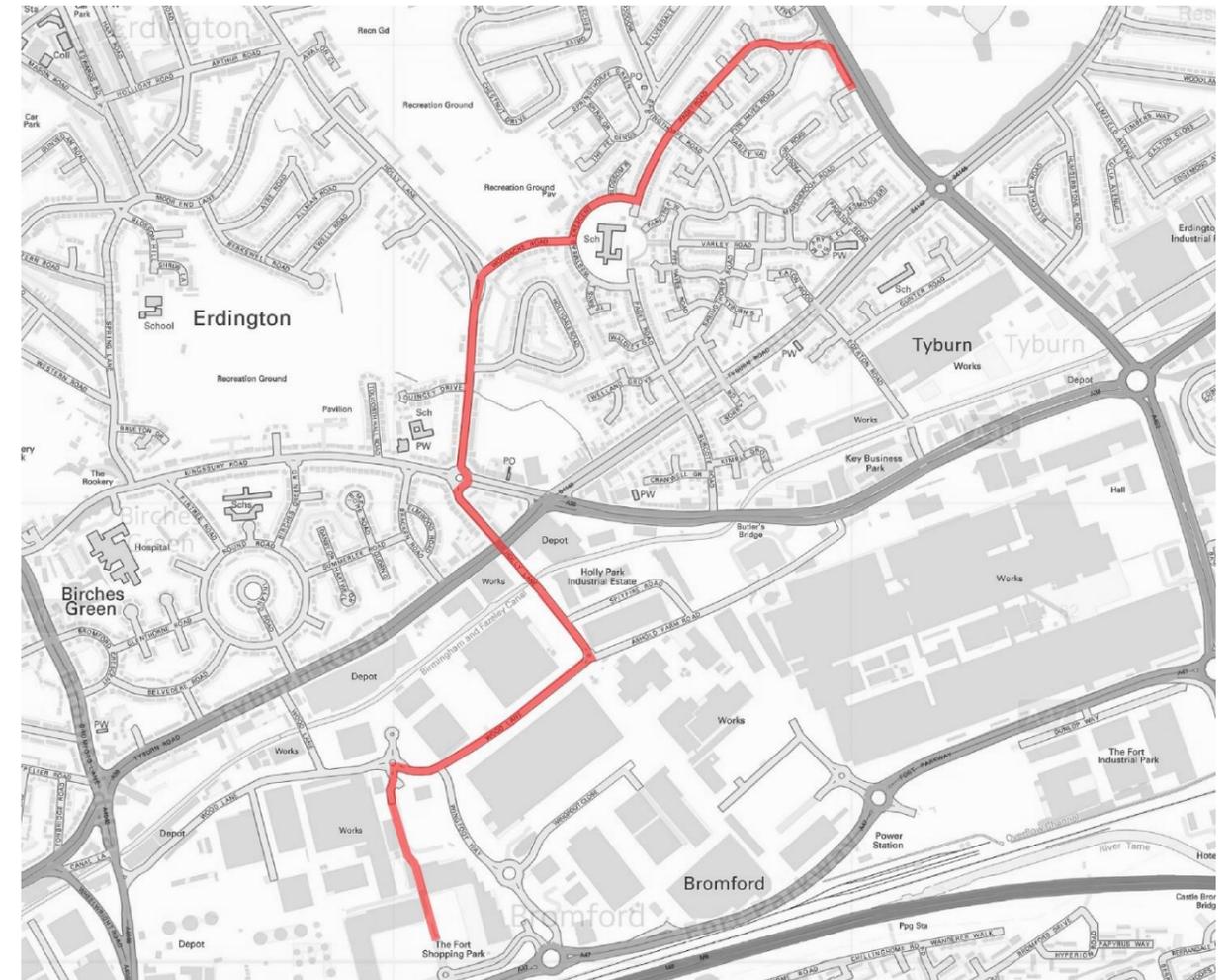


Figure 4.7: Route of audit conducted by Project Champions (route distance 1.8 miles)

### Project Trials & Quick Win Recommendations:

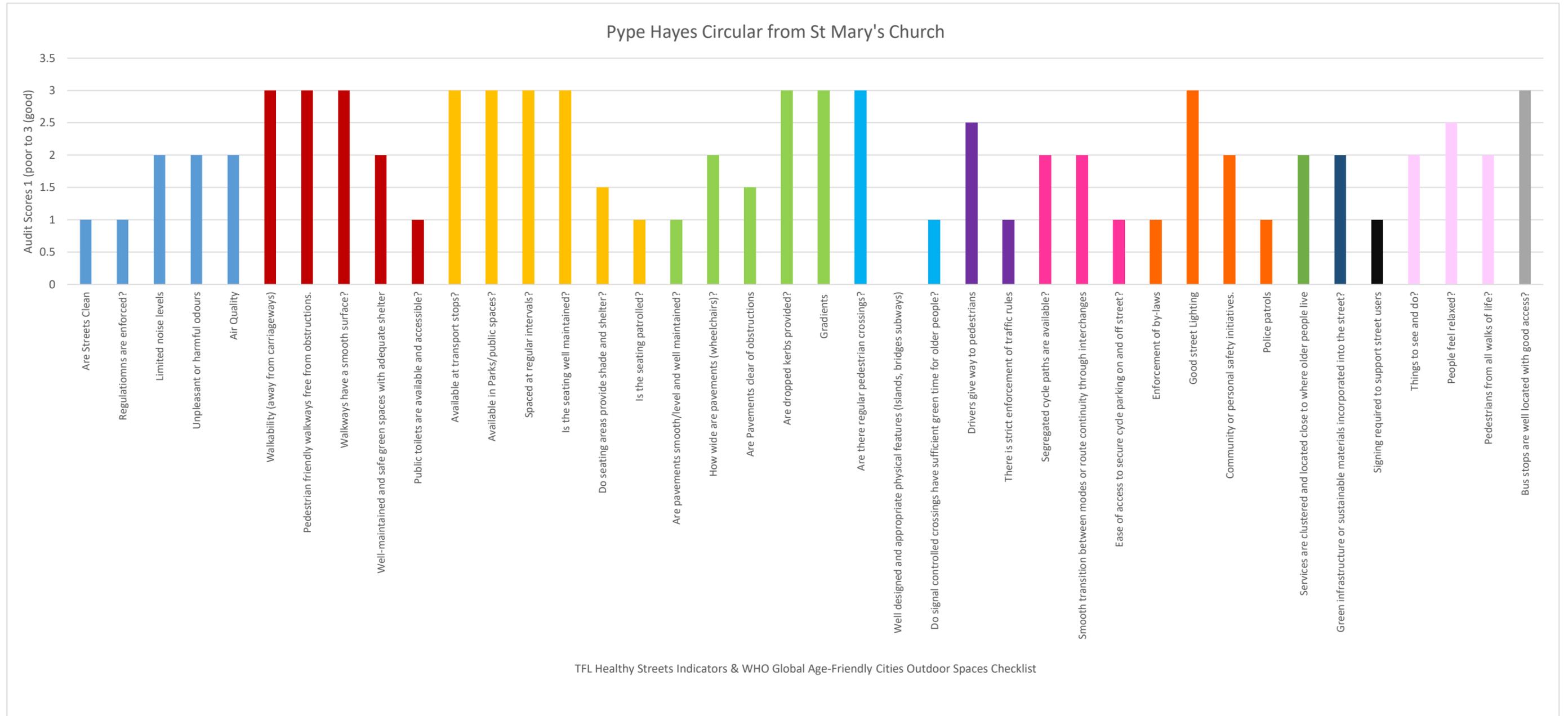
- Cut back vegetation on the section of segregated bike lane through the industrial estate
- Highlight the walking and cycling route on the walking maps
- Street closure by Paget School to highlight congestion

### Five to Ten Year Plan Recommendations:

- Develop better signage to show residents that The Fort is accessible on foot
- Install crossing points on Kingsbury Road and Tyburn Road at Holly Lane junctions
- Cycle parking at The Fort Shopping Centre
- Improve signage and access to the canal, especially crossing points at Holly Lane and Wood Lane junctions off Tyburn Road

## 4.7 Pye Hayes circular route

### 4.7.1 Community audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

## 4.7.2 Community audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed in relation to a circular route in Pye Hayes. These findings have then been used to guide the year two project trials, including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✓ The environmental factors performed well with the route being quiet, odour free and a medium level of pollution. Although we're on a main road, this section of the B4148 is relatively low traffic in comparison to the A38 or A452
<b>Green Spaces &amp; Walkways:</b>	✓ The green spaces on route have good walkable paths with smooth surfaces that are free from obstruction
	✗ There are no toilets anywhere on route
<b>Outdoor Seating</b>	✓ There is outdoor seating in the parks and at the bus stops on route
	✗ The seating doesn't have any shelter and isn't patrolled and Sorrel Park is extremely quiet which doesn't make it an inviting park to be in
<b>Pavements:</b>	✗ Pavements are not smooth and maintained on many sections of the route, with one resident complaining that Chester Road and Gunter Road were especially tough for her as a wheelchair user
	✓ A lot of the pavements on route had good provision of dropped kerbs, didn't have steep gradients and were 2m wide, however pavement parking was an issue. This was highlighted by residents as particularly bad on Gunter Road at school pick up and drop off times
<b>Roads:</b>	✗ Although there are crossings available on the route, they do not provide enough green time and there are limited crossing points on other sections of Tyburn Road, which was highlighted by several residents
<b>Traffic:</b>	✓ During the audit vehicles gave way and kept to a reduced speed
<b>Cycling:</b>	✗ There are some segregated cycle paths on route, however they are not well maintained with difficult transitions between roads and there is no cycle parking available on this route
<b>Safety:</b>	✓ The area is well lit and feels safe, other than the lack of users in Sorrel Park
<b>Services:</b>	✗ Services are limited on route, although there are some shops and services further north up Chester Road and further south down Tyburn Road
<b>Street Greening:</b>	✓ Good provision of well-maintained planting and trees within the estate
<b>Signage:</b>	✗ There is limited walking and cycling signage in this area, especially signage to the canal and parks
<b>Street Experience:</b>	✗ People are relaxed in the area, but there is limited social interaction and activities
<b>Public Transport:</b>	✓ There are bus stops available on route

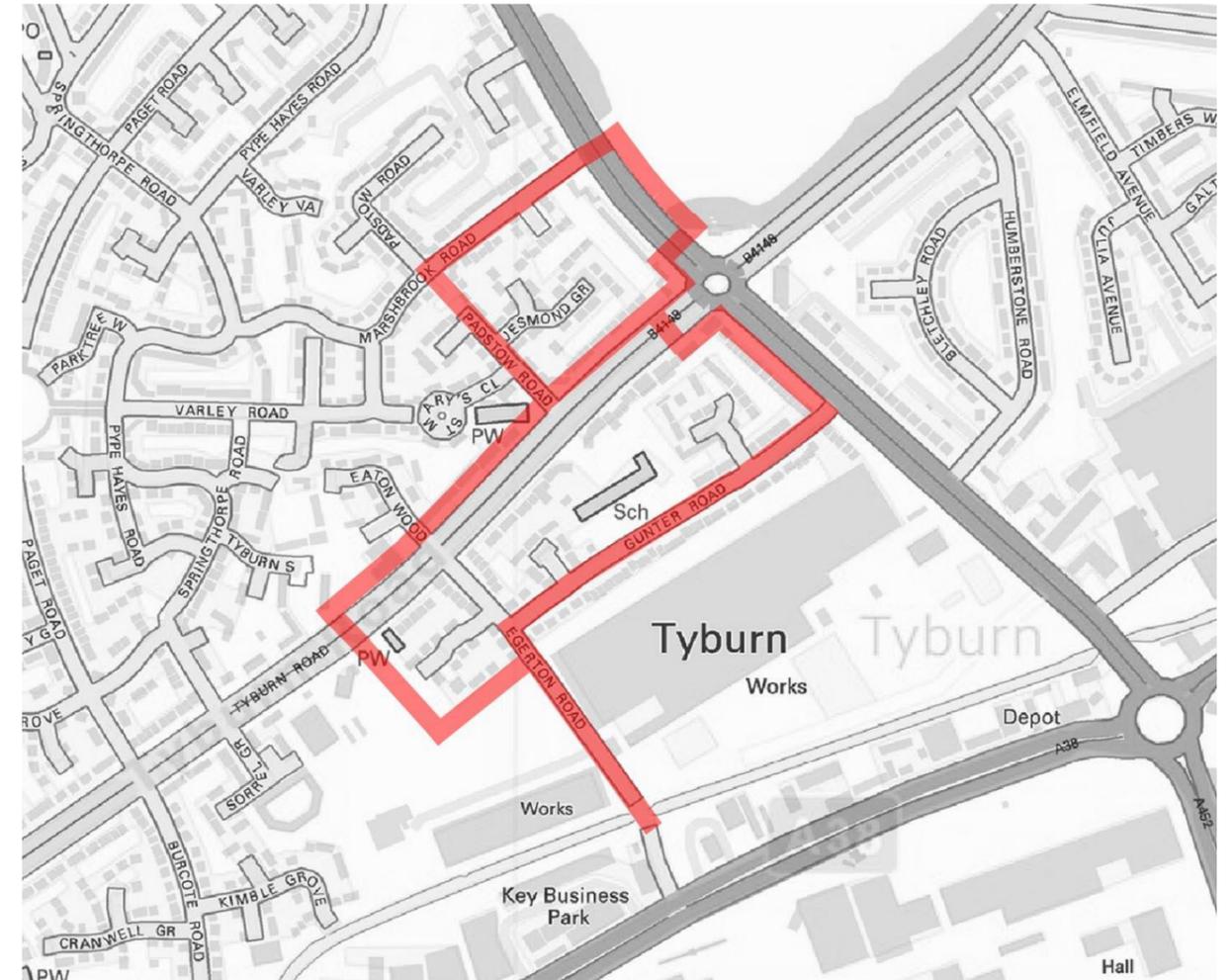


Figure 4.8: Route of audit conducted by Project Champions (route distance 1.3 miles)

### Project Trials & Quick Win Recommendations:

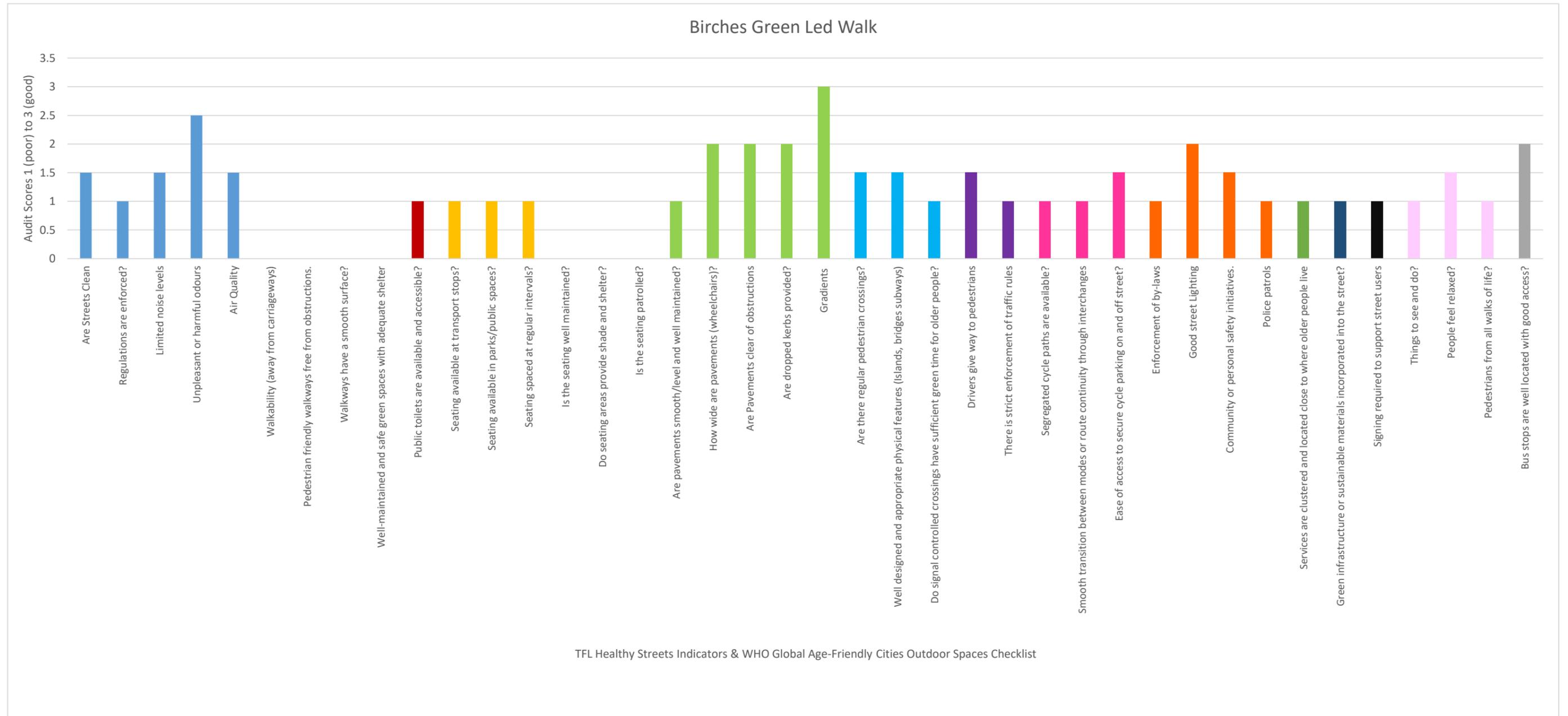
- Community activity in Sorrel Park alongside the Canal & River Trust to highlight and activate the green space and links to the canal
- Adjust green person time on crossings (applicable to other crossing points over the whole project area)

### Five to Ten Year Plan Recommendations:

- Improve the access to the canal – currently there is no footpath from the park to the entrance and there is limited signage
- Look at seating and lighting on the canal
- Improve the surface and connectivity of the segregated bike lane the full length of Chester Road
- Additional crossing points on Tyburn Road nearer to Sorrel Grove

## 4.8 Birches Green circular route

### 4.8.1 Community audit results



WHO Age-Friendly Category	Bar Chart Colour Key
Environment	Blue
Green Spaces and Walkways	Red
Outdoor Seating	Yellow
Pavements	Light Green
Roads	Light Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Traffic	Purple
Cycling	Pink
Safety	Orange
Services	Dark Green
Street Greening	Dark Blue

WHO Age-Friendly Category	Bar Chart Colour Key
Signage	Black
Street Experience	Light Pink
Public Transport	Grey

## 4.8.2 Community audit conclusions

In the table below, the audit results for each of the WHO Age-Friendly Cities categories have been analysed to identify Birches Green's strengths and weaknesses. These findings have then been used to guide the Year 2 project trials including quick wins, and are also starting to shape the direction of the five to ten year plan.

WHO Age-Friendly Category	Summary of Category Performance
<b>Environment:</b>	✗ The environmental factors performed poorly with low levels of cleanliness, higher levels of noise and poor air quality
<b>Green Spaces &amp; Walkways:</b>	✗ The green space on route is underutilised and looks unloved
	✗ There is a toilet in Lidl, however public use is not advertised or encouraged
<b>Outdoor Seating</b>	✗ There is no seating available on route except at a couple of the bus stops, which is something that residents have commented on as a difficulty near the shopping area
<b>Pavements:</b>	✗ Pavements are not smooth and maintained on many sections of the route, with limited dropped kerbs available on Birches Green estate as well as pavement parking and congestion, both on the estate and around Kingsbury Road and Holly Lane
<b>Roads:</b>	✗ There are limited crossings and most have short green person times
	✗ Crossing features such as some of the islands or refuges are narrow and difficult to manoeuvre with a mobility vehicle or wheelchair
<b>Traffic:</b>	✗ Residents complained that on this route drivers are fast and roads such as Firtree and Bracken are 'rat-runs' through the estate
<b>Cycling:</b>	✗ There is no cycling infrastructure on route, other than a few cycle parking stands available outside Lidl
<b>Safety:</b>	✓ There is lighting throughout the route, however there is a limited sense of community, which reduces the feeling of safety for some residents
<b>Services:</b>	✗ There are no community buildings within Birches Green, which leads to a limited sense of community from the area
<b>Street Greening:</b>	✗ Limited provision of green infrastructure
<b>Signage:</b>	✗ There is minimal signage
<b>Street Experience:</b>	✗ There is some interaction on the street, but very little to see and do and limited diversity
<b>Public Transport:</b>	✓ There are bus stops available on route, although with a lack of crossing points, some have poor access

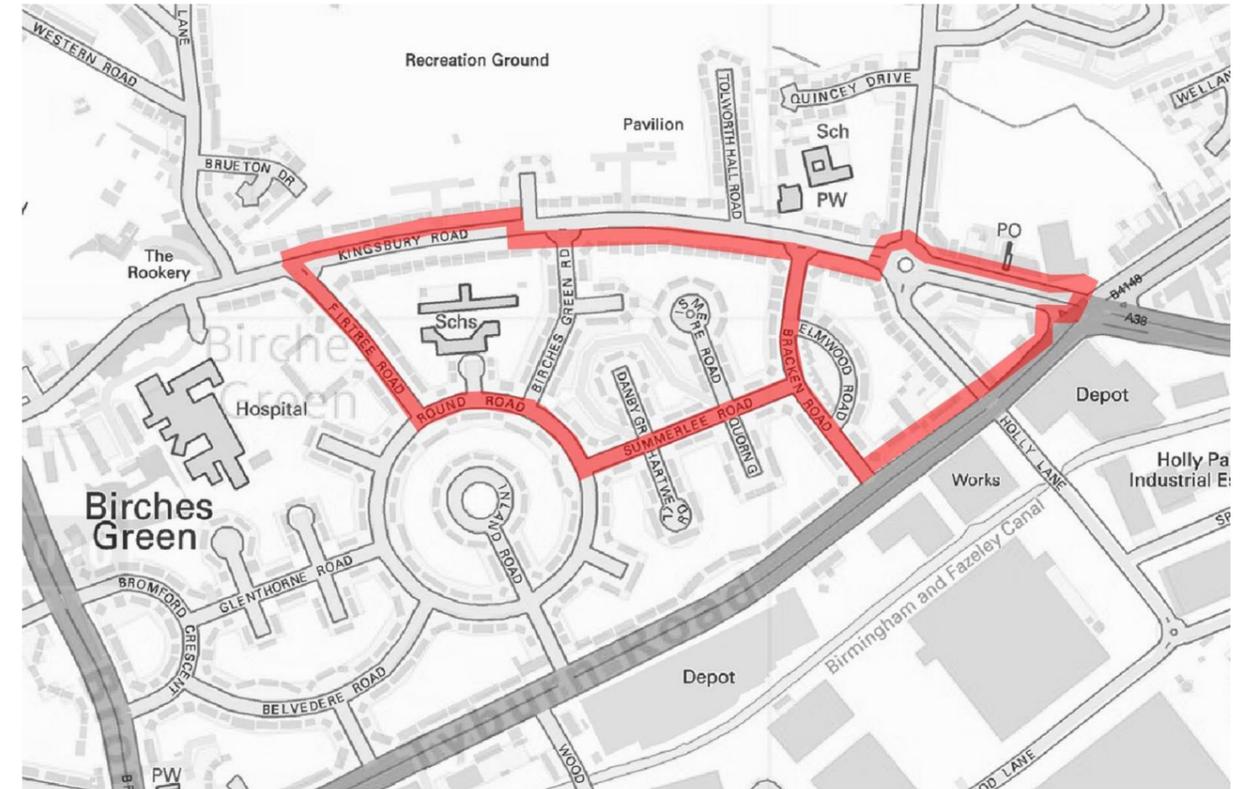


Figure 4.9: Route of audit conducted by Project Champions (route distance 1.3 miles)

### Project Trials & Quick Win Recommendations:

- Seating trials at existing destinations
- Trial some community noticeboards to encourage participation in the limited available activity
- Trial on Firtree Road to highlight speeding, crossing requirements, pavement parking, rat-runs and congestion, as well as drawing attention to the underused green space
- Adjustment of green person time at crossing points on Kingsbury Road/Tyburn Road junction

### Five to Ten Year Plan Recommendations:

- Improve pedestrian access and environment around the shopping area at Holly Lane and Kingsbury Road to make it a more people friendly space including improvement of crossing facilities
- Community venues and activity is needed within the neighbourhood to develop some community cohesion
- Install a safe crossing point on Kingsbury Road
- Integrate walking and cycling infrastructure to link this neighbourhood with other Tyburn destinations including the canal
- Improve surface and drainage issues on Kingsbury Road (also applicable to various sections of pavement across the project area)
- Provide dropped curbs on Birches Green estate
- Cycle parking and segregated cycle lanes on Kingsbury and Tyburn Roads

## 5. Identified safety issues and potential solutions

As a result of the Year 1 audit, engagement with the community and feedback from Project Champions, the following safety concerns have been identified and solutions will be investigated where possible during the Year 2 trials. These issues are also already starting to inform the five to ten year plan (see section 7 for details):

- Perception of the canal as a location for anti-social behaviour and lack of lighting is discouraging local people from using it
- Perception of poorly maintained and underused green spaces are discouraging communities from using these valuable neighbourhood resources
- Car speeds and limited crossings on Tyburn’s main roads and linear routes within neighbourhoods are discouraging local residents from travelling actively between different neighbourhood locations

In the following section, trip hazards and their impact on older people have been investigated as this was a safety concern the Project Champions wanted to assess further. Project Champions identified that the perceived risk of falling was a barrier for older residents, contributing to the risk of social isolation. This aligns with the trends observed from other established Age-Friendly cities.

### 5.1 Cost implications

Falls and fall-related injuries are a common and serious problem for older people. Those aged 65 and older have the highest risk of falling, with 30% of people older than 65 and 50% of people older than 80 falling at least once a year. The human cost of falling includes distress, pain, injury, loss of confidence, loss of independence and mortality. Falling also affects the family members and carers of people who fall. Falls are estimated to cost the NHS more than £2.3 billion per year. Falling therefore has an impact on quality of life, health and healthcare costs.

In terms of annual activity and cost:

- The Public Health Outcomes Framework (PHOF) reported that from 2013 to 2014 there were around 255,000 emergency hospital admissions related to falls among patients aged 65 and over, with around 173,000 (68%) of these patients aged 80 and over
- Falls were the ninth highest cause of disability-adjusted life years (DALYs) in England in 2013 and the leading cause of injury
- The total cost of fragility fractures to the UK has been estimated at £4.4 billion which includes £1.1 billion for social care; hip fractures account for around £2 billion of this sum
- Short and long-term outlooks for patients are generally poor following a hip fracture, with an increased one-year mortality of between 18% and 33% and negative effects on daily living activities such as shopping and walking
- A review of long-term disability found that around 20% of hip fracture patients entered long-term care in the first year after a fracture

With the above points in mind, the Project Champions have worked with the Sustrans project team to help identify locations and factors that contribute to the risk of falls. From led walks, workshops and personal experiences, the two most critical factors that the Project Champions defined are:

- **Uneven surfaces** including a lack of drop kerbs
- **Overgrown vegetation** that significantly narrows available path width and can bring cyclists and pedestrians into conflict

The Project Champions then identified where these factors have the biggest impact on them travelling actively around Tyburn. The following sections detail the location and impact that uneven surfaces/overgrown vegetation have on the Project Champions, identified during led walks and cycle rides around Tyburn.

## 5.2 Slips, trips and falls

### 5.2.1 Chester Road and the A38

During a led walk and discussions at workshops, the Project Champions identified the footpath that runs from the Bagot Pub roundabout (Chester Road/B4148), then to the Tyburn House Pub roundabout (Chester Road/A38), and finally paths that run each side of the A38 adjacent to Castle Vale (including the path on the bunding), as a cluster of uneven surfaces and a lack of drop kerbs (see figures 5.1 and 5.2). The uneven surfaces in this zone affect active travel routes between Castle Vale and Pipe Hayes East including Pipe Hayes Park. The uneven paths and lack of drop kerbs at the A38 crossing by the Tyburn House Pub affect links to the canal, and the usability of the crossing itself. The accessibility of amenities within the zone, including shops and a pharmacy, is also affected, especially for Pipe Hayes East residents who have limited amenities within their neighbourhood.

The following photos and route map (see figure 5.12) highlight the slip and trip hazards in this location.



Figure 5.1: Uneven surface/obstacles along Chester Rd



Figure 5.2: No drop kerbs by Tyburn House



Figure 5.3: No drop kerbs for shared route along A38



Figure 5.4: Tree roots on A38/Castle Vale bunding path

### 5.2.2 B4148 Pipe Hayes North/South

Uneven paving slabs along the B4148 and standing water which freezes in front of the shopping area that adjoins the A38/B4148 crossing were identified as risk factors by the Project Champions at a workshop held at St Peter's and St Paul's church, and in comments made at pop-up workshops. The uneven path surface each side of the B4148 reinforces the road's severance which divides Pipe Hayes North and South, restricting access to adjoining shops, Sorrel Park and the canal (see figures 5.6 and 5.7).

The following photos and route map (see figure 5.12) highlight the slip and trip hazards in this location.



Figure 5.5: Uneven paths along the B4148



Figure 5.6: Uneven surface at Sorrel Park crossing



Figure 5.7: Uneven surface, standing water and obstacles by Lidl shopping area

## 5.3 Overgrown vegetation

Overgrown vegetation across Tyburn is detracting from the active travel potential of existing infrastructure (see figure 5.8 to 5.11). The impact it has on pedestrians and cyclists can be categorized as follows:

- **Reduced path widths** which bring cyclists and pedestrians into conflict, affecting safety and confidence of residents to travel actively. Those with mobility issues and deteriorating eyesight are particularly affected by narrow widths, and this can contribute to social isolation.
- **Unwelcoming entrances** which discourage local people from using routes including the canal. The canal route itself is relatively well maintained with a good quality surfaced path, but the overgrown entrance points give the impression of a feature which is badly maintained and unsafe, with perceived anti-social behaviour issues. This local identity and perception of the canal reinforces past issues with the canal area, discouraging residents from using it as an active travel route. The canal also has positive attributes akin to the role of good quality green space within the neighbourhood.
- **Reduced visibility at junctions** makes it difficult for drivers to see pedestrians and cyclists. This also adds a barrier to residents who may not use an active travel route due to safety concerns at difficult to navigate junctions.



Figure 5.8: Overgrown planting in Castle Vale



Figure 5.9: Overgrown canal access points



Figure 5.10: Overgrown planting in Pype Hayes North



Figure 5.11: Lost cycle lane along Wingfoot Way

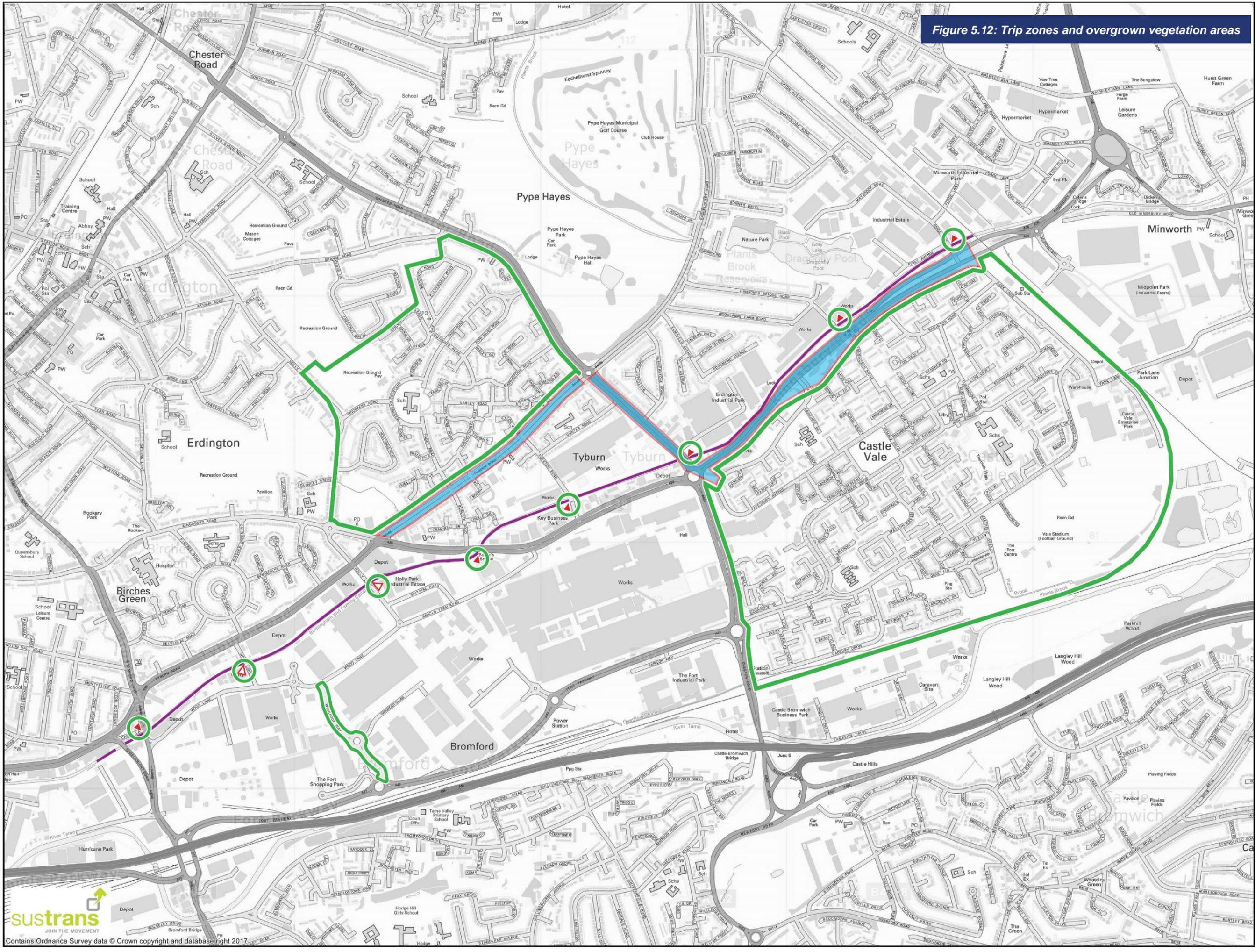
### Project Trials & Quick Win Recommendations:

- Work with the Project Champions and Sustrans volunteers to clear canal entrance points to start changing the local perception of the canal, and to start unlocking its active travel potential within Tyburn

### Five to Ten Year Plan Recommendations:

- Carry out a detailed audit of existing footpath conditions and vegetation, and then focus existing maintenance and renewal budgets on improvements which unlock the potential of key active travel routes
- Provide best practice guidance for pathway design and materials, embedding the active travel requirements of all residents, especially those with mobility issues and disabilities

Figure 5.12: Trip zones and overgrown vegetation areas



KEY	
	School/Nursery
	Play Area
	Community
	Health
	Church
	Shops/Food
	Allotments
	Sports
	Green Space
	Major Severance
	Medium Severance
	Toucan/Pelican
	Zebra Crossing
	Bus Stops
	Surfaced Routes Walking/Cycling
	Surfaced Routes Walking
	Advisory Cycle Route
	Cycle Lane On Road
	Signed Cycle Route
	Canal Towpath Walking/Cycling
	Canal Ramp
	Canal Steps
	NCN
	Residential Character Area
	Retail/Industrial Character Area
	Led Walk Audits
	Crossing Warden
	Trip Zones
	Overgrown Planting Area

Age Friendly Tyburn (Trip Zones & Overgrown Vegetation Areas)

## 6. Long-term planning and development that will impact Tyburn

The following section is a review of significant transport infrastructure improvements that have recently taken place and are planned to take place that will affect the Tyburn study area.

### 6.1 Overview of recent and planned infrastructure improvements

#### 6.1.1 Connect2 (September 2013)

In 2007, Sustrans secured a grant of £50 million from the BIG Lottery Fund based on its proposal to create 81 new walking and cycling routes, bridges and other related facilities across the UK. It partnered with local authorities and other agencies to deliver these routes and paths to improve walking and cycling access so that local areas would become better connected. Birmingham City Council developed one of the larger Connect2 networks that delivered routes mainly centred in and around the New Hall Valley and Pype Hayes Park (see figure 6.1). The main spine route connected Sutton Coldfield town centre with Tyburn and Castle Vale, linking:

- Pype Hayes
- Pype Hayes East
- Erdington Industrial Park
- Castle Vale

Ancillary routes developed by the Connect2 project connected the main spine route with:

- Pype Hayes North
- Pype Hayes South

The improvements included new shared use footways/cycleways and signal-controlled crossings of major roads. The plan on the following page (figures 6.2) shows the individual route elements of the Connect2 scheme (coloured lines) and how they connected with existing cycle infrastructure (yellow lines).



Figure 6.1: Connect2 route through Pype Hayes Park

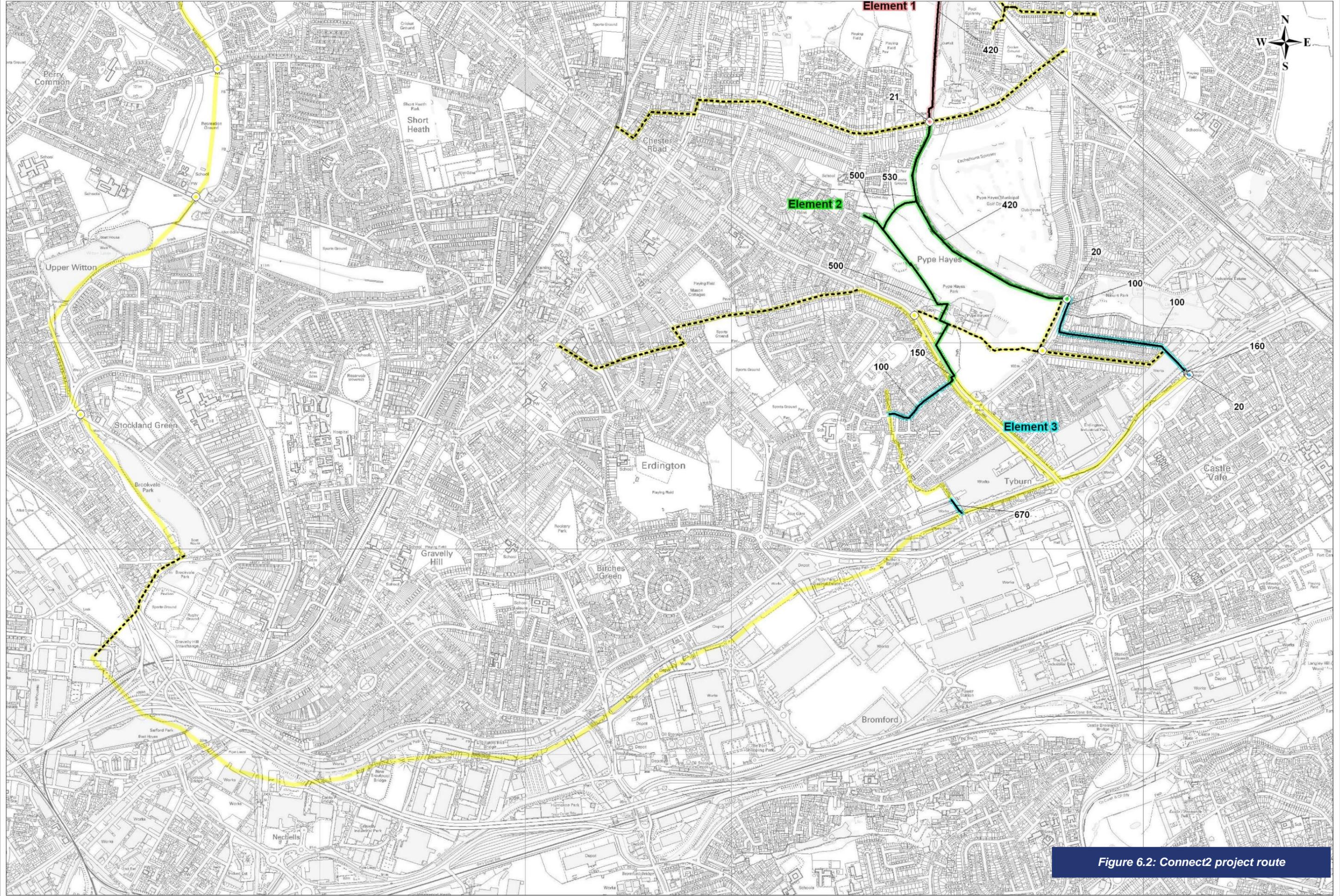


Figure 6.2: Connect2 project route

### 6.1.2 Birmingham Cycle Revolution

Birmingham Cycle Revolution was developed in 2013 as a 20-year plan to significantly increase the levels of cycling in Birmingham with an ambitious network of new cycle routes supported by free bikes and training for residents. The scheme was initiated when Birmingham City Council successfully bid for Cycle City Ambition funding from the Department for Transport.

### 6.1.3 Department for Transport Cycle City Ambition Grant (August 2013)

The first tranche of Cycle City Ambition funding from 2013 to 2016 was to improve routes within a 20-minute cycling time of the city centre. This was to be achieved by developing new routes on main corridors, parallel routes, green routes and canal routes across five areas of the city (see figure 6.3).

- The route delivered in the Tyburn study area involved complete reconstruction of the Birmingham & Fazeley Canal towpath from Aston Junction.

The new towpath has been upgraded from its former unsealed surface to an all-weather tarmacked stone chipped surface. This makes it fit for all year round use and suitable for all users including cyclists, pedestrians, mobility impaired and pushchair users. At Hanson's Bridge, the scheme is to link with the Birmingham Connect2 route.

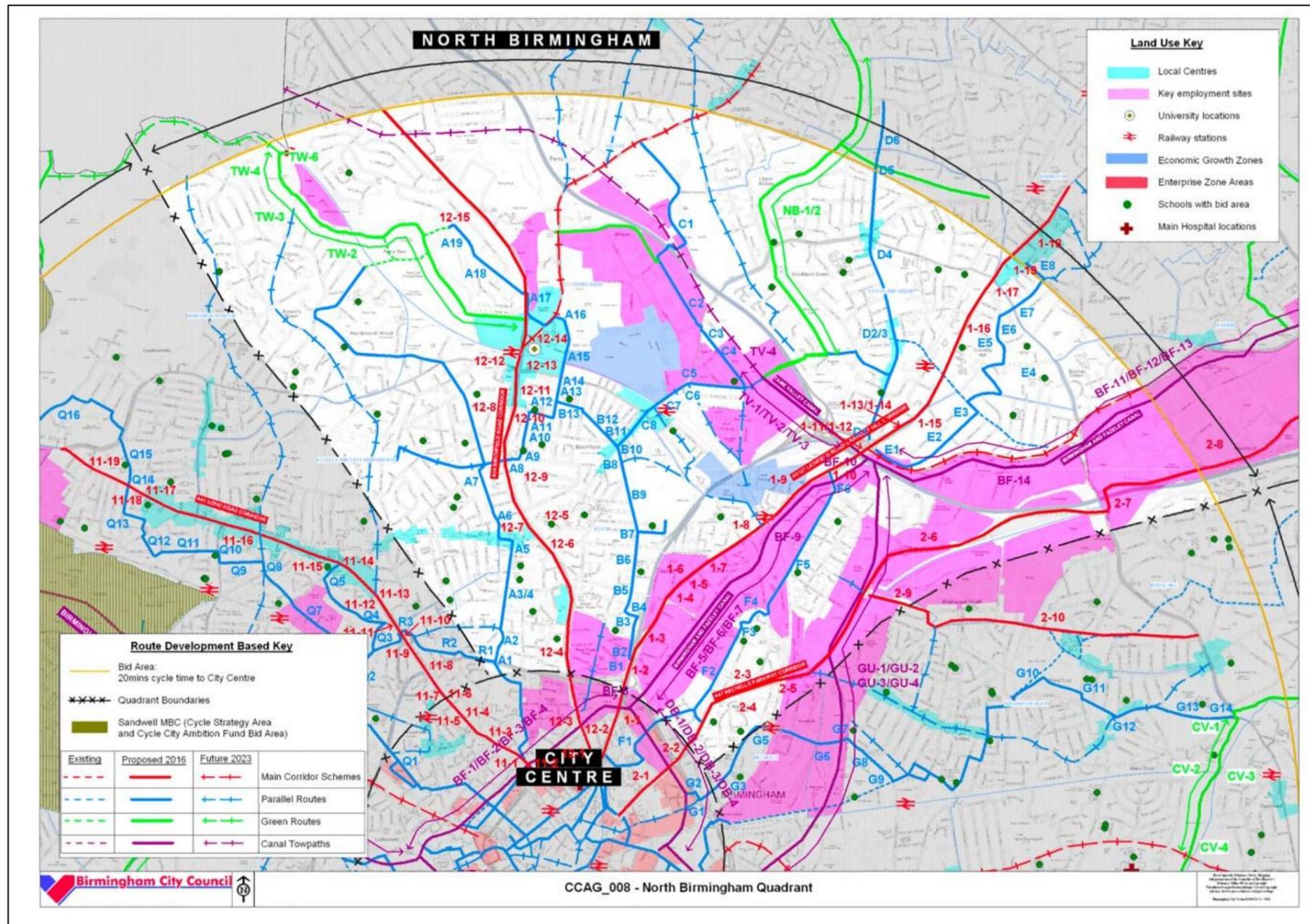


Figure 6.3: Cycle City route development map

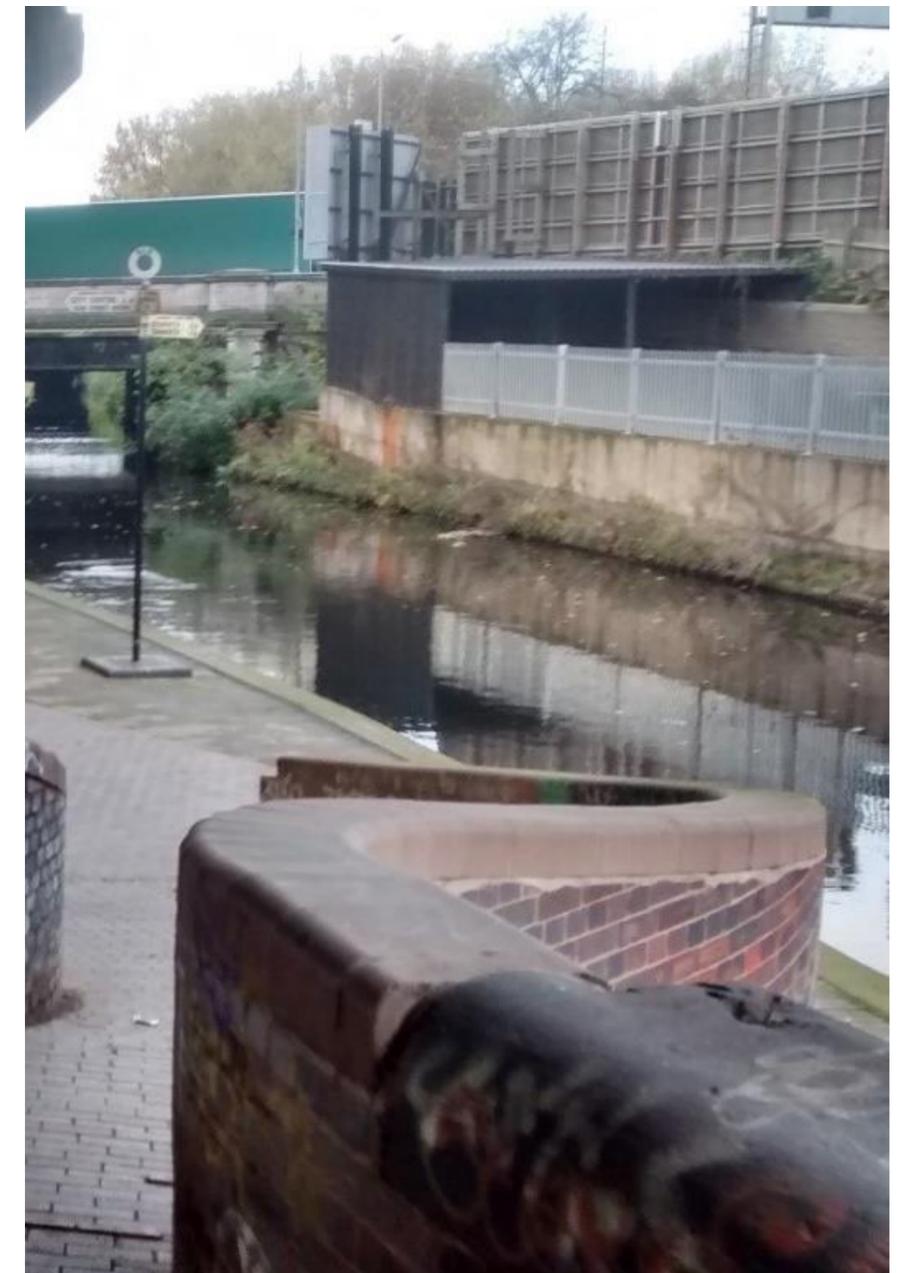


Figure 6.4: Canal routes linking Tyburn to the City Centre

### 6.1.4 Local Growth Fund (March 2014)

A successful bid was developed to secure funding from the Greater Birmingham and Black Country Local Economic Partnership to add value to the existing Birmingham Cycle Revolution projects funded through the Cycle City Ambition Grant and to support cycle access to major employment sites and Enterprise Zones.

- This funding enabled completion of improvements in the towpath surface of the Birmingham & Fazeley Canal from Salford Junction to Hanson's Bridge Road.

### 6.1.5 Cycle City Ambition Grant Round 2

A further successful bid was developed for the Cycle City Ambition Grant Round 2 in 2015. This was to deliver a number of high-quality 'showcase' routes on main road corridors, including a high degree of segregation (see figure 6.5). The bid also enabled enhancements to local links, green routes and the canal network.

The five areas remained the same for Birmingham Cycle Revolution Phase 3, but the geographic scope of infrastructure measures extend beyond the 20-minute cycling time to and from the city centre.

- The delivered route that affected the Tyburn study area extended the Birmingham & Fazeley Canal towpath improvements beyond Hanson's Bridge to Minworth.

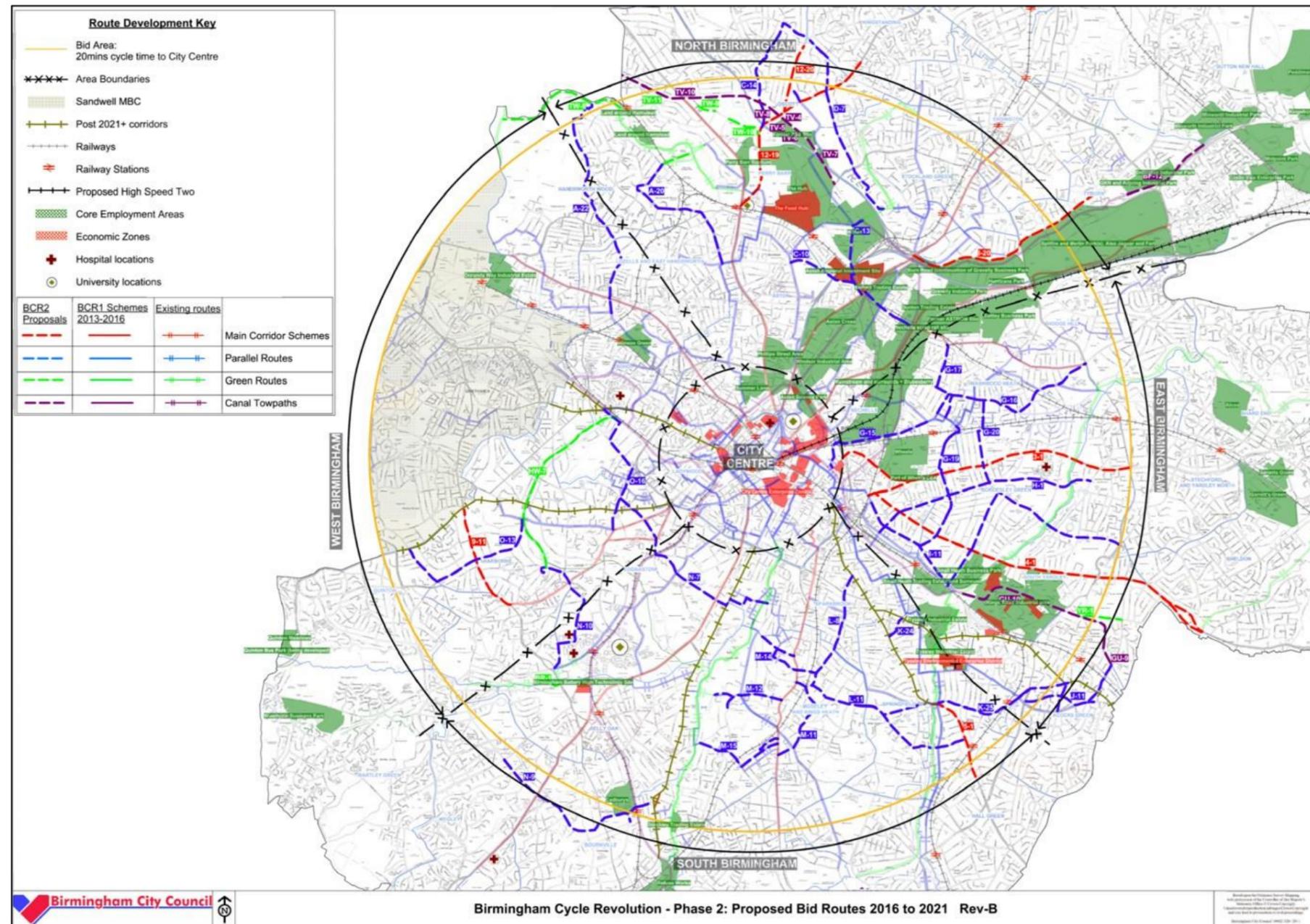


Figure 6.5: Cycle City Ambition Grant Round 2 route mapping

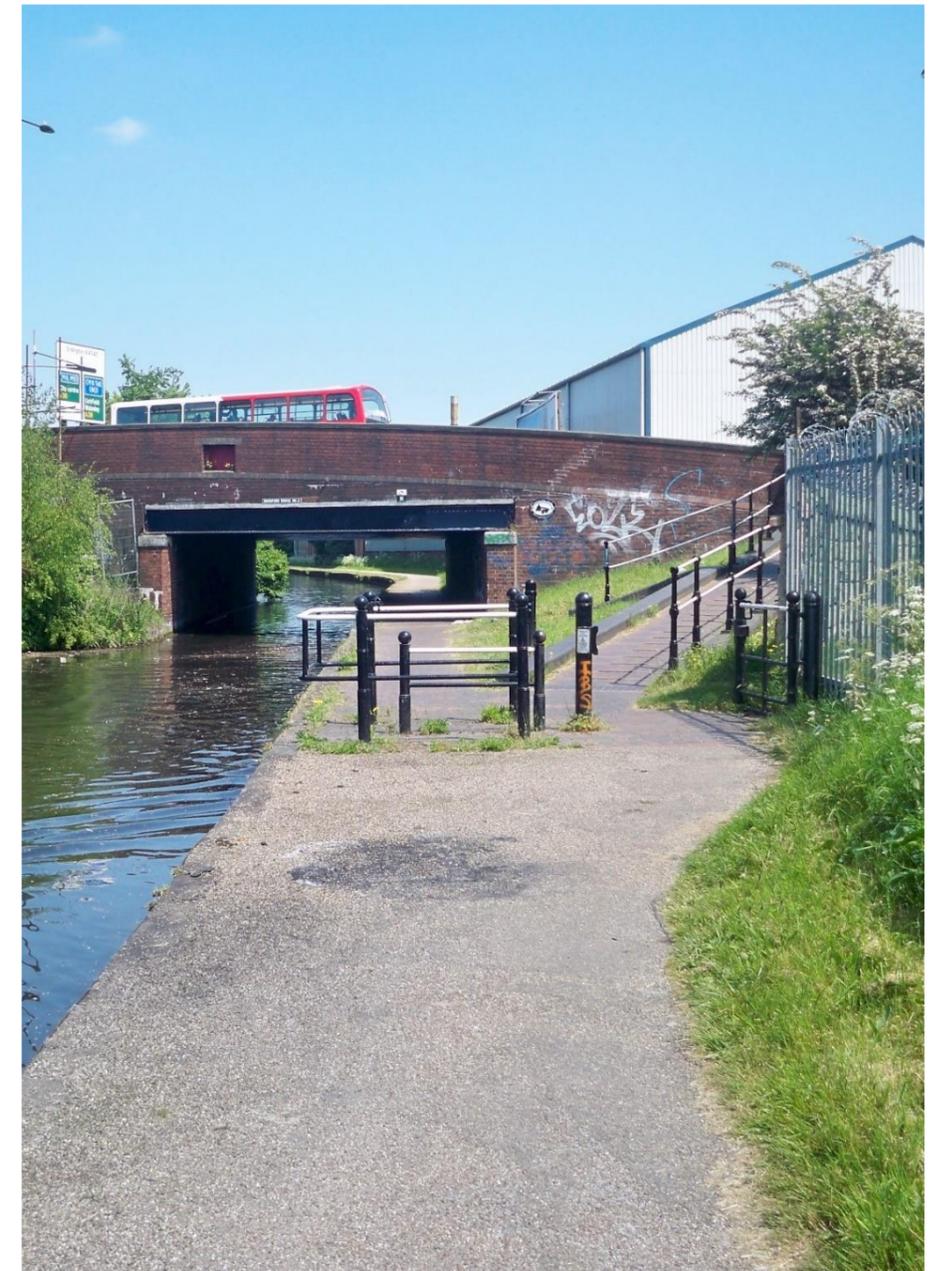


Figure 6.6: Towpath improvements to the canal as it passes through Tyburn

### 6.1.6 Castle Bromwich Green Route

As part of the Birmingham Cycle Revolution programme, the City Council is constructing a new Green Cycle Route linking the Cole Valley Route to the area around Jaguar Land Rover, Castle Bromwich. This starts north of the Newport Road crossing into Solihull and then back into Birmingham, finishing at Brook Meadow Road (see figure 6.7).

The proposals for this scheme include:

- Toucan crossing at Newport Road
- Improvements to the ramp connecting Newport Road and Chester Road
- Proposed mandatory cycle lane on both sides of Hall Road
- Proposed cycle phase on traffic signals at the junction of Bradford Road and Hall Road
- Shared use footway/cycleway from Bradford Road to Brook Meadow Road with uncontrolled crossing at Hernefield Road, Heath Way, Moorfield Road and Brook Meadow Road

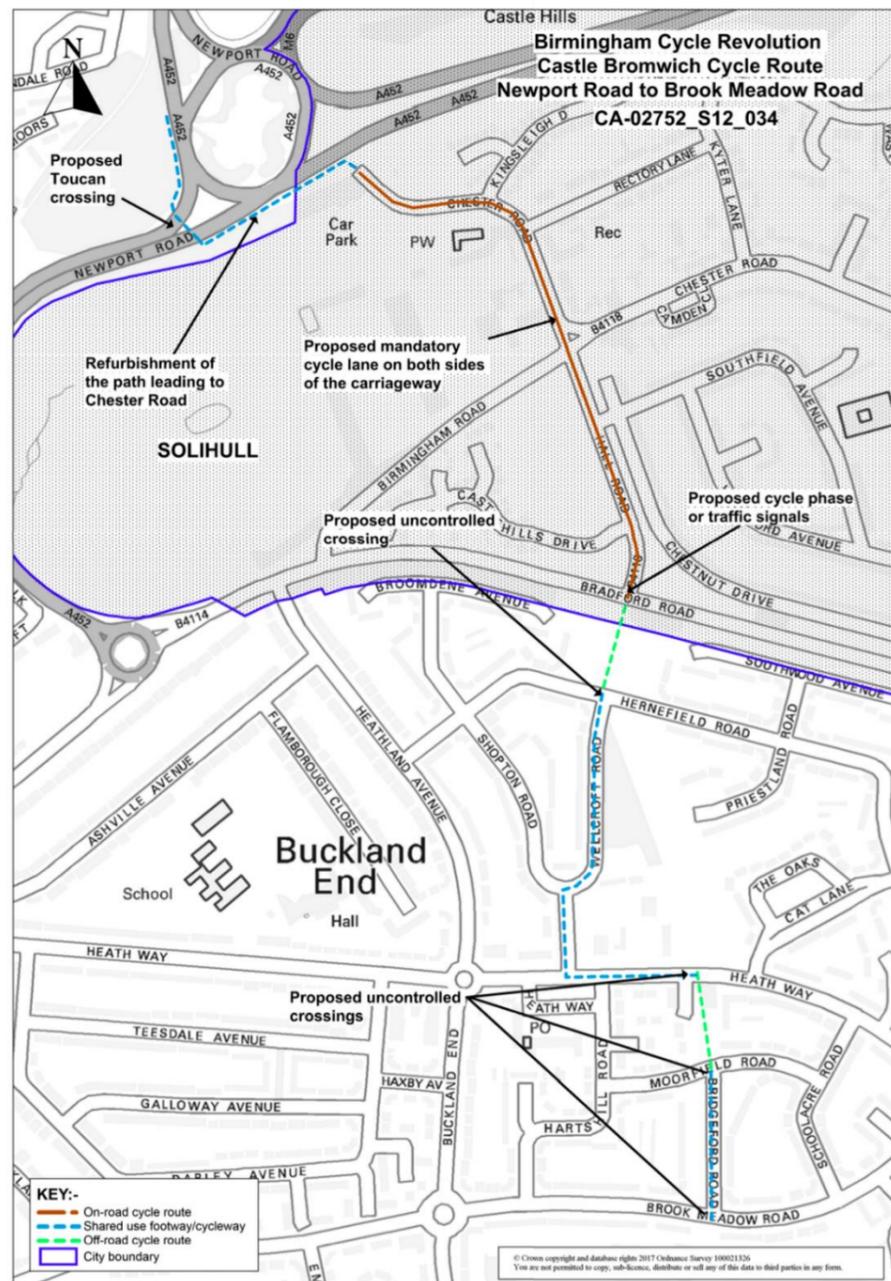


Figure 6.7: Castle Bromwich cycle route proposals

## 6.2 Planned infrastructure improvements

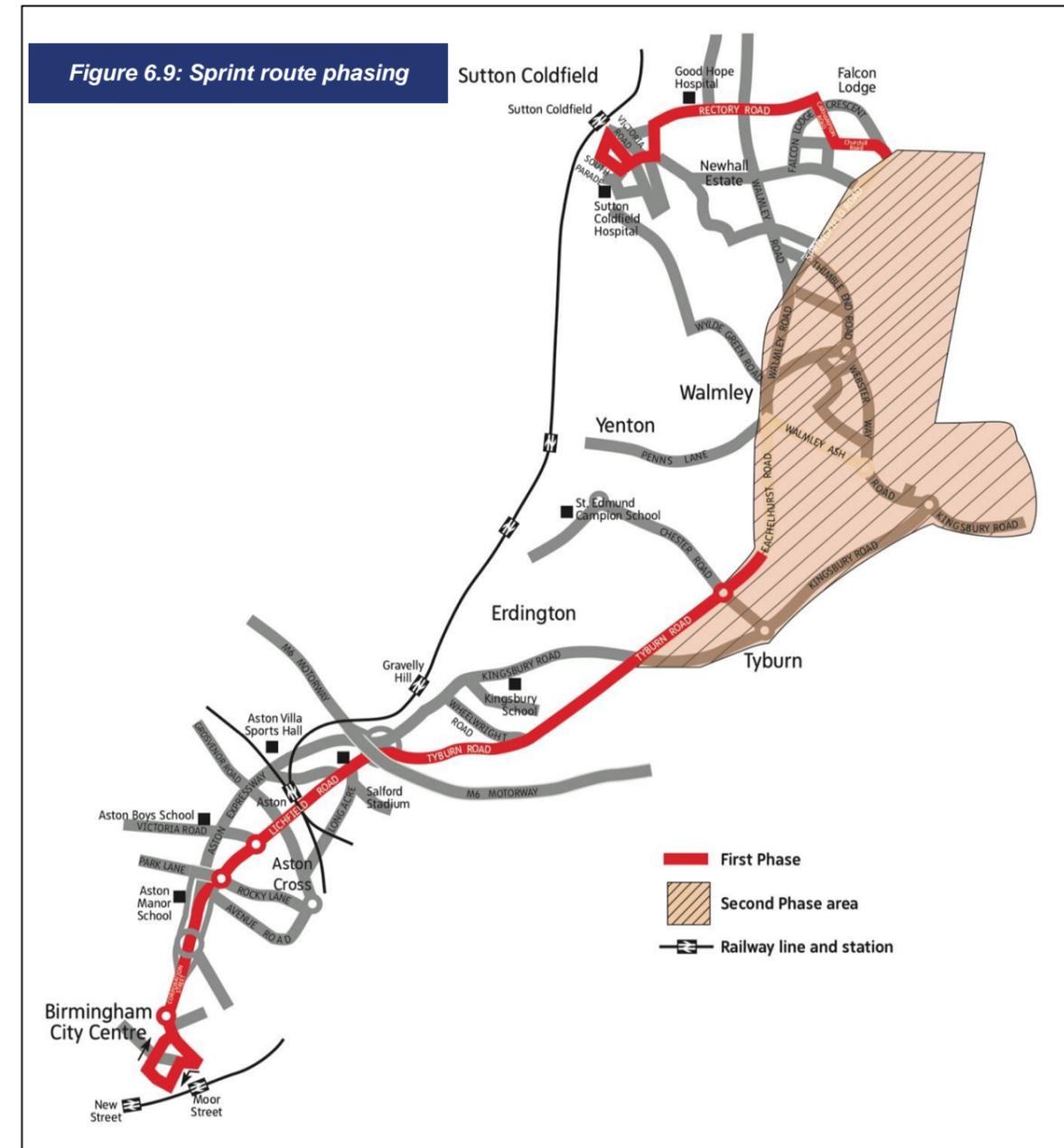
### 6.2.1 Sprint rapid transport

Three rapid transit schemes, called Sprint, are proposed to be delivered by Transport for West Midlands (TfWM) in the West Midlands conurbation. Sprint is a rapid bus transit service. This consists of an enhanced articulated bus, which runs on the existing road network with additional measures to give priority to the service over other road users (see figure 6.8). Sprint has fewer stops than existing bus services and will deliver reduced journey times.

Sprint will be implemented in the following corridors:

- A34 Walsall to Birmingham
- A45 Birmingham City Centre to Birmingham Airport
- Sutton Coldfield to Birmingham via Langley

The latter runs directly through the Tyburn study area corridor. Phase 1, which will be complete by 2022, will deliver Sprint to the Tyburn study area and Phase 2 will extend it to Langley and Paddimore (see figure 6.9).





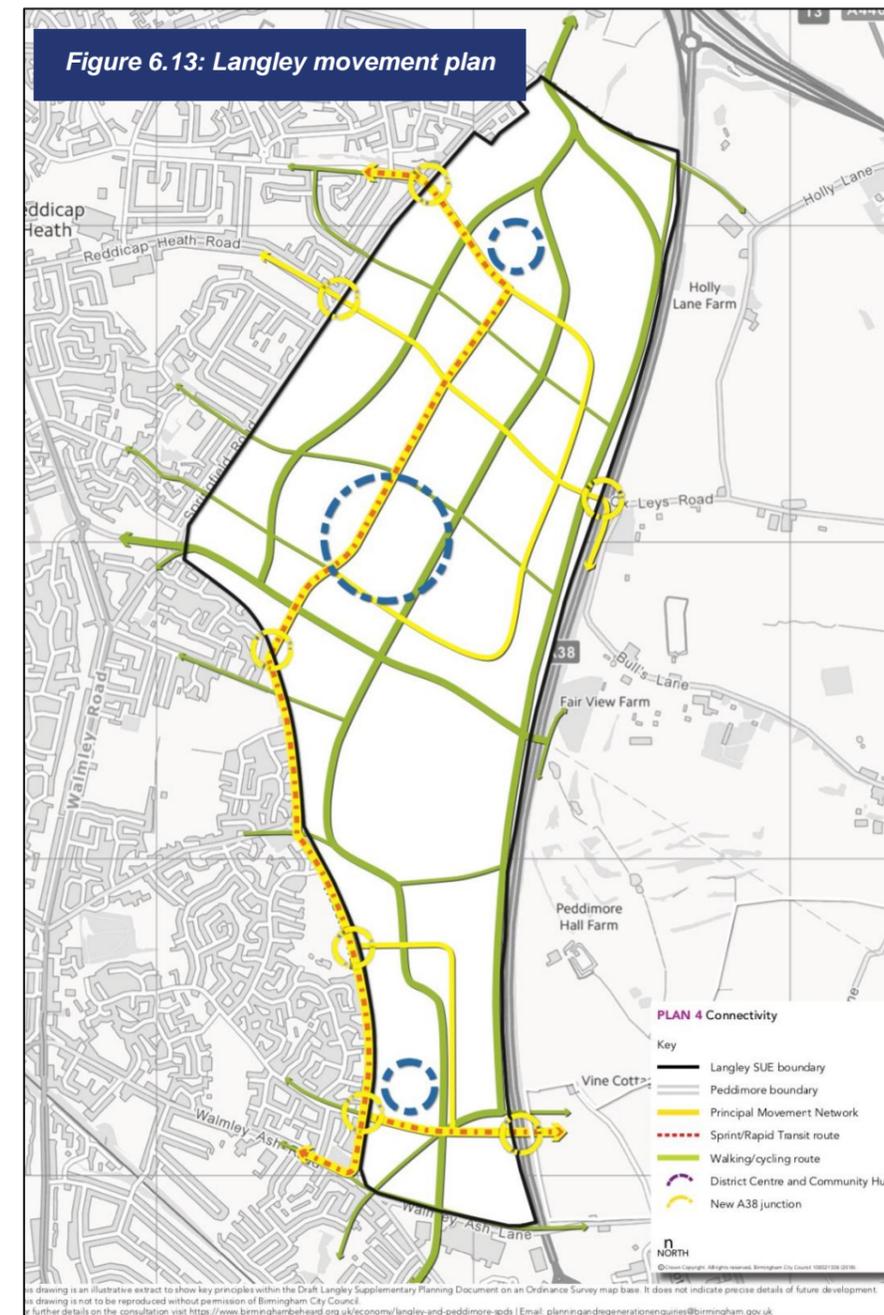
## 6.2.2 Langley and Peddimore Growth Area

Two strategic new growth sites have been allocated to support housing and employment growth identified in the Birmingham Development Plan (BDP) (see figure 6.12). Both development areas have their own Supplementary Planning Documents (SPD) detailing their internal and external transport connectivity. It is also intended that they jointly support the delivery of the Sprint rapid transit scheme.

## 6.2.3 Langley Sustainable Urban Extension

Approximately 6,000 new homes and associated infrastructure are planned for the Langley site along with considerable supporting infrastructure including (see figure 6.13):

- District centres
- Three primary schools
- One secondary school
- Health care facilities
- Community hubs



The development will integrate Sprint directly into the site and the connectivity proposals show that the site will also have a fully integrated walking and cycling network to facilitate local journeys. Principle walking and cycling routes are proposed to connect with the surrounding area. Whilst the site does not directly adjoin the Tyburn study area, it could be considered close enough that the new facilities proposed can be accessed by existing residents. The main walking and cycling access points to the development are identified at the following locations:

- Walmley Ash Road
- Webster Way
- Churchill Road

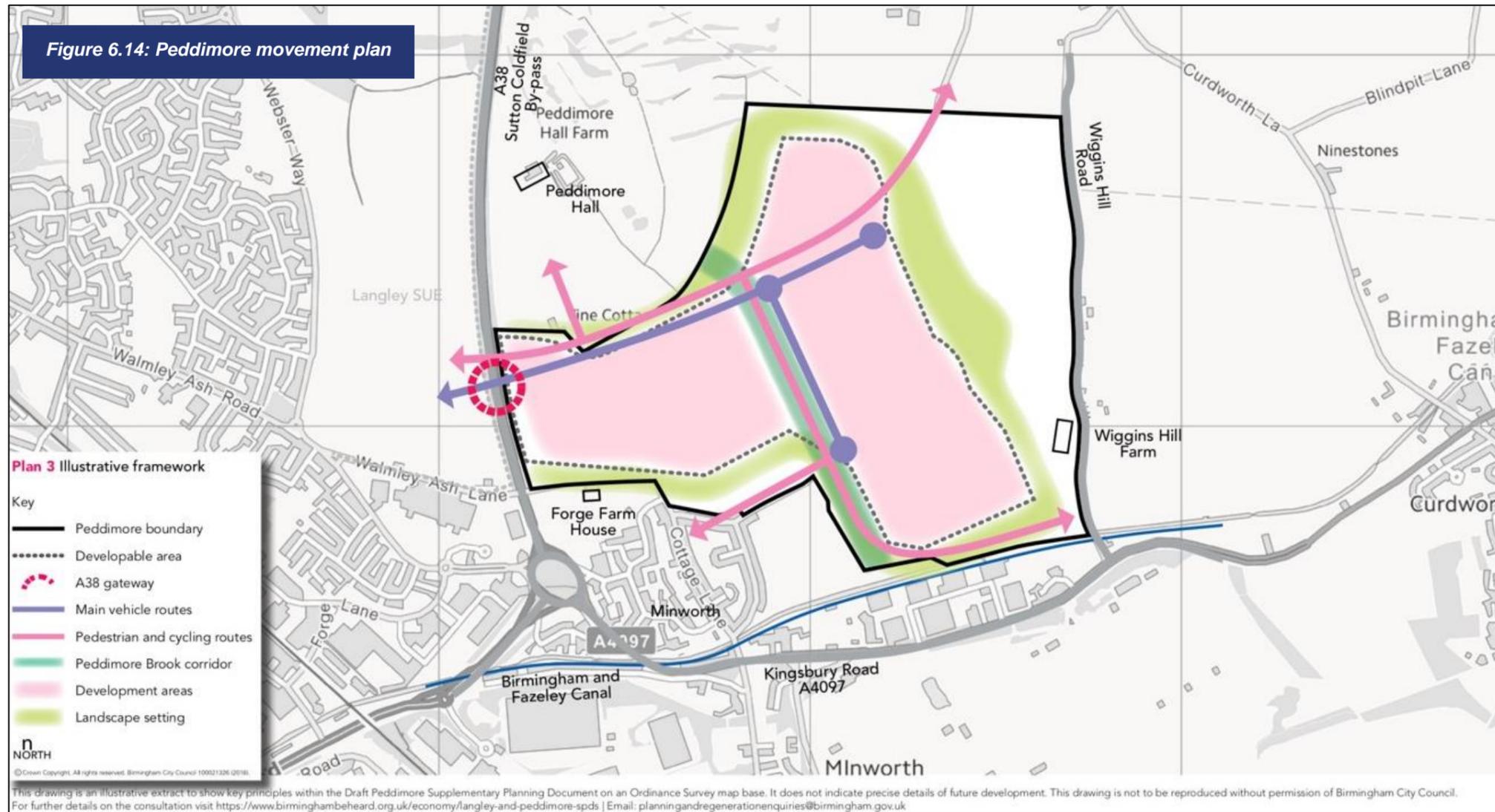
### 6.2.4 Peddimore Employment Zone

The allocated Peddimore employment zone identifies 71 ha of new employment land which is intended to support a number of use classes. As with the Langley Sustainable Urban Extension (SUE), it does not directly adjoin the Tyburn study area. However it does impact those travelling locally and through the area as its development will support Sprint, which will have a benefit to local residents.

Whilst strategic roads are the primary means of accessing the site, it is important that local walking and cycling journeys are also catered for to allow local residents to travel sustainably (see figure 6.14). The SPD details all means of access and shows the primary walking and cycling connections being from the site through the proposed Langley SUE.

The adjacent Langley site gives the opportunity to provide walking and cycling routes that link to its planned green infrastructure and Sprint. The primary walking and cycling access points are identified as:

- Along the alignment of the new spine access road to the A38 and on into Langley
- Wiggins Hall Road
- Wishaw Lane



## 6.2.5 Forge Lane

Improvements here are referenced as number 14 in the Birmingham Cycling Infrastructure Plan (Langley and Peddimore local network). As part of this work the City Council are looking at details with the developers and have identified Forge Lane as a key link both from Langley South and Peddimore to Castle Vale, the canal and the A38. Current proposals under investigation are:

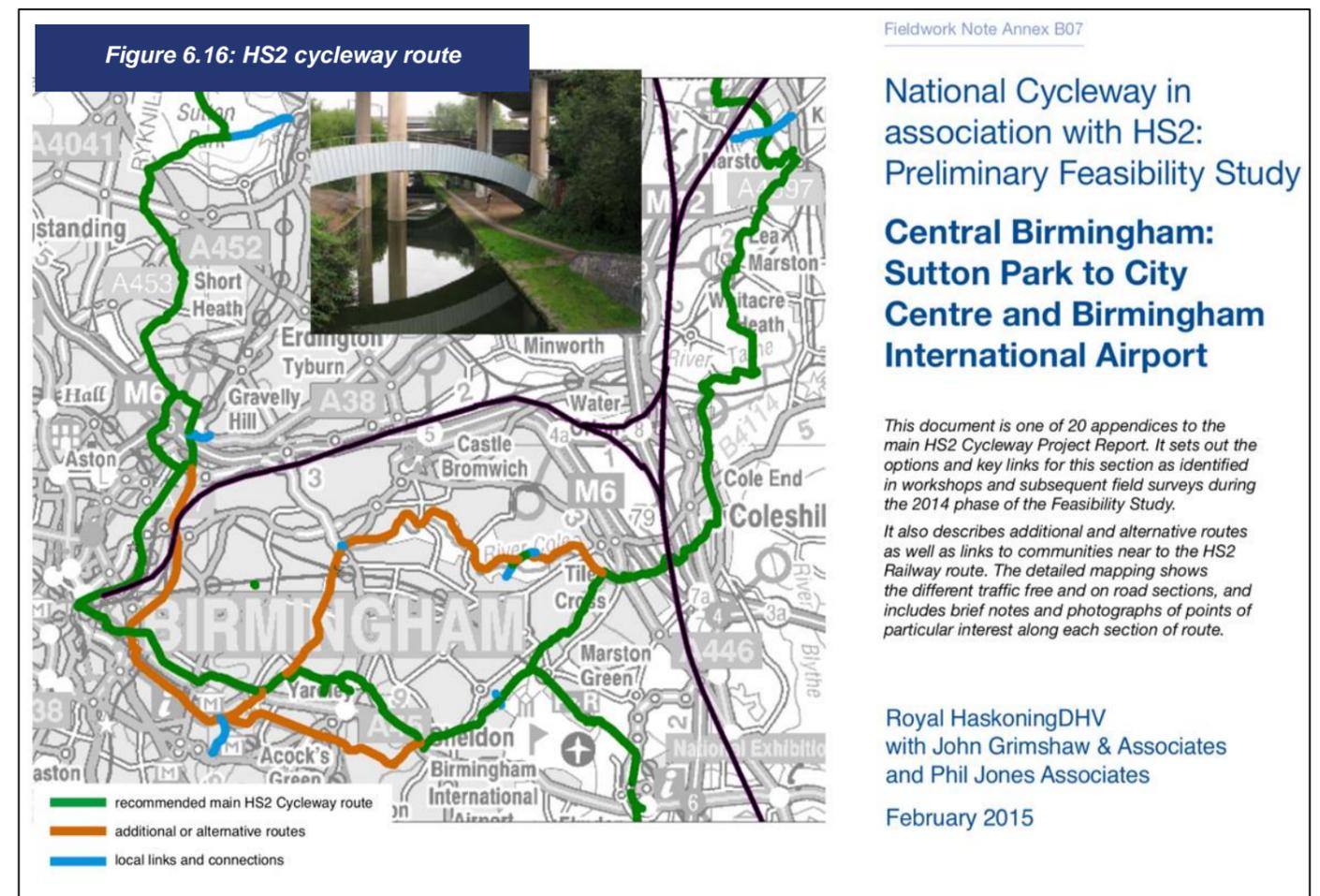
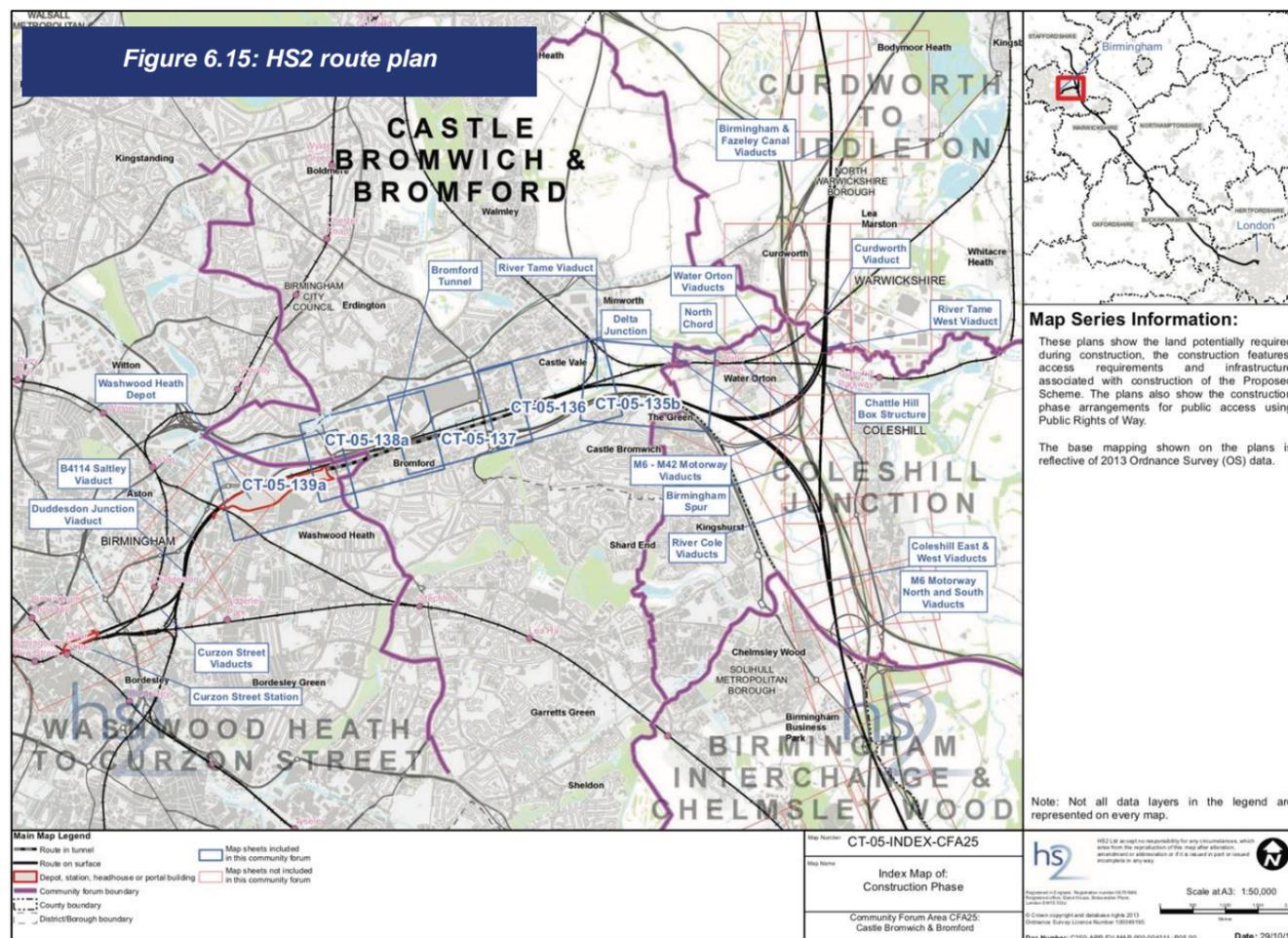
- Upgrading the A38 crossings (Castle Vale) to toucans with localised footway widening
- Changes to make the road one-way under the bridge to enable a wider footway and cycle track
- Crossing assessment on Forge Lane to connect with the path to Forge Croft
- Upgrading the crossing outside Asda on Walmley Ash Road to a toucan with localised footway widening
- Investigating proposals for lighting improvements, if required

## 6.2.6 High Speed 2

Phase 1 of High Speed 2 (HS2), the new rail line between London and Birmingham, will be constructed within part of the Tyburn study area. Bromford and Castle Vale will be impacted by the construction and completion of the route. The route will run through the existing rail and Tame Valley corridor to the south of the study area but will largely be in a tunnel under much of Bromford and, as such, will not cause any severance or accessibility issues (see figure 6.15). For the remainder of the route, to the south of Castle Vale, it will be constructed above ground through Parkhall Wood, with realignment of the River Tame. There are limited crossings of the river and railway line to the south of Castle Vale and the proposed construction of HS2, as shown in construction plans contained within the Environmental Statements, should not cause any additional severance.

## 6.2.7 HS2 Cycleway

In May 2016 a report was completed by a consortium of consultants to look into the feasibility of delivering a cycleway that runs the length of HS2 on a similar alignment. The route was proposed to connect the new stations at Birmingham International Airport and the city centre. However, due to the lack of space available in the Tame Valley corridor adjacent to the HS2 proposals, the route used a different alignment through the Cole Valley and, as such, does not impact on the Tyburn study area (see figure 6.16).



## 6.3 Future infrastructure improvements

### 6.3.1 Birmingham Walking and Cycling Strategy

In April 2017 the Department for Transport developed the first statutory Cycling and Walking Investment Strategy. As part of this, new guidance was published that local authorities could follow to produce their own cycling strategies. Going forwards, these Local Cycling and Walking Infrastructure Plans (LCWIPs) can be used to help secure future investment, both locally and nationally.

Following this, Birmingham City Council developed their Walking and Cycling Strategy as part of this process. This follows The West Midlands Strategic Cycle Network Plan (revised 2019) and The West Midlands Cycle Charter (2015), both of which Birmingham City Council support.

#### The key aim of the strategy is to:

'Increase walking and cycling in Birmingham, for transport, leisure and health, particularly for short journeys and in combination with public transport.' (Birmingham Walking and Cycling Strategy, Draft v3a, May 2019)

The strategy references the Birmingham Development Plan (BDP) and aims to support housing and employment growth by developing walking and cycling routes that deliver access to sustainable transport links. For the study area of Tyburn, this means that it relates directly to the Sprint corridor.

Regional priority cycle routes that support the West Midlands LCWIP (2019) are identified in the plan (see figure 6.17), which in Phase 2 includes:

- A47, A38, B4148, Fort Parkway to Langley/Walmley corridors

It is noted that detailed alignments are to be determined after further study.

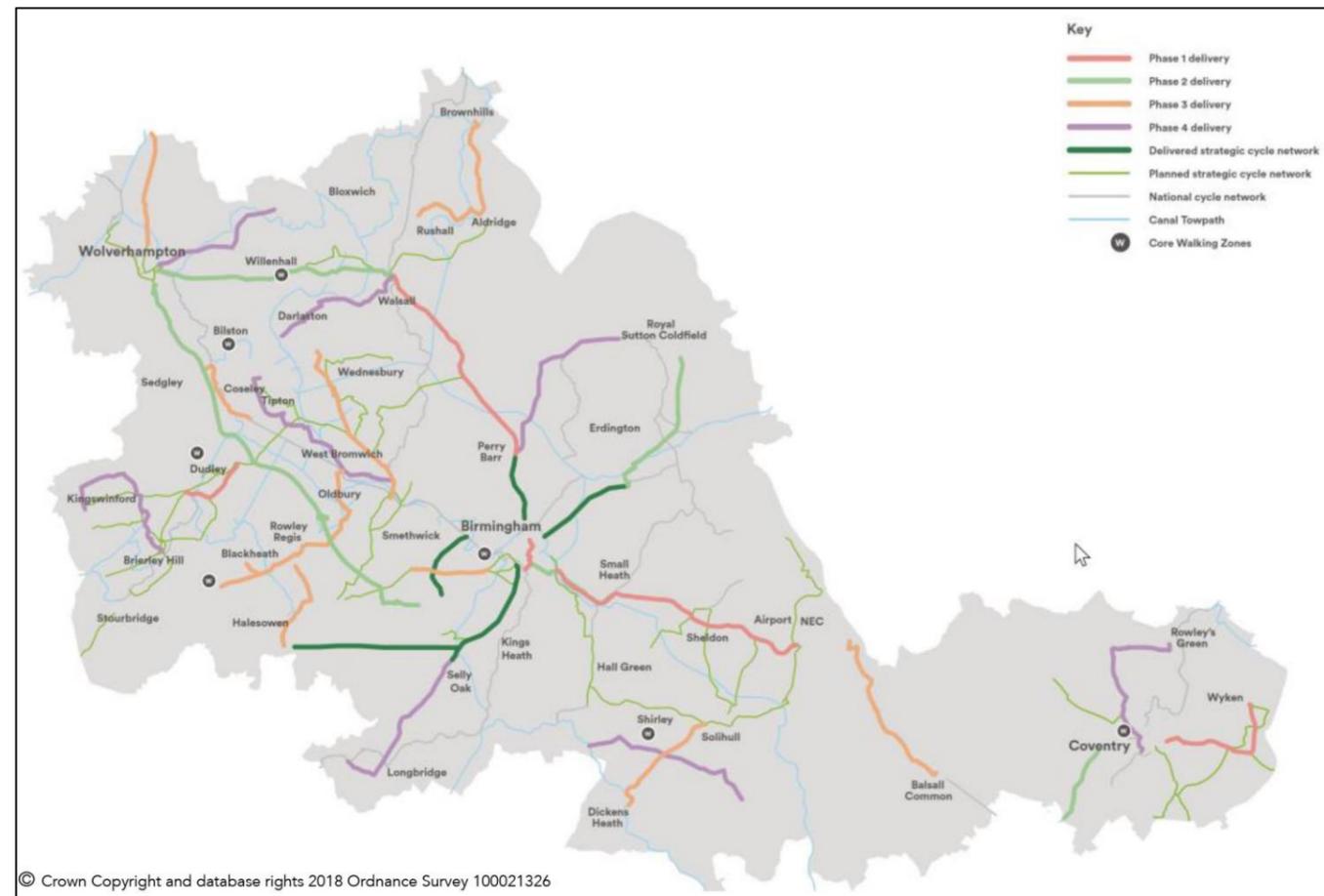


Figure 6.17: LCWIP Plan 1 (regional priority cycle routes)



Figure 6.18: Cycling and Walking plans and Birmingham's resulting strategy

Alongside the regional strategic routes, further local routes are identified in the plan that are required to improve walking and cycling connections and increase active travel for short journeys (see figure 6.19). These include specific reference to routes that support the transformation outlined in Birmingham's Urban Centres Framework for Inclusive Growth (2019). Of these Priority Areas, those included with relevance to the study area are:

- Sutton Coldfield
- Langley

The plan also considers walking and has identified a number of core walking zones that also link with the BDP growth areas (see figure 6.20). For the Tyburn study area, the following core walking zones have been identified:

- Sutton Coldfield
- Langley

For the walking zones, more detailed local schemes are planned to be implemented that improve crossing facilities, dropped kerbs, lighting, tactile paving and seating. The aim is to deliver fully inclusive infrastructure for users across a wide spectrum of the community. The improvements identified in the plan for both walking and cycling are all subject to further feasibility study and investigation.

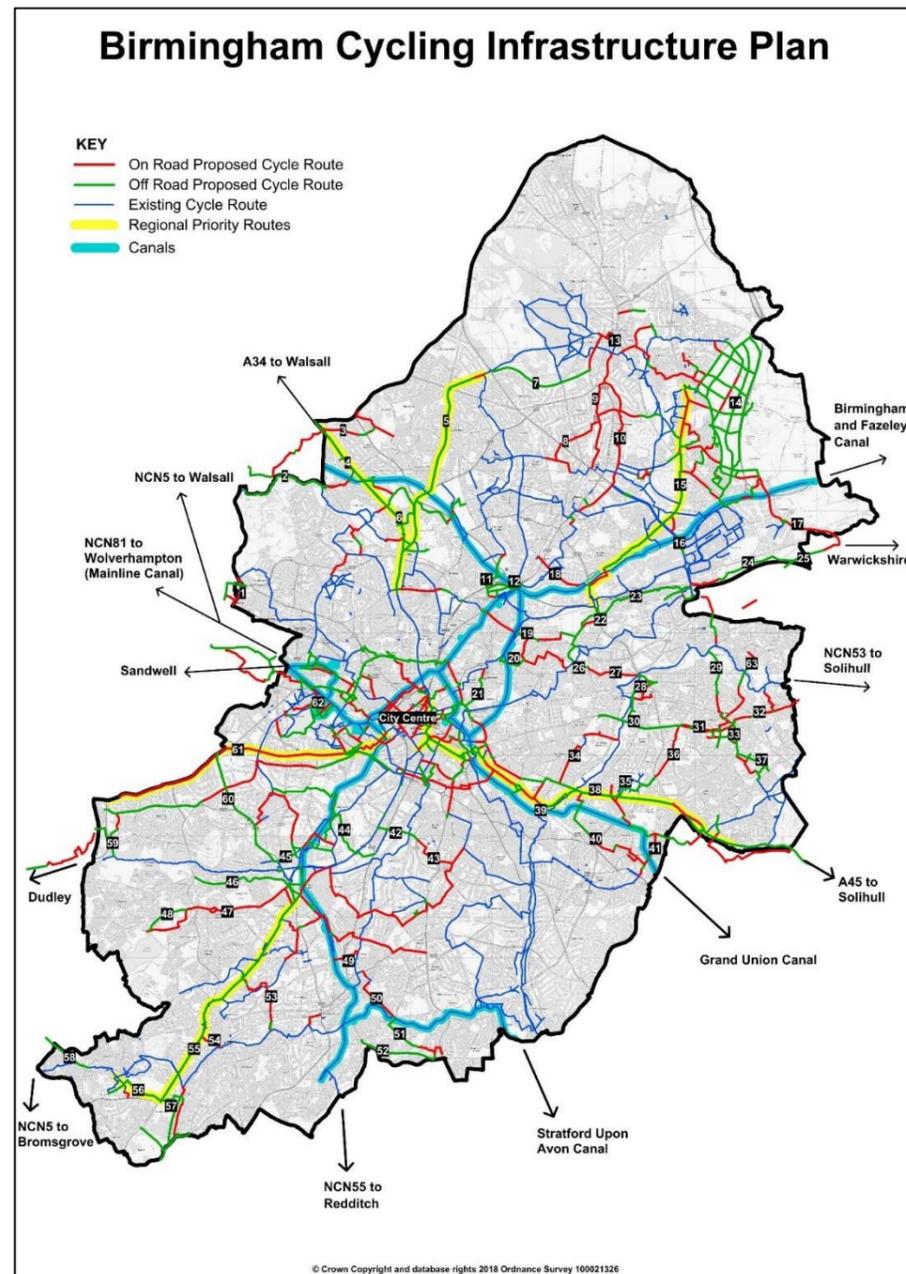


Figure 6.19: Birmingham cycling infrastructure plan

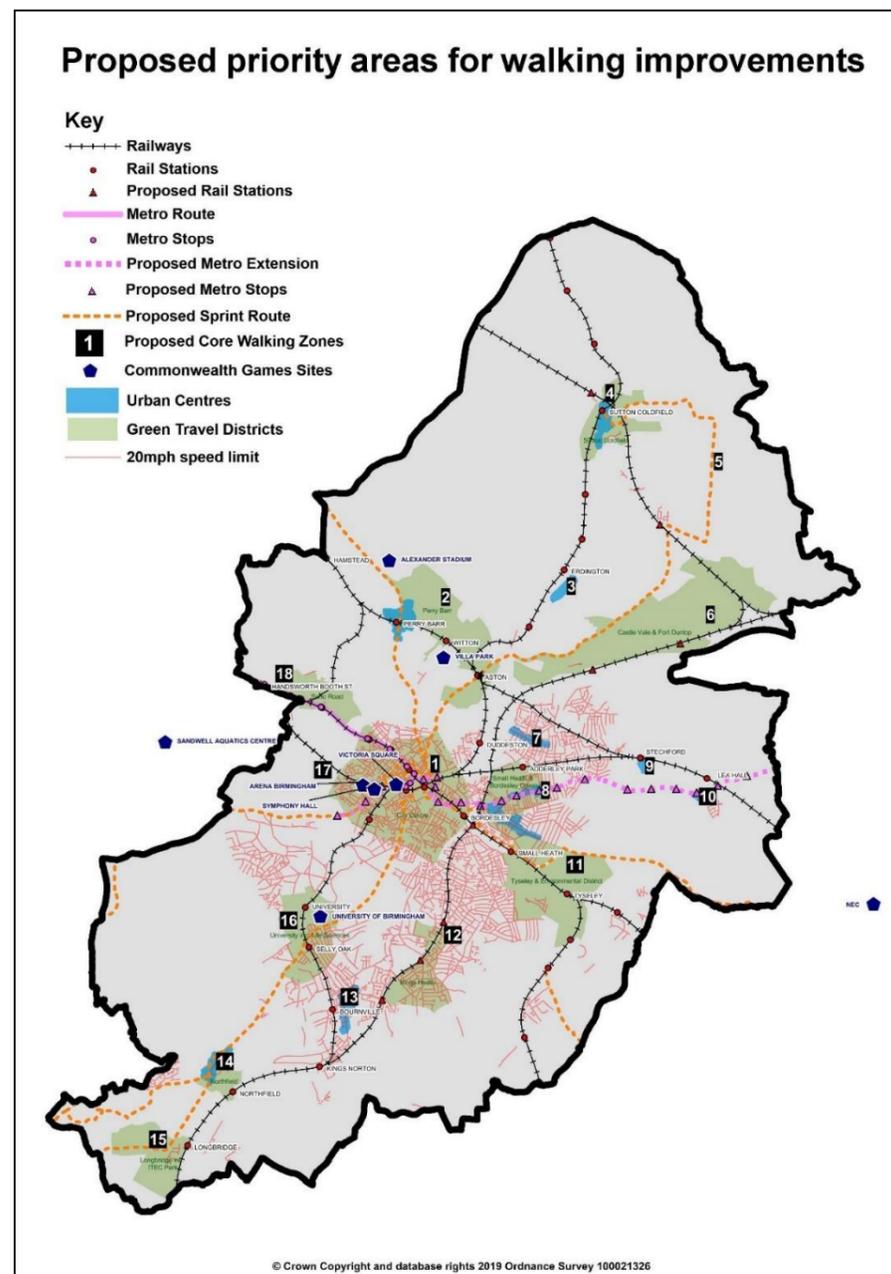


Figure 6.20: Priority area for walking improvements

- Five to Ten Year Plan Recommendations:**
- Improve walking and cycling links within Tyburn that maximise the existing Connect2 projects, including infrastructure in Pype Hayes Park that connects with Sutton Coldfield
  - Improve Tyburn walking and cycling links to the Birmingham & Fazeley Canal towpath including entrances. This has the potential to encourage active travel to destinations beyond Tyburn including Birmingham city centre
  - Consider walking and cycling links with the proposed Sprint bus stops and the specific needs of older residents, including seating
  - Carry out a study of existing bus routes and stops, establishing if they meet the needs of older Tyburn residents
  - The development of active travel links within Tyburn needs to integrate with the Peddimore and Langley growth areas, which can encourage an ageing workforce to travel actively
  - Regional LCWIP route development needs to be considered alongside local walking and cycling requirements

## 7. Measures that can be delivered in Year 2, and five to ten year plan considerations

In this section, the recommendations that have resulted from Age-Friendly City research, auditing, mapping analysis and community engagement have been distilled down into the actions required to make Tyburn more age-friendly. All recommendations have been validated by referencing the audit findings that have shaped them and how they will ultimately contribute to an Age-Friendly Tyburn. We have developed a table of recommendations for the whole of Tyburn, along with tables that detail recommendations for each of the neighbourhood character areas. Each table has a section of Year 2 project recommendations and a section detailing emerging considerations that will shape and inform the development of the five to ten year plan.

### 7.1 Requirements for an Age-Friendly Neighbourhood

#### 7.1.1 Overarching Tyburn requirements

Overarching Tyburn Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
<b>Deliver a more detailed audit of light controlled crossings</b> using Living Streets' guidance, and trial increased crossing times where possible	<ul style="list-style-type: none"> <li>Road auditing and mapping findings established existing provision as a barrier</li> <li>Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>Will inform the five to ten year plan recommendations, that will help to reduce the severance caused by Tyburn's main roads</li> <li>May establish reasons contributing to accidents at existing crossing points</li> </ul>
Work with Project Champions to establish <b>areas where a lack of drop kerbs, uneven surfaces and poor maintenance is a barrier to active travel</b>	<ul style="list-style-type: none"> <li>Road and character area audits established potential hotspots</li> <li>Community and Project Champion feedback</li> <li>Guidance from established Age-Friendly Cities</li> </ul>	<ul style="list-style-type: none"> <li>Will identify early delivery opportunities in the five to ten year plan that can unlock the potential of existing active travel routes</li> </ul>
<b>Raise awareness of the Birmingham &amp; Fazeley Canal</b> as an active travel corridor and work with Project Champions to improve the appearance and usability of existing entrance points (can include seating trials and cutting back planting)	<ul style="list-style-type: none"> <li>Community and Project Champion feedback</li> <li>Guidance from established Age-Friendly Cities regarding safety concerns</li> <li>Mapping and audit recommendations relating to the canal</li> <li>Long-term planning and development context detailing overall canal network active travel routes</li> </ul>	<ul style="list-style-type: none"> <li>Will encourage local people to start using the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> <li>Start to overcome safety concerns and perceptions restricting local people's use of the canal and its links</li> </ul>
<b>Analysis of existing bus route provision</b>	<ul style="list-style-type: none"> <li>Long-term planning and development context detailing planned routes</li> <li>Guidance from established Age-Friendly Cities highlighting role of public transport</li> <li>Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>Will inform the five to ten year plan recommendations relating to public transport provision needs for older residents</li> <li>WHO research has highlighted that the cost of public transport and the ability to move around a city determines older people's social and civic participation and access to community health services</li> </ul>
<b>Promote the public use of existing toilet facilities</b> , learning from Age-Friendly Manchester	<ul style="list-style-type: none"> <li>Community and Project Champion feedback</li> <li>Guidance from established Age-Friendly Cities highlighting role of public toilets</li> </ul>	<ul style="list-style-type: none"> <li>Will start to remove the barrier of no public toilet provision across Tyburn, which can discourage people with weak bladders from visiting destinations in their neighbourhood</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<b>Connect walking and cycling network improvements</b> with planned projects and developments within Tyburn and neighbouring locations	<ul style="list-style-type: none"> <li>Long-term planning and development context</li> </ul>	<ul style="list-style-type: none"> <li>Will support ageing in place and will encourage residents, including older people, to make local journeys by bike and foot</li> <li>Links to employment sites will benefit an ageing workforce</li> </ul>
<b>Develop walking and cycling routes within neighbourhood areas</b> that provide safe and age-friendly links to: <ul style="list-style-type: none"> <li>Existing and planned bus routes</li> <li>Green spaces, including Pype Hayes Park</li> </ul>	<ul style="list-style-type: none"> <li>Long-term planning and development context detailing planned routes</li> <li>Guidance from established Age-Friendly Cities highlighting role of public transport, and safe outdoor meeting places</li> <li>Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>Will support ageing in place and will encourage residents including older people to make local journeys actively, integrating with public transport</li> <li>Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> <li>Will remove barriers to accessing green spaces and contribute to wellbeing and activities that support social interaction</li> </ul>

<p><b>Crossing point improvements</b> on main roads to meet the needs of older people, those with disabilities and active travel routes, reducing severance between neighbourhood character areas</p>	<ul style="list-style-type: none"> <li>• Road audit and mapping section findings</li> <li>• Guidance from established Age-Friendly Cities</li> <li>• Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<p><b>Incorporate street greening/planting</b> to help improve environmental performance, and make the streets people places, mitigating against issues including pavement parking (this could include public parks, linking and blending with the roads that adjoin them)</p>	<ul style="list-style-type: none"> <li>• Main road audit findings</li> <li>• Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Will help reduce the noise and air pollution impacts of the main roads</li> <li>• Will make the main roads and neighbourhood streets more appealing active travel routes</li> </ul>
<p><b>Provide public toilets and seating</b> at local destinations and along active travel routes</p>	<ul style="list-style-type: none"> <li>• Guidance from established Age-Friendly Cities</li> <li>• Community and Project Champion feedback</li> <li>• Audit findings established a lack of provision in all character areas</li> </ul>	<ul style="list-style-type: none"> <li>• Will make existing and future neighbourhood destinations accessible for older people and local people with disabilities</li> <li>• Will remove barriers to social interaction</li> </ul>
<p><b>Unlock the active travel potential of the Birmingham &amp; Fazeley Canal</b> by improving maintenance and lighting of the towpath, and improving entrance points for people with restricted mobility</p>	<ul style="list-style-type: none"> <li>• Community and Project Champion feedback</li> <li>• Guidance from established Age-Friendly Cities regarding safety concerns</li> <li>• Mapping and audit recommendations relating to the canal</li> <li>• Long-term planning and development context detailing overall canal network active travel routes</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to use the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> <li>• Will overcome safety concerns and perceptions restricting local people's use of the canal and its links</li> <li>• Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<p>With the exception of the Castle Vale neighbourhood, <b>more services and community venues are required within Tyburn's character areas</b>. Currently the majority of these destinations are concentrated at neighbourhood boundaries that adjoin busy main roads</p>	<ul style="list-style-type: none"> <li>• Character area audit findings and mapping of neighbourhood destinations and services</li> <li>• Long-term planning and development context</li> </ul>	<ul style="list-style-type: none"> <li>• Will provide neighbourhoods with community hubs that can support all residents, including older people</li> <li>• Having services within the neighbourhoods will reduce conflict with busy boundary roads</li> </ul>
<p><b>Ageing workforce and active travel requirements</b> need to be considered for existing and future employment locations</p>	<ul style="list-style-type: none"> <li>• Industrial area audits and mapping analysis of active travel routes</li> <li>• Long-term planning and development context detailing planned employment sites</li> </ul>	<ul style="list-style-type: none"> <li>• Will support older residents to access local employment opportunities as working age is increased</li> </ul>
<p><b>Secure cycle parking</b> is limited across Tyburn and needs to be integrated into existing and future cycle routes and destinations</p>	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• An active travel barrier identified at community engagement events</li> </ul>	<ul style="list-style-type: none"> <li>• This will unlock the potential of existing and future cycle routes for the over 60s and all local residents</li> </ul>
<p>Develop and deliver an <b>active travel signage strategy</b> which highlights existing routes and considers future developments</p>	<ul style="list-style-type: none"> <li>• Character area audits identified an overall lack of signage</li> <li>• At community engagement events, a lack of active travel route knowledge was recognised</li> </ul>	<ul style="list-style-type: none"> <li>• To maximise the potential use of active travel routes and awareness of local destinations, which will encourage Tyburn residents to travel actively and explore their neighbourhood</li> </ul>
<p>Explore the role an Age-Friendly Tyburn design guide could play in guiding future developments and upgrading the existing built environment. This could include pathway design and materials, embedding the active travel requirements of all residents, especially those with mobility issues and disabilities</p>		

## 7.1.2 Birches Green requirements

Birches Green Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
<p><b>Explore the potential of existing limited green spaces</b> to provide this neighbourhood with a location for community focused activities, including seating and a noticeboard to promote activities</p>	<ul style="list-style-type: none"> <li>• Character area audit and mapping which identified limited green space provision</li> <li>• Community and Project Champion feedback</li> <li>• Guidance from established Age-Friendly Cities regarding seating requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Will provide Birches Green residents with a meeting point in the neighbourhood that can start to breakdown social isolation</li> </ul>
<p><b>Trial on Firtree Road to highlight crossing requirements</b>, speeding, pavement parking and rat-running, as well as drawing attention to the under-used adjoining green space</p>	<ul style="list-style-type: none"> <li>• Guidance from established Age-Friendly Cities regarding provision of safe outdoor meeting places</li> <li>• Character area audit and mapping which established limited green space and crossing point provision</li> <li>• Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Local residents, including parents, can start to consider the active travel potential of Birches Green</li> <li>• This can act as a first step in breaking down barriers which are restricting all residents including older people travelling actively in the neighbourhood</li> </ul>
<p><b>Develop community capacity</b> to start tackling issues such as fly tipping and pavement parking</p>	<ul style="list-style-type: none"> <li>• Character area audit findings relating to pavement obstructions and environmental performance</li> <li>• Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Will help bring the community together, developing social connections while reconnecting them with their environment</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<p><b>Improve pedestrian access and the environment around the shopping area</b> at Holly Lane and Kingsbury Road to make it a people friendly space including improvement of crossing facilities</p>	<ul style="list-style-type: none"> <li>• Main road and character area audit findings</li> <li>• Destination and crossing point mapping analysis</li> <li>• Guidance from established Age-Friendly Cities regarding provision of safe outdoor meeting places</li> <li>• Noise and air pollution mapping recommendations</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<p><b>Community venues within the neighbourhood are needed</b></p>	<ul style="list-style-type: none"> <li>• Community and Project Champion feedback</li> <li>• Destination mapping analysis and character area audit results</li> <li>• Guidance from established Age-Friendly Cities regarding provision of safe meeting places</li> </ul>	<ul style="list-style-type: none"> <li>• Will help develop a cohesive community with healthy social connections</li> <li>• Having services within the neighbourhoods will reduce conflict with busy boundary roads</li> </ul>
<p><b>Integrate walking and cycling infrastructure within the neighbourhood</b> including crossing points, dropped kerbs and tackle existing drainage issues</p>	<ul style="list-style-type: none"> <li>• Main road and character area audit findings</li> <li>• Community and Project Champion feedback</li> <li>• Destination and crossing point mapping analysis</li> <li>• Guidance from established Age-Friendly Cities regarding pavement surface and drop kerb requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<p><b>Integrate walking and cycling infrastructure on the main boundary roads</b> (Kingsbury Road/Tyburn Road) to link this neighbourhood with other Tyburn destinations including the canal</p>	<ul style="list-style-type: none"> <li>• Main road audit analysis and destination mapping cross referenced with crossing point provision and accidents on main roads</li> <li>• Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to use the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> </ul>

### 7.1.3 Castle Vale requirements

Castle Vale Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
<p><b>Trial temporary crossing points and reclaim carriageway on linear routes</b> such as Yatesbury Avenue to highlight speeding, traffic, congestion and pavement parking</p>	<ul style="list-style-type: none"> <li>• Character area audit and accident mapping findings</li> <li>• Community and Project Champion feedback regarding linear routes discouraging all active travel within Castle Vale</li> <li>• Guidance from established Age-Friendly Cities regarding access needs to services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Will support existing active travel infrastructure to realise its potential, enabling all residents and over 50 to travel actively to destinations within the neighbourhood</li> <li>• Will work towards overcoming neighbourhood vehicle traffic being a barrier to social interaction</li> </ul>
<p><b>Give neighbourhood spaces a role</b> including temporary seating that encourages frequent use in order to combat the lack of patrols (Project Champions could play a role in neighbourhood patrols). This could include events, parties and activities in Centre Park and by the 'Baby' – the statue close to the retail park (Sainsbury's)</p>	<ul style="list-style-type: none"> <li>• Guidance from established Age-Friendly Cities regarding the need for seating and safe places requirements</li> <li>• Audit findings and mapping that identified existing spaces as being underutilised</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will help unlock the benefits of green spaces and active travel routes</li> <li>• Activities will encourage social interaction between all residents including the over 50s</li> </ul>
<p><b>Cut back overgrown vegetation on existing active travel routes</b></p>	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding fear of crime in poorly maintained locations</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage the use of existing active travel routes and destinations within Castle Vale</li> <li>• By enabling over 50s to take part in maintenance activities, they will feel like they have a positive role in improving their neighbourhood</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<p><b>Improve active travel routes to destinations in adjoining neighbourhoods</b> including Pype Hayes Park, for example</p> <p>Improve and widen the crossing by the Tyburn House roundabout on the A38</p> <p>Segregated bike lane on Tangmere Drive and extension of Chester Road segregated bike lane from Tyburn House roundabout to Spitfire roundabout</p>	<ul style="list-style-type: none"> <li>• Main road audit analysis and destination mapping cross referenced with crossing point provision and accidents on main roads</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> <li>• Will encourage local people to use the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> </ul>
<p><b>Implement infrastructure changes that reduce traffic speeds on the neighbourhood's linear roads</b>, encouraging active travel within the estate, so all local residents can access key destinations including green spaces</p>	<ul style="list-style-type: none"> <li>• Character area audit findings and accident data mapping analysis</li> <li>• Community and Project Champion feedback regarding linear routes discouraging all active travel within Castle Vale</li> <li>• Guidance from established Age-Friendly Cities regarding access needs to services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Will support existing active travel infrastructure to realise its potential, enabling all residents and over 50s to travel actively to destinations within the neighbourhood</li> <li>• Will work towards overcoming neighbourhood vehicle traffic being a barrier to social interaction</li> </ul>
<p>An early delivery opportunity is <b>installing a handrail on the steep section of Yatesbury Avenue</b> by Sainsbury's</p>	<ul style="list-style-type: none"> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will make this route more usable for older people and residents with restricted mobility</li> </ul>

#### 7.1.4 Pype Hayes North requirements

Pype Hayes North Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
Work with Project Champions to help <b>tidy up some of the overgrown green spaces</b>	<ul style="list-style-type: none"> <li>• Character area audit findings and green space mapping</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage the use of existing active travel routes and destinations within Pype Hayes North</li> <li>• By enabling over 50s to take part in maintenance activities, they will feel like they have a positive role in improving their neighbourhood</li> </ul>
<p>Deliver events and temporary seating that <b>encourages the use of the existing active travel routes and green spaces</b> within the estate and the neighbouring destinations to which these link, including Pype Hayes Park</p> <p>The focus could be an event by Paget School to highlight congestion and the potential of existing active travel routes supported by the walking maps</p>	<ul style="list-style-type: none"> <li>• Guidance from established Age-Friendly Cities regarding the need for seating and safe places requirements</li> <li>• Audit findings and mapping that identified existing spaces are underutilised</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will help unlock the benefits of green spaces and active travel routes</li> <li>• Activities will encourage social interaction between all residents including the over 50s</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<p><b>Implement cycle parking and seating</b> to support the use of existing cycle routes across the neighbourhood</p>	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding the need for seating</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage the use of existing active travel routes and destinations within Pype Hayes North</li> <li>• Will remove a barrier to older people and residents with mobility issues travelling actively within their neighbourhood</li> </ul>
<p><b>Implement crossing points and active travel routes</b> which prioritise the safety of cyclists and pedestrians on Chester Road and the B4148. Improvements to these crossing points will benefit this neighbourhood and longer active travel journeys to destinations including Sorrel Park and Pype Hayes Park</p>	<ul style="list-style-type: none"> <li>• Main road audit analysis and destination mapping cross referenced with crossing point provision and accidents on main roads</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> <li>• Will encourage local people to use Pype Hayes Park and the canal as an active travel route</li> </ul>
<p><b>Alter the streetscape to help manage the pavement parking in this location</b></p>	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will make the neighbourhood streets more appealing as active travel routes for all residents including people with mobility restrictions and pushchair access</li> </ul>
<p><b>Investigate walking and cycling links to better connect Hollydale Road</b> with the overall neighbourhood</p>	<ul style="list-style-type: none"> <li>• Character area audit findings and mapping conclusions</li> <li>• Guidance from established Age-Friendly Cities regarding 'ageing in place' and access to local services</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help overcome the built environment currently isolating Hollydale Road residents</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>

### 7.1.5 Pype Hayes South requirements

Pype Hayes South Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
<p><b>Trial community activity in Sorrel Park</b> alongside The Canal &amp; River Trust to highlight and activate the green space and links to the canal</p>	<ul style="list-style-type: none"> <li>• Character area and canal audit findings including mapping analysis</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding access to safe meeting spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Will help unlock the benefits of green spaces and active travel routes</li> </ul>
<p><b>Consider trialling pop-up parks and seating</b> areas that provide the neighbourhood with spaces for people to meet and socialise</p>	<ul style="list-style-type: none"> <li>• Character area audit findings regarding the lack of green spaces within the neighbourhood</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding the need for seating and access to safe meeting spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Activities will encourage social interaction between all residents including the over 50s</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<p><b>Implement direct pedestrian and cycle links to Sorrel Park from adjoining residential areas</b>, making the park an integral part of the neighbourhood</p>	<ul style="list-style-type: none"> <li>• Character area audit findings and mapping analysis</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding access to safe meeting spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> <li>• Will encourage local people to use Sorrel Park and the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> </ul>
<p><b>Develop active travel links with supporting cycle parking east/west between the standalone residential developments</b> so residents can easily access destinations within the overall neighbourhood</p>		
<p><b>Alter the streetscape to help manage the pavement parking</b> in this location and <b>incorporate pocket park locations</b></p>	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding access to safe meeting spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Will make the neighbourhood streets more appealing as active travel routes for all residents, including people with mobility restrictions and pushchair access</li> <li>• Will help unlock the benefits of green spaces and active travel routes, and will encourage social interaction between all residents, including the over 50s</li> </ul>
<p><b>Implement crossing points and active travel routes</b> which prioritise the safety of cyclists and pedestrians <b>on the A38, Chester Road and B4148</b> (nearer to Sorrel Grove)</p>	<ul style="list-style-type: none"> <li>• Main road audit analysis and destination mapping cross referenced with crossing point provision and accidents on main roads</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> <li>• Will encourage local people to access Tyburn destinations including Pype Hayes Park by bike and foot</li> </ul>
<p><b>Improve the access to the canal.</b> Currently there is no footpath from the park to the entrance and there is limited signage</p>	<ul style="list-style-type: none"> <li>• Character area and canal audit findings including mapping analysis</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to use Sorrel Park and the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> </ul>

## 7.1.6 Pype Hayes East requirements

Pype Hayes East Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
Explore ideas that <b>strengthen the active travel links between the canal and neighbourhood</b>	<ul style="list-style-type: none"> <li>• Character area and canal audit findings including mapping analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to use the canal as an active travel route and as an escape from heavily developed areas of Tyburn</li> <li>• Will overcome safety concerns and perceptions which restrict local people's use of the canal and its links</li> <li>• Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<b>Consider trialling pop-up parks and seating areas</b> that provide the neighbourhood with spaces for people to meet and socialise	<ul style="list-style-type: none"> <li>• Character area audit findings and mapping analysis</li> <li>• Guidance from established Age-Friendly Cities regarding access to safe meeting spaces and the role of seating</li> </ul>	<ul style="list-style-type: none"> <li>• Will start to deliver the benefits of green spaces, and will start to encourage social interaction between all residents including the over 50s</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<b>Improve pedestrian and cycle links with Pype Hayes Park and the Nature Park</b> , making these destinations feel like an extension of the neighbourhood. These links will also serve people travelling from other locations across Tyburn	<ul style="list-style-type: none"> <li>• Character area audit and mapping analysis which highlighted the lack of green space within the neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people, including over 50s, to travel actively to nearby green spaces and experience their positive value</li> <li>• Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<b>Develop active travel routes that link different sections of the neighbourhood</b>	<ul style="list-style-type: none"> <li>• Character area audit findings and mapping conclusions</li> <li>• Guidance from established Age-Friendly Cities regarding 'ageing in place' and access to local services</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help overcome the built environment currently isolating Hollydale Road residents</li> <li>• Will help to reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
<b>Develop destinations and venues within the neighbourhood</b> that support the needs of local residents, especially those that are over 50	<ul style="list-style-type: none"> <li>• Character area audit findings and mapping conclusions</li> </ul>	<ul style="list-style-type: none"> <li>• Will help develop a cohesive community with healthy social connections</li> <li>• Having services within the neighbourhoods will reduce conflict with busy boundary roads</li> </ul>
<b>Alter the streetscape to help manage the pavement parking</b> in this location and <b>incorporate pocket park locations</b>	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• Community and Project Champion feedback during workshops and walking audits</li> <li>• Guidance from established Age-Friendly Cities regarding access to safe meeting spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Will make the neighbourhood streets more appealing as active travel routes for all residents, including people with mobility restrictions and pushchair access</li> <li>• Will help unlock the benefits of green spaces and active travel routes, and will encourage social interaction between all residents, including the over 50s</li> </ul>

### 7.1.7 Bromford Industrial & Retail Area requirements

Bromford Industrial & Retail Area Requirements for An Age-Friendly Neighbourhood:	Audit Findings Supporting This	Contribution to an Age-Friendly Tyburn
<b>Year Two: Project Trial, Quick Wins and Further Investigation Recommendations</b>		
<b>Raise awareness of existing active travel links to the retail areas</b> in this character area including the role of the canal	<ul style="list-style-type: none"> <li>• Character area and canal audit findings</li> <li>• Long-term planning and development context detailing canal towpath connections</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to travel actively to retail areas in Tyburn, and experience the open space value of the canal</li> </ul>
<b>Five to Ten Year Plan Considerations:</b>		
<b>Implement changes to employment areas that consider the needs of older people</b> as their working life is extended	<ul style="list-style-type: none"> <li>• Industrial area audits and mapping analysis of active travel routes</li> <li>• Long-term planning and development context detailing planned employment sites</li> </ul>	<ul style="list-style-type: none"> <li>• Will support older residents to access local employment opportunities</li> </ul>
<b>Implement segregated cycle routes</b> , reducing the impact of lorries, and link these routes with the canal (implementing ramp access) and The Fort Shopping Park's walking links	<ul style="list-style-type: none"> <li>• Character area and canal audit findings</li> <li>• Long-term planning and development context detailing canal towpath connections</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to travel actively to retail areas in Tyburn, and experience the open space value of the canal</li> </ul>
<b>Develop better signage</b> to show residents that The Fort is accessible on foot and bike and its links with the canal	<ul style="list-style-type: none"> <li>• Character area and canal audit findings</li> <li>• Long-term planning and development context detailing canal towpath connections</li> </ul>	<ul style="list-style-type: none"> <li>• Will encourage local people to travel actively to retail areas in Tyburn, and experience the open space value of the canal</li> </ul>
<b>Install crossing points</b> on Kingsbury Road and Tyburn Road at Holly Lane/Wood Lane crossing points and on Wingfoot Way where it joins the A47	<ul style="list-style-type: none"> <li>• Road audit and mapping section findings</li> <li>• Guidance from established Age-Friendly Cities</li> <li>• Community and Project Champion feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Will support ageing in place and will encourage residents including older people to make local journeys by bike and foot</li> <li>• Will help reduce noise and air pollution resulting from local journeys currently being made by car</li> </ul>
Consider the <b>social connection role that the retail areas</b> could play as meeting hubs for local people	<ul style="list-style-type: none"> <li>• Guidance from established Age-Friendly Cities regarding provision of safe meeting places</li> <li>• Community champion feedback that retail areas are meeting points</li> </ul>	<ul style="list-style-type: none"> <li>• Will help develop a cohesive community with healthy social connections</li> </ul>
<b>Install cycle parking</b> at The Fort Shopping Centre	<ul style="list-style-type: none"> <li>• Character area audit findings</li> <li>• An active travel barrier identified at community engagement events</li> </ul>	<ul style="list-style-type: none"> <li>• This will help encourage cycling to The Fort Shopping Centre for the over 50s and all local residents</li> </ul>

## 7.2 Year 2 recommendations and project resources

Identified in the preceding tables are recommendations relating to quick wins and trials that could potentially be investigated during the second year of the project. However, the resources available mean that not all of them can be carried forward at this stage. In order to maximise the value of Year 2 activities, only similar recommendations will be trialled in carefully selected locations and where possible, grouped together. These locations are being guided by feedback from the Project Champions, and the permission processes needed to deliver them.

Although every location is unique, the overlap between trial and quick win recommendations means that the activities we deliver in Year 2 could be used to inform future changes in a range of locations across Tyburn and the resulting five to ten year plan. The type and location of the trials the community want to deliver in Year 2 are emerging as follows and will have two stages:

### 7.2.1 Stage 1: Ideas testing (August to October 2019)

These trials will take the form of street closures and short-term interventions using our street kit product. We will use the feedback from these trials to inform the quick wins and longer term trials we are looking to deliver in spring 2020.



Figure 7.1: Example of a street closure, sketching out ideas



Figure 7.2: Example of temporary seating with street kit

We expect to deliver community-focused events and activities, sketch out ideas on the street using chalk, and use street kit to explore:

#### **Castle Vale:** One-day road closure and street party on Yatesbury Avenue

- Traffic calming including narrowing
- Improvement to cycle lanes
- Street greening
- Improved links/crossings to Topcliffe Primary School and Centre Park
- Build on the potential of Centre Park as an events and meeting place

#### **Birches Green:** One-day road closure and street party on Firtree Rd

- Improve links/crossing to Birches Green School
- Consider how some of the ideas explored could be translated onto Kingsbury Road
- Aid the development of the adjoining green space as a community resource

#### **Pype Hayes:** Seating trials using street kit and highlighting links to the canal

- Events to promote the role of the canal as an active travel corridor
- The need for seating has been highlighted but there are anti-social behaviour concerns, these can be further explored using street kit as temporary seating. Currently locations for the seating include the Kingsbury Road/Holly Lane roundabout, and the Kingsbury/Tyburn Road junction. Other locations will be identified over the next couple of months.

### 7.2.2 Stage 2: Main trials and 'quick wins' (January to April 2020)

The trials we deliver at this stage will last for several weeks giving us an opportunity to monitor their performance and gauge local opinion. We can also consider how the ideas being trialled could work in other locations across Tyburn, and how they will inform the five to ten year plan for the area. The Birches Green and Castle Vale trials could take a similar form to the tiger crossing that was delivered in another Sustrans project (see figure 7.4). Quick wins may involve canopies that can make existing green spaces more usable, and permanent seating solutions (see figure 7.3). A barrier that has been highlighted by the community is the limited green person time on pelican and toucan crossings. We are currently working with Birmingham City Council to investigate the viability of longer crossing times (see figure 7.5).



Figure 7.3: Example of a quick win that makes a community meeting area out of a green space



Figure 7.4: Example of a longer term crossing trial



Figure 7.5: Potential extended crossing time trial location by Tyburn House roundabout

## 7.3 The structures needed to deliver the five to ten year plan

There are a large number of recommendations outlined in this report, across a wide range of issues. Some recommendations are common across each of the districts, but others are unique to specific requirements around a certain road.

### Common recommendations include:

- Developing destinations and venues within each neighbourhood that support the needs of local residents, especially those that are over 50
- To tie in with the destination mapping recommendations, implement crossing points and active travel routes which prioritise the safety of cyclists and pedestrians
- Implement infrastructure changes that encourage active travel so that residents can access key destinations, including green spaces

### 7.3.1 Who needs to be involved

Many of the identified physical interventions are on land owned or controlled by Birmingham City Council. They will therefore need to remain fully engaged and committed to the process. Many of the identified non-physical interventions are likely to be delivered across a range of providers, from care homes and the medical profession to adult education and employers.

It is not inconceivable that the younger end of the target audience (adults in their 50s) will continue to be in employment for a further 15 to 20 years, and therefore their needs will be markedly different to those at the older end. Employers such as Jaguar Landrover, and the owners of The Fort Shopping Centre (itself an amalgam of several organisations, including TIAA Henderson and M&G Real Estate) also have a responsibility to enable active travel for the employees of all of the businesses that operate from the site, and to promote the ability to undertake shorter journeys without resorting to private car use.

Sites such as The Fort Shopping Centre, with its wide variety of businesses, also become key destinations for the 50+ age group, whether it is for medical (Boots / Vision Express), clothing (M&S / Dorothy Perkins), or social (Costa Coffee / Harvester Inn) purposes.

### 7.3.2 Departments to be engaged within Birmingham City Council

The following departments all have an active role to play within the delivery of the five to ten year plan.

#### Directorate: Inclusive Growth:

- Transport and Connectivity
- Planning
- Development
- Highways Infrastructure
- Highways Maintenance

#### Directorate: Adult Social Care:

- Community and Operational
- Commissioning

#### Directorate: Neighbourhoods:

- Streetscene
- Neighbourhoods

#### Directorate: Education and Skills:

- Skills and Employability
- Inclusion and SEND

It is recommended that from the City Council, one Directorate should take the lead and have ultimate oversight of what the outcomes of this project and the long-term plan should be delivering.

### 7.3.3 Other organisations that should be engaged

A wide number of organisations and businesses operate in and around Tyburn, either as individual or cross-city operations. The list below is far from exhaustive, but does highlight some of the key players that can support and provide guidance as part of the process.

- Ageing Better in Birmingham
- BVSC
- NHS Clinical Commissioning Groups
- Canal & River Trust
- National Express (and other bus service providers)
- Jaguar Landrover
- The Fort Shopping Park
- Midlands Medical Partnership (Eaton Wood Medical Centre)
- Compass Support
- Housing Care
- Spitfire Support (adult education, formerly Castle Vale TRA)
- Sainsbury's
- Meet Up (Birmingham over 50s – city-wide)
- Route 2 Wellbeing (Birmingham city-wide)
- Sustrans
- Living Streets
- Active community groups within Tyburn

### 7.3.4 Steering group

It is currently not the sole responsibility for any single person or organisation to ensure that any change is implemented within Tyburn and so in the longer term, this may be a challenge. From our experience, a more cohesive and integrated process would be to create a steering group chaired by an organisation that has the power to implement the changes identified as part of the whole audit process. The logical organisation to do this would be Birmingham City Council.

We suggest that either the Inclusive Growth or Neighbourhoods Directorates would be ideally placed to lead the group. However, as the group's chair, they would need to be fully engaged in the process. The steering group should be kept relatively tight, so as to avoid it becoming over-burdensome and ineffective, with a wider list of “less regular” – but equally well informed – “required attendees”.

A core group, of eight to ten key organisations would be ideal and this should be drawn from the following:

- Birmingham City Council
- NHS CCG for Tyburn area
- Ageing Better in Birmingham
- BVSC (as commissioning organisation for this project)
- Sustrans
- Compass Support
- Jaguar Landrover
- The Fort Retail Park
- Canal & River Trust
- Spitfire Support

Each organisation should consider a single representative that can inform others within their organisation as to key tasks, milestones, and required inputs / outputs, to ensure that a programme of continual development and delivery is established across all facets of the area.

### 7.3.5 Funding and deliverability

The implementation of any changes will always cost money, and at a time when budgets are tight and resources challenged, it is essential to make the best out of every opportunity.

This means that new challenges may need to be met, and existing challenges resolved with greater co-operation and compromise.

### 7.3.6 Physical infrastructure

New developments are always seen as a way to “win change” through planning gain, and developers within the area, or the organisations that front complex, multi-end user sites, will need to play their part in delivering the overall ambitions of the project. This may not necessarily just be about a financial settlement to be spent within a certain distance of a location but also about how sites are developed – so that short, off-road high quality links into housing, employment or retail estates encourage greater activity.

As no one single developer or consultant has prime position in the area, the lead for this would need to come from BCC’s Planning Department, to ensure that a “Vision for Tyburn” is continually reinforced to every developer / development site.

The road network across the area is continually under strain, and routine maintenance of paths, street scenes, lighting and signage can be used to solve a lot of the immediate “smaller problems”. However, some aspects, such as replacing worn out or failed surfaces / damaged kerblines or older / technologically outdated traffic signals, would be more likely to be identified / delivered on a continuous rolling basis.

Forward planning is essential if best value for money is to be delivered. The identification of likely replacement dates / costs is something that BCC may already have undertaken and an established programme of works may already exist. If it does, then changes to the pedestrian and cycle networks (and their links) should be delivered in advance of, or at the same time as, changes to traffic signals. If this is not possible, then an order of priority should be established.

By delivering both aspects together (and the most impactful changes may not necessarily be located immediately adjacent to a location where road surfacing is being replaced or traffic signals are being installed / upgraded), the benefits of the improved “point intervention” becomes transferred to the wider approaching network as well.

### 7.3.7 Public engagement

Spending vast sums of money on improved network connectivity, coherence and safety can get you so far. However, ultimately the people residing, working, or spending leisure time in the area will also need to be positively engaged in the process to ensure that any changes effectively meet their needs.



*Figure 7.6: Establishment of a project steering group and physical environment partnership is recommended*

## 7.4 Physical Environment Partnership

As a part of the legacy of the project, a Physical Environment Partnership is to be set up. This will include partners such as:

- Birmingham City Council
- Age UK
- Age Concern
- Bike North Birmingham
- PCSOs
- Canal & River Trust
- Local councillors
- Compass Support
- Local Project Champions
- Age of Experience Group

The aim of the partnership would be to support the implementation of the five to ten year Implementation Plan. The exact content of the plan will be explored over the second year of the project. Aspects to consider will include whether the partnership is set up to be specific to Tyburn to execute the recommendations from the five to ten year plan, or whether a more strategic city-wide approach is necessary to work towards making Birmingham an Age-Friendly City at a wider level. Resourcing the partnership will also be a key consideration to be explored. This will include who would chair, support, and manage the partnership. Logistics such as where, when and how often to meet, as well as secretarial duties will also need to be considered. These questions will be discussed over the coming months to establish a partnership that can best support the legacy and realisation of the five to ten year plan.