

# Final Report

## Age-Friendly Tyburn 5-10 Year Plan

MARCH 2021



AGEING  
BETTER IN  
BIRMINGHAM



Fig 1 Image Credit: Aging Better Image Library

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		<p>The Covid-19 pandemic occurred in the last 4 months of the project and had an impact on the delivery of longer term trials. In reaction to the pandemic, two significant documents have been released:</p> <ul style="list-style-type: none"> <li>• Statutory guidance and £250million announcement for temporary infrastructure changes published by the Department for Transport</li> <li>• Birmingham City Council's Emergency Transport Plan</li> </ul> <p>Both documents look at fast tracking several types of temporary infrastructure to support social distancing. These include:</p> <ul style="list-style-type: none"> <li>• Allocation of space for people to walk and cycle</li> <li>• In areas where public transport use is being discouraged, limiting the increase in private motor vehicle use.</li> </ul> <p>Many of the measures recommended or suggested in the documents above are those that we have also recommended in this plan. In both cases, the documents have pushed the timescales to deliver changes within a few weeks or months rather than over years. We believe that many of our recommendations will be met through these agendas.</p> <p>ADDITIONAL READING:  <a href="https://www.birmingham.gov.uk/emergencytransportplan">https://www.birmingham.gov.uk/emergencytransportplan</a>   <a href="https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19">https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19</a></p>

# Executive Summary

Sustrans is the charity making it easier for people to walk and cycle. We create liveable neighbourhoods. We want a society where the way we travel creates healthier places and happier lives for everyone. Within this project we want to help older people move around in their neighbourhood and prevent social isolation in the process.

Sustrans is grounded in communities. We work in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

The population is ageing. The number of people aged 65 or over is due to increase by over 40% in the next 20 years<sup>1</sup>. We need to think about how we make our towns and cities liveable for everyone. In Birmingham specifically, the projected increase of people aged 65 or over is 15% by 2027<sup>2</sup>. Age-Friendly Tyburn was a project funded by the National Lottery Community Fund managed by Birmingham Voluntary Services Council (BVSC). The two year project looked at how to make the physical environment around us more accessible. Creating an age-friendly city is imperative to keeping people independent and active and therefore reducing social isolation.

This study, and the audit report from year one of the project, covers four main sections of the Tyburn area in Birmingham. These have been referred to as 'Character' areas in this study and are shown on page 5.

We have 10 recommendations for the successful creation of an age-friendly neighbourhood. These recommendations are examined in further detail with examples of trials and tests performed in Tyburn presented in section 4.

Urban environments have a huge impact on people's health and well-being. The character and condition of our streets and public spaces can influence how physically active we are. They change how we feel about our local community and how much we participate and feel valued and included.

In addition, Covid-19 has created an unprecedented crisis across the world, having a disproportionate impact on older people's physical and mental well-being. Lock downs have understandably changed the way we move in and use our physical environments.



Fig 3 Local residents carry out a pavement vegetation clearance in Tyburn. Image Credit: Sustrans

From this crisis we are learning that reduced traffic movement makes our neighbourhoods and environments more pleasant and creates more space to walk and cycle. We can adjust our physical world to create a 'new normal' that is more age-friendly for people walking and cycling and will aid our recovery out of the crisis; measures that create a low traffic neighbourhood.

There are several elements and tools that can be used to create better environments for elderly people. In this report we have brought together ten recommendations which would enable older people to be more active and involved within their local communities. These types of measures have been trialled during the pandemic around the world and central and local government funding should be directed to these types of projects.

We hope this report provides a catalyst to improve local neighbourhoods with older people as a primary focus. This focus ensures that no-one is left out and the population as a whole will benefit from this approach.

The Centre for Ageing Better (2019), The State of Ageing 2019, [Online, Accessed: 20/04/20]  
[https://www.birmingham.gov.uk/downloads/file/11387/older\\_adults\\_profile\\_2018\\_to\\_2019](https://www.birmingham.gov.uk/downloads/file/11387/older_adults_profile_2018_to_2019)

# Project Location

Tyburn is a residential area which sits to the north east of Birmingham with the M6 defining its southern boundary. Due to the severage of the Spagetti junction, M6 and other large distributor roads Tyburn does feel disconnected from the city centre despite being a 30 minute cycle from Birmingham City Centre.

Industrial and retail also creates a significant barrier to the south of Tyburn and these areas are often quiet in the evening and therefore less pleasant to walk or cycle through.

Tyburn is part of the Erdington district and the significant industrial landmark is the Jaguar Car's Castle Bromwich Assembly along with Fort Dunlop which has received recent regeneration investment.

The main estates are a mixture of low-rise housing with some post WW2 housing remaining along with more recent development in Castle Vale which is one of the largest urban regeneration projects in Europe. Tower blocks and low rise flats were demolished and replaced with the construction of a retail park and semi-detached housing.

As of a 2018 census estimate, Birmingham had a working age population of 64.3% and pensioners were estimated at 13 % of the population. This could mean that older people might not be a prioritised for investment.

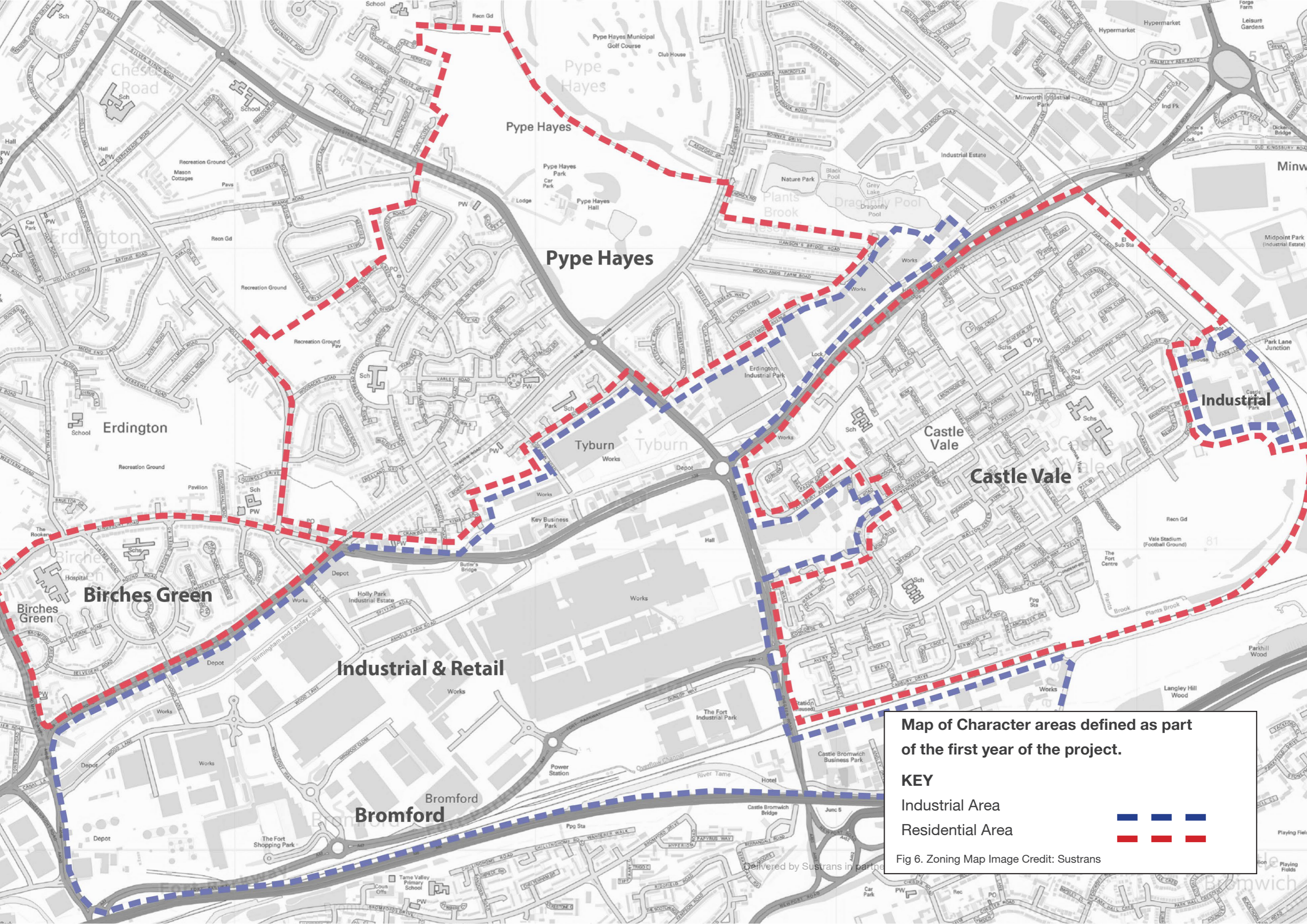
A key understanding in relation to neighbourhood improvements is that they should be combined with wider strategic improvements to connectivity. Green routes, canal networks, segregated cycle lanes etc. are critical to improving access to local areas and encouraging active travel.



Fig 4. Birmingham Wide Map Image Credit: Google Maps



Fig 5. Tyburn Area Map Image Credit: Google Maps



**Map of Character areas defined as part of the first year of the project.**

**KEY**

Industrial Area

Residential Area



Fig 6. Zoning Map Image Credit: Sustrans

# Age-friendly city recommendations

The following recommendations are based on development and testing of key ideas and trials with local community members. Our recommendations follow three key themes that were identified from the auditing and workshops in the first year. The three themes require maintenance procedures to be considered as part of the delivery of an Age-friendly city. We have highlighted some particular maintenance issues which require specific attention to ensure these recommendations are successful.

## ROAD SAFETY

1. Installation of Low Traffic Neighbourhoods.
2. Reduce wait times at crossings and increase green person crossing time.
3. Ban pavement parking combined with regular enforcement.
4. Reduce speed limits to 20mph in residential areas, 30mph for arterial roads and increase the number of pedestrian crossing points.

## PLACEMAKING

5. Develop indoor and outdoor spaces and support and maintain community venues.
6. Install public seating to support people to make more independent journeys by foot, cycle, wheelchair and mobility scooter.
7. Develop a community toilet scheme.

## CONNECTIVITY

8. Put in wayfinding signage to enable people to connect to their local spaces to travel further distances.
9. Improve local and regional public transport links.
10. Increase truly protected, safe cycle infrastructure.

## MAINTENANCE

- Maintain step free, low gradient access to the canal.
- Review maintenance procedures and time lines.

Fig 7. Older people holding hands with a child. Image Credit: Sustrans

# Project methodology

This report details the steps necessary for establishing an age-friendly neighbourhood over the longer term following trials and ideas testing. It follows on from our Age-friendly Tyburn Audit Report published in 2019, which detailed audit findings from the Tyburn area.

The audit report had a strong geographical focus, detailing specific changes to the neighbourhoods within the project area. This report will focus on taking that learning in the context of Tyburn. We have then applied it to three core themes under which development and changes are needed to deliver an Age-friendly neighbourhood.

May 2018	June - September 2018	October - May 2019	June - July 2019	August - December 2019	January - December 2020	December - March 2021
<b>Set-up Stage Project Establishment</b>	<b>Getting to Know the Neighbourhoods and Audit Tool Development</b>	<b>Workshops and Neighbourhood Audits</b>	<b>Audit Report</b>	<b>Testing and Developing Ideas</b>	<b>Longer Term Trials</b>	<b>Report Writing, Project Close and Continuing Outreach</b>
Logistics and administration set-up to deliver project including recruitment of project officer	Initial desk based research of the area, including services, amenities, crossing points and green or community spaces  Base map created and verified with site visits  Audit Tool developed to identify specific environment factors required for inclusive accessibility	Working with the community volunteers to gather detailed data about the different neighbourhoods through a variety of events and activities: • Pop-up surveys in the street • In-depth mapping workshops • Led walks • Community led audits  We established actual and perceived neighbourhood barriers that are contributing to social isolation.	A report was written to share results from workshops and events. Alongside the auditing, additional mapping included: • Accident data; to support understanding of dangerous locations and crossing point locations. • Identifying crossing provision and green person time to recognise the potential for local residents to access facilities and services. • Other mapping included air quality, noise pollution, loneliness mapping, destination and green space mapping. All of which contribute or indicate an individual's experience of their environment.	To translate the audit findings into trials and then possible solutions, some short term ideas were tested with support from the local community and volunteers:  • Vegetation clearance to widen a footpath  • Street party with a short term road closure informed the need for a longer term trial to address speeding	Following short term ideas testing, longer term trials and quick wins were delivered across the project area to evidence the recommendations in this report.  The scope and nature of the longer term trials is detailed in section 4 including reduction and changes as a result of the Covid-19 global pandemic. This included supporting Birmingham City Council's 'Places for People' trials in Castle Vale to enable more people to walk and cycle during the pandemic.	Write up of the project and presentation of recommendations to make an area Age Friendly.  Launch of new volunteer opportunities to continue activities in the area and support long term delivery of the plan.

<sup>3</sup>Maps are included in the appendix

<sup>4</sup>More information about the development of the Audit Tool can be found in the appendix and results of auditing can be found in the Year 1 Audit Report

<https://www.sustrans.org.uk/our-blog/projects/2019/england/age-friendly-tyburn>

# SECTION 2

Key recommendations for an Age-friendly city

# Road Safety



Fig 8. Chester Road in Tyburn Image Credit: Carlton Reid



# Road Safety

## 1. Installation of Low Traffic Neighbourhoods

Low Traffic Neighbourhoods use **traffic calming** methods to **reduce speeding and short cut driving** within residential areas. In Tyburn the Castle Vale estate links with the surrounding infrastructure of both the Tyburn Road and Chester Road which increases the opportunity for taking short cuts and driving at high speeds through the estate, despite being a 20mph neighbourhood. There are several elements and tools that can be used to create a low traffic neighbourhood, a significant one which we trialled is **filtered permeability**. Slower traffic speeds and lower traffic numbers encourage more people to walk and cycle in areas but also help to encourage a wider sense of community. Studies have shown that people living near busier roads feel more isolated and are less likely to form friendships with neighbours. Noise pollution impacts people's ability to communicate with neighbours and this impacts older people significantly.

The concept of filtered permeability challenges the way that motorised traffic moves through an area. It is not specifically about road closures but about removing options for cutting through residential areas to reduce journey times, whilst at the same time retaining access to homes, businesses and for essential services.

**Trial:** A temporary filtered permeability trial was delivered on Yatesbury Avenue at the junction of Sumburgh Croft because it is as one of three key roads within the estate that have long straight sections of road that enabled speeding. The trial involved site specific consultation workshops with local residents including Sumburgh Croft and the wider area around Yatesbury Avenue. Using a traffic regulation order (TRO) submitted to the council, the road was closed using standard cones and signs.

The TRO allowed a 5 day closure from Wednesday to Sunday. During this time we worked with Street Systems, a transport monitoring company, who monitored traffic, cyclists and pedestrians on the approach to the intervention to measure speed and volume. Monitoring covered 2 days before and during the trial. Results from the monitoring showed that there was a marked drop in motor traffic as a result of the barrier on Yatesbury Avenue. The number of cars monitored further up the road



Fig 9. Filtered Permeability Trial in Tyburn. Image Credit: Sustrans

outside Castle Vale Nursery actually showed a slight increase from an average of just over 450 before the trial to just under 500 during the trial. On average the speeds on the road did decrease as a result of the closure.

### Recommendations - short term / low cost:

Implement more filtered permeability: the Birmingham Emergency Transport Plan highlights Low Traffic Neighbourhoods, including specifically across Castle Vale. The statutory guidance for temporary infrastructure (issued by the UK Government in May 2020) also highlights Low Traffic Neighbourhoods as a key element for encouraging walking and cycling as part of the response to the Covid-19 pandemic.

Installation of planters as part of wider modal filter trials have been successfully implemented in Kings Heath and other towns and cities across the UK. They should be considered as part of any solution. Where filtered permeability is not possible, traffic calming should be improved, for example on bus routes, where bus gates can be installed to avoid the use of speed cushions which compromise the space available for on road cycles.

# Road Safety

## 2. Reduce wait times at crossings and increase green person crossing time

A recurring problem identified across all project areas was the **inability of pedestrians to cross busier roads around the area safely**. This included ‘missing’ crossings that follow frequent pedestrian desire lines. This could be a result of changes in other infrastructure or amenities, or simply the suitability of location to accommodate a crossing.

Older people may have a much **slower walking pace** and potentially be **unstable** if attempting to rush across a road. This may mean that older people are fearful of crossing, stop walking in particular areas, or suffer from anxiety in relation to busy roads and crossing points.

Working with project participants a detailed audit was taken of traffic light controlled crossings. A map and audit findings can be found in appendices. This includes the recorded timings both of full crossing time and button push reaction (dwell time).

**Trial:** We are working with Keir and Birmingham City Council to make longer term changes in Tyburn. A permanent extension of crossing time is being rolled out over four locations. Where possible and the existing infrastructure allows, crossing cameras are being installed to extend the available crossing time when pedestrians are using the crossings. Upgrading the crossing system to provide a pedestrian focus without the prohibitive cost of installing a newer toucan crossing should be the aim.

We used monitoring cameras to collect data on the speed and volume of vehicles, frequency and heat mapping. Speed and behaviour around the location of the crossing on Chester Road at Yenton Primary School have previously been raised as an issue when partnering with the West Midlands Police on ‘Operation Zig-Zag’. Other issues identified in this location were the parking at school drop off times.



Fig 10. Combined pedestrian and cycle crossings Image Credit: Sustrans

### Recommendations - short term / low cost:

Wider roll out of crossing timing changes, to be applied to all crossings where system allows.

### Recommendations - long term / high cost:

Crossing point improvements on main roads to meet the needs of older people including those with disabilities, including wider refuges and pavement maintenance of dropped curbs. Reduction of severance between neighbourhoods and character areas by adding crossing points. Transport for London guidance recommends a grid approach with crossing points located between 250m and 400m apart.

Build outs of the pavement to reduce the crossing gap and increase visibility of pedestrians should be considered if a lane is not to be removed. It is also recommended that dual pedestrian and cycle crossings are installed alongside the trialling of automatic green for pedestrians/cyclists in some locations.

# Road Safety

## 3. Ban pavement parking combined with enforcement

Parking on pavements was highlighted as an issue in many of the character areas, and especially around schools. Parking on pavements **narrows the space available for a pedestrian** especially for people who use mobility scooters and wheelchairs. Pavement parking also has an impact on **visibility** - if someone has reduced hearing, then reliance seeing clearly before crossing a road is crucial. Those in wheelchairs or on mobility scooters are also impacted due to their lower height in relation to the parked cars.

**Trial:** The project worked with Gunter Primary School to trial the use of objects on the footpath to displace parking. We were able to use the 'street kit' to discourage vehicles from mounting the kerb and parking on the footpath during drop off and pick up times. Consultation work was also carried out with GKN Driveline, a local factory site with an entrance close to the school. Some behaviour change work was started with the factory to discourage staff parking on the residential roads. However, due to Covid -19 this trial had to be cut short and the street kit was removed before any significant monitoring could take place.

### Current Relevance and link to existing strategy

An England-wide ban on pavement parking is called for in Sustrans' Manifesto for Government. In March 2020 the Department for Transport announced a 12 week consultation to consider ways to implement a nationwide pavement parking ban, with enforcement being left to local authorities. DfT are to implement a national ban on pavement parking with a ban on grass verge parking too, this option was one of the core three options presented in the consultation.



Fig 11. Pavement Parking in the Tyburn area. Image Credit: Sustrans



Fig 12. Trial to prevent pavement parking at the school in Pype Hayes. Image Credit: Sustrans

# Road Safety

## 4. Reduce speed limits to 20mph in residential areas, 30mph for arterial roads and increase the number of pedestrian crossing points.

The project looked at speed limits through out the residential area which could be reduced to provide **increased safety and connectivity**. There are several 40mph roads within the area of Tyburn. A fatality on the Chester Road has highlighted that pedestrian safety is paramount and roads surrounding residential areas should be reduced to 20mph or 30mph as a maximum.

The wider road network from east to west has been established to enable people to travel by car through the area to and from the city centre. The area is connected between elements of the A38 and severed north to south by the Chester Road, which is an additional link from the M6 motorway. The size of these roads and **volume of traffic** mean that they create problems for local active travel by creating **severance**.

### Recommendations - short term / low cost:

Reduce speed limits from 40mph to 30mph on arterial routes that pass through residential areas.

Install side road zebra crossings. Ongoing research in Greater Manchester supports this as an element to create safer crossings as well as improvements to walkability.

### Recommendations - long term / high cost:

Remove a lane in each direction from Chester Road and make it a permanent bus lane.

Upgrade existing crossing technology and installing additional crossings or moving existing crossings to suit pedestrian desire lines.

West Midlands Police recommend that 2 or 3 lane crossings being made into 2 or 1 lane crossings in order to prevent undertaking and overtaking of vehicles at crossings which can result in collisions with pedestrians.



Fig. 13 Sustrans staff with PC Mark Hodson. Image credit: Sustrans

### Operation Zig Zag

West Midlands Police Road Harm Reduction Team ran a project focusing on driver behaviour near areas with Zig Zag road markings. Officers carried out speed checks and observed drivers for dangerous behaviour such as being distracted or undertaking.

Sustrans joined officers on an operation in Tyburn to see why stretches of road with zig-zag markings require attention and design changes to make them safer.

The recommendations from the police officers have been incorporated into this report. An additional recommendation was that more behaviour change work is required in schools for parents and children.

## SECTION 2

Key recommendations for an Age-friendly city

# Placemaking



Fig 14. Orford Road in Walthamstow Mini Holland, London. Image Credit: Sustrans

## Key recommendations for an Age-friendly city

## Placemaking

## 5. Develop indoor and outdoor spaces and support and maintain community venues.

Age Friendly Manchester highlighted the need for toilet facilities to give **older residents the confidence** to make longer independent journeys. During the project many residents and participants raised this as a difficulty. A survey we conducted found that of the 23 people asked none had heard of a community toilet scheme. All responders would be comfortable using such a scheme. Facilities would need to be clean and have space for a wheelchair or mobility scooter.

There are **few facilities available** in the project area and most are within shops such as Sainsbury's or Lidl. These are open to customers only, so aren't completely accessible. **A search of public toilets across Birmingham showed very few facilities throughout the city.**

There are several community toilet schemes in the country. Some schemes are community run, for example by a group of shops and businesses. Other schemes are city council run such as one run by Bristol City Council. Some councils for example Edinburgh City Council pay £500 per year to a business to open their toilets to the public. Other councils have a sliding scale of pay for businesses depending on the level of facilities available and opening hours.

**Trial:** We spoke to local shop owners on Kingsbury Road about implementing a Community Toilet Scheme. We created a fact sheet about what a scheme could look like. We returned to each business two weeks later to find out if they were interested.

In general most were against the idea. They were concerned about anti-social behaviour, mess, the additional cost of cleaning and consumables such as toilet paper and hand soap. Some businesses were prohibited from participating because of the location of toilets and security issues. There were however four businesses that reported that they already allowed non-customers to access their toilet facilities if asked, but didn't feel comfortable advertising.



Fig 15. Pop-up community engagement in Lidl, Erdington. Image Credit: Sustrans

Many also reported that as local residents they are also aware that facilities are limited. There would need to be further reassurance or even links with local police to deal with potential anti-social behaviour. Most felt the risks outweighed the benefits and without financial incentives wouldn't consider the idea.

**Recommendations:**

Further consultation on a community toilet scheme where businesses were paid a fee to allow public access to their toilets. Utilising resources from councils that already run such schemes. Support for businesses such as Sainsbury's and Lidl that have toilets but have to close them due to vandalism or anti-social behaviour.

# Placemaking

## 6. Install public seating to support people to make more independent journeys by foot, cycle, wheelchair and mobility scooter.

Across the whole project area, there is very little shared community space, specifically buildings and tangible spaces for people to meet at in order to build community connections. **Indoor community spaces are critical** for an older people living in a colder temperate climate as the weather is unreliable and often too cold to sit outside for long periods of time. Access to proper toilet facilities is also more likely in an indoor venue.

**Trial:** In response to audit feedback we undertook a trial installation of some planters on Firtree Road. The location was determined through engagement workshops within the area and in partnership with the Local Authority for land owner permissions. We installed and planted up three containers on an area of grass land surrounded by houses. The immediate residents were very keen upon consultation and forthcoming with offers of support in maintenance. During install and since there have been regular visits from the local primary school, who are keen to re-home the planters and continue maintenance once the project is over.

Castle Vale has a good selection of both services and community venues. The other character areas of the project do not have the same quality of provision. This is exaggerated by the severance created by the wider road network and lack of local public transport options. The engagement we had on the project directly supports this view. **Where there is a good provision of community spaces, there is more community engagement and action.**



Fig 16. Additional temporary seating and planting in Tyburn. Image Credit: Sustrans



Fig 17. An example of temporary seating and placemaking ideas. Image Credit: Sustrans

# Placemaking

## 7. Develop an community toilet scheme

Age Friendly Manchester highlighted the need for toilet facilities to give older residents the confidence to make longer independent journeys. During the project many residents and participants raised this as a difficulty. A survey we conducted found that of the 23 people asked, none had heard of a community toilet scheme. All responders would be comfortable using such a scheme. Facilities would need to be clean and have space for a wheelchair or mobility scooter.

**There are few facilities available in the project area** and most are within shops such as Sainsbury's or Lidl. These are open to customers only, so aren't completely accessible. A search of public toilets across Birmingham showed there were very few facilities throughout the city and of the facilities available, many were closed or out of order.

There are several community toilet schemes in the country. Some schemes are community run, for example by a group of shops and businesses. Other schemes are city council run such as one run by Bristol City Council. Some councils for example Edinburgh City Council pay £500 per year to a business to open their toilets to the public. Other councils have a sliding scale of pay for businesses depending on the level of facilities available and opening hours.

**Trial:** We spoke to local shop owners on Kingsbury Road about implementing a Community Toilet Scheme. We created a fact sheet about what a scheme could look like. We returned to each business two weeks later to find out if they were interested.

In general most were against the idea. They were concerned about anti-social behaviour, mess, the additional cost of cleaning and consumables such as toilet paper and hand soap. Some businesses were prohibited from participating because of the location of toilets and security issues. There were however four businesses that reported that they already allowed non-customers to access their toilet facilities if asked, but didn't feel comfortable advertising.



Fig 18. Community Toilet Scheme Promotion. Image Credit: Lisburn and Castlereagh City Council

Many also reported that as local residents they are also aware that facilities are limited. There would need to be further reassurance or links with local police to deal with potential anti-social behaviour. Most felt the risks outweighed the benefits and without financial incentives wouldn't consider the idea.

### Recommendations - short term / low cost:

Further consultation on a community toilet scheme where businesses were paid a fee to allow public access to their toilets. Utilising resources from councils that already run such schemes. Support for businesses such as Sainsbury's and Lidl that have toilets but have to close them due to vandalism or anti-social behaviour.



# Connectivity



Fig 19. Shared cycle and walking path Image Credit: Sustrans

## Key recommendations for an Age-friendly city

## Connectivity

**8. Install wayfinding signage to enable people to connect to their local spaces and travel further distances.**

Castle Vale has better provision of services and community venues than the other project areas. However, not all residents are aware of what is available around them. Signs specifically for pedestrians which include walking times would help people to find their local facilities and assets such as the canal. **Signage** would also help to **remove some of the physical barriers** imposed by the severance of being surrounded by larger roads. It is important to note that this should be done while avoiding any additional street clutter where possible.

**Trial:** A series of workshops to determine the points of interest, services and other community assets and the location of the temporary signage were held. Working with project champions, and other existing community groups these were initially tested and deployed with a group of volunteers. This test proved successful and a series of further signs were installed around the area.

We have since had positive feedback that during the Covid-19 lockdown that these signs, particularly the ones directing to and on the canal path have been used to great effect and we have had great feedback from local residents.

**Recommendations - short term / low cost:**

Put in wayfinding signage to direct people to local facilities. Include the time it would take in minutes to walk or cycle.

**Recommendations - long term / high cost:**

Develop walking and cycling routes and a signage strategy within the neighbourhoods (character areas) for interconnectivity. Linking to existing bus routes and green space utilisation. Care will need to be taken where including walking times to ensure an age appropriate data set is used.

A local resident gains confidence in journey times using new signage



Fig 20. Temporary signs to provide information about walking and cycling routes. Image Credit: Sustrans



Fig 21. Two women walking along a canal towpath Image Credit: Sustrans

# Connectivity

### 9. Improve local and regional public transport links.

Public transport into and out of the project area to the city centre is well serviced. However, local connections to local high streets are limited, and can involve multiple buses, especially when looking for journeys with least walking. **Hyper local services** within the project area have been diminishing. While people used to be able to get a shuttle bus around the area this now does not exist, so for some a longer journey to the city is possible whereas a shorter journey to see a friend locally may be more difficult. A **Sprint Bus** route is planned for the area and that this would be welcomed, especially if it included segregated cycle lanes as part of the delivery alongside. Local and regional politicians are campaigning for a **train station for the area** and we support that call to provide sustainable transport alternatives to reduce car dependency.

#### Recommendations - short term / low cost:

Install side road zebra crossings. Ongoing research in Greater Manchester supports this as an element to create safer crossings as well as improvements to walkability.

#### Recommendations - long term / high cost:

Review cross connections on hyper local services within communities as well as services to local centres.

Upgrade existing crossing technology and installing additional crossings or moving existing crossings to suit pedestrian desire lines.

Reopen Castle Bromwich train station and restart services to the area.



Fig 22. Improved train services which are suitable for people with bikes Image Credit: Sustrans



Fig 23. Two people stepping onto a train. Image Credit: Ageing Better Image Library

# Connectivity

## 10. Increase truly protected, safe cycle infrastructure

Across the character areas of the project there is a varied and **intermittent level of cycling infrastructure**. The Castle Vale estate has a series of cycle routes east to west, for example along Tangmere Drive. On-road routes lose width at pinch points around pedestrian crossing refuges and disappear completely at roundabouts, where it could be argued they are needed most. These routes provide a link to services, the retail park and for locally employed an active travel option for commutes.

Project Wagtail around the circumference of the estate has recently been revisited and reconnected after works to the surrounding vehicle infrastructure. This is a good resource for local people however it does not allow connection to surrounding areas. The wider area would benefit from safe protected cycling routes that focus on continuous provision at junctions and roundabouts, where it could be argued they are needed most. These routes provide a link to services, the retail park and for locally employed people.

### Recommendations - short term / low cost:

**Cycle parking** across the project area should be matched to follow active travel routes and facilities. Lack of secure cycle parking was identified as a barrier to active travel and will be required to support growth in e-bike purchases. Review existing cycle infrastructure and utilise the inclusion in the Emergency Transport Plan to test widening and reinforcement.

### Recommendations - long term / high cost:

Take lessons from temporary cycle infrastructure improvements and make these permanent. Understanding the context of local trips by users of all ages will best inform the final designs. Linking this work into the West Midlands Combined Authority LCWIP (Local Cycling and Walking Infrastructure Plan) will be key to delivery.



Fig 24. Two people cycling along a segregated cycle lane in a urban area. Image credit: Sustrans.



Fig 25. A cyclist and someone using a mobility scooter travelling along a canal towpath. Image Credit: Sustrans

<sup>5</sup> <https://www.ageuk.org.uk/latest-press/articles/2019/may/falls-in-later-life-a-huge-concern->

# Maintenance



Fig 26. Maintenance tools resting on a stone bridge. Image Credit: Sustrans

# Maintenance

## Maintain step free, low gradient access to the canal

People locally are aware that the canal runs through the area, however there is a **lack of signage to access points**. Where there is access available it is often inaccessible to those with mobility issues, walking with a mobility aid or to those on cycles. Steep access ramps and steps are limiting. While improvements are a long term aim, in the short term improved signage will enable more people to benefit. Consultation with the Canal and Rivers Trust would be required to find a suitable solution for this.

### Recommendations - short term / low cost:

Improving general maintenance, specifically repair potholes and cut back overgrown vegetation at access points to Birmingham & Fazeley Canal. Canal access improvements feature as part of the Birmingham Emergency Transport Plan.

Improve signage to canal access points and provide clear directions and travel times to alternative ramped access.

### Recommendations -long term / high cost:

Have low gradient step free access at all entrances to the canal.



Fig 27. Overgrown vegetation on canal access in Tyburn area. Image Credit: Sustrans



Fig 28. Clearing vegetation from pavements in Tyburn. Image Credit: Sustrans

## Key recommendations for an Age-friendly city

## Maintenance

## Review maintenance procedures and timelines.

Maintenance is vital to keeping an environment accessible and Age-friendly. The cost to the NHS of people injuring themselves through falls is incredibly high and is the top concern of over a third of older people. Maintaining the environments people use will reduce those risks and the number of falls which occur.

During this project, wheelchair and mobility scooter users and people that used other walking aids all commented on the difficulties associated with poor maintenance:

- Overgrown vegetation restricting widths of footpaths (land ownership will need to be determined).
- Poor drainage – leaving puddles on the pavement and especially at dropped curbs, which freeze to ice in the winter and also cause splash back from cars.
- Leaf fall – which fully covers the pavement in some cases, makes pavements slippery in wet weather, this makes it very difficult to assess where the curb is in order to cross and masks uneven pavement surfaces.
- Uneven pavement surface – causes include tree roots, cracked or broken paving slabs, potholes in tarmacked surfaces.
- Overgrown access points to the canal.
- Uneven cycle paths – Chester Road and throughout Castle Vale Estate.

**Trial:** We worked with a local environmental organisation, Community Environment Trust, local residents, corporate support from Kier, WJ Markings and the Castle Vale Housing Association Estates Team to hold two clearance sessions where we cut back overgrown vegetation and were able to double the width of the pavement on Yatesbury Avenue.



Fig 29. Fallen leaves create slippery paths if not cleared regularly. Image Credit: Sustrans

### Recommendations - short term / low cost

With the focus at the time of publication on social distancing, maintenance can be seen as an additional 'quick win' to supplement reclaiming space from carriageways. As was shown with the clearance session, a relatively short period of time and existing tools can double a pavement width.

Continued focus on vegetation clearance along main active travel routes

Footpath audit for width and surface quality

Support organisations such as Community Environment Trust or Compass Support to hold corporate and community clearance days. The community involvement created a sense of achievement and pride and participants enjoyed the practical element. This would need to be risk assessed based on social distancing measures.

### Recommendations - long term / high cost

Review maintenance schedule and publish map of intended maintenance to provide residents with understanding of maintenance schedules. Allow residents to add required maintenance to the map.

# Planning and Context

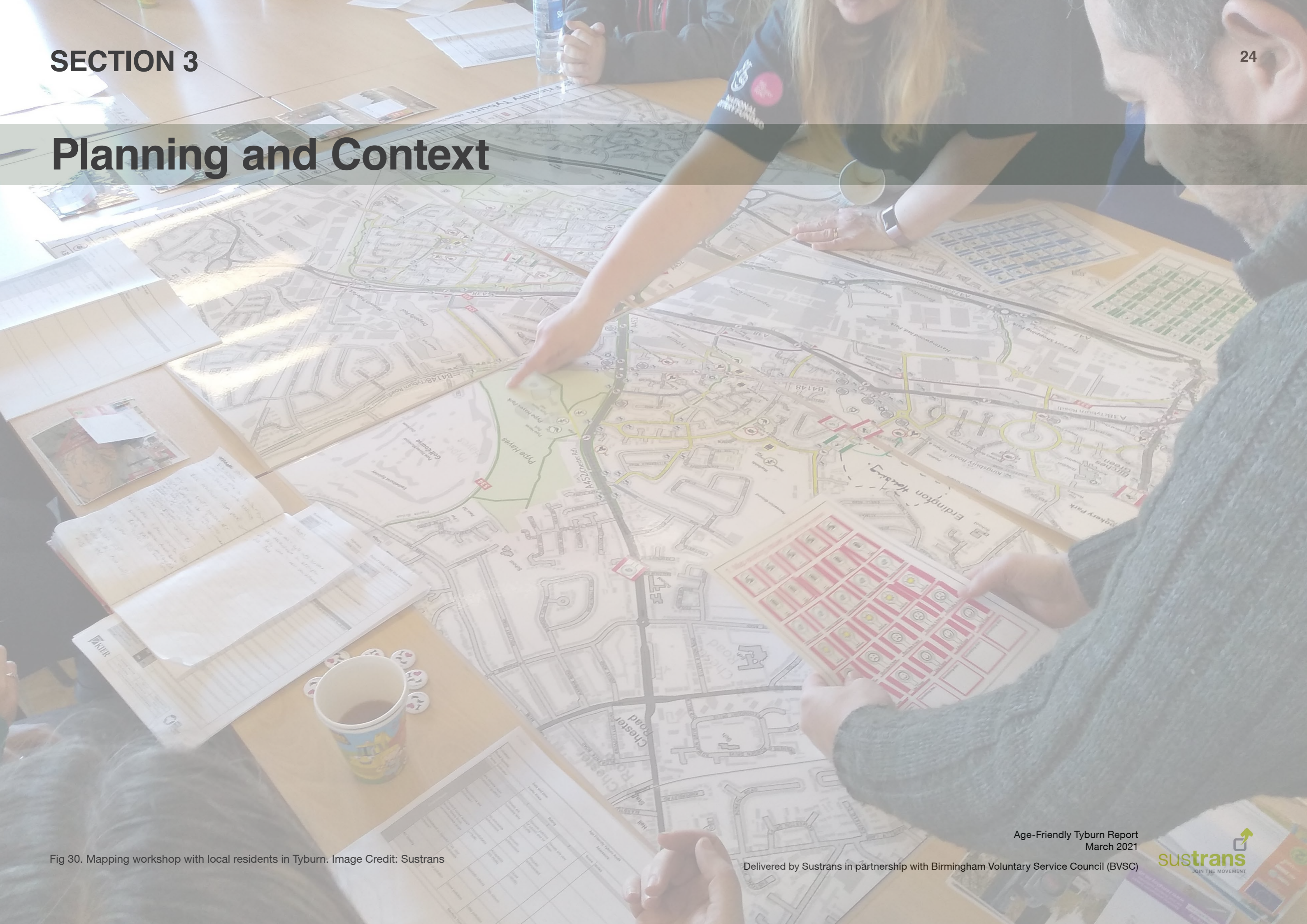


Fig 30. Mapping workshop with local residents in Tyburn. Image Credit: Sustrans



# Planning and Context

Many of our recommendations are included in recent Birmingham City Council strategies and wider published reading. Below we've included some of the more recent documents which cover similar issues as this report but in more detail.

## Birmingham Transport Plan

The Birmingham Transport Plan introduces four 'Big Moves' to reduce transport's impact on the environment, eliminate road danger and prioritise people over cars. Three of these moves are relevant to creating an Age-friendly City:

**1. Reallocating Road Space** - Allocation of road space will change to reduce the number of single occupancy private cars. This supports our recommendation to implement Low Traffic Neighbourhoods and reduce the threat posed from the volume of traffic on main roads by creating protected cycle infrastructure.

**2. Prioritising active travel in local neighbourhoods** - Reduction of the dominance of cars in residential areas will make them safer and encourage more active travel.

Key components of delivery which crossover with our recommendations include:

- Introducing 20mph default speed limits in residential and local streets across the city.
- Implementing 'school streets'.
- Integrating active travel into all future planning and development and a pedestrian crossing improvement programme

**3. Managing demand through parking measures** - By managing the accessibility and availability of parking, the use of cars can be controlled. Elements of delivery include restrictions on parking by creating Controlled Parking Zones, which would help to stop parking in residential areas being so accessible. Other measures include a Workplace Parking Levy.

## Birmingham Cycling and Walking Strategy & Local Cycling and Walking Infrastructure Plan

The Birmingham Cycling and Walking Strategy (BCWS) and the Local Cycling and Walking Infrastructure Plan (LCWIP) have a key aim to make cycling and walking everyday choices for local journeys and leisure activities. They are working on three objectives to reach that aim, two of which are relevant to creating an Age Friendly City:

**1. Enabling walking and cycling** – By providing training to build community capacity, improve access to cycles and tackling safety issues by improving surveillance from Police and community led initiatives, these are all things we have recommended.

**2. Developing a great city for cycling and walking** – By providing safe infrastructure, including but not limited to removing barriers, widening footways, pavements and cycle ways, installing additional crossings, conducting a review of the crossing times at existing crossings.

## Climate Emergency

Birmingham City Council declared a climate emergency on 11th June 2019. The council has set its own target to become carbon neutral by 2030. The council are currently running a project to electrify the National Express bus fleet, alongside the rolling out of hydrogen buses and the installation of 394 charging points for electric vehicles.

# Planning and Context

## Route to Zero (RT0) Taskforce

Created in 2019 the R20 Taskforce brings together Members and officers from the council and representatives from the West Midlands Combined Authority, the NHS, higher education, the business community, faith communities, young climate strikers, climate campaigners and other key partners and stakeholders. The taskforce is currently developing recommendations for how everyone in Birmingham can contribute to climate action and benefit from a safer, fairer, and more sustainable city.

## Birmingham Emergency Transport Plan

In light of Covid-19 Birmingham City Council received funding to deliver a range of emergency measures to support walking, cycling and public transport throughout the city. These changes will enable older people to be more active and therefore engaged within their community preventing isolation and improving their health and wellbeing.

- 1. Reallocating Road Space** - to support the creation of safe space for walking, cycling and social distancing while maintaining public transport provision.
- 2. Transforming the city centre** - through the creation of walking and cycling routes alongside public transport services and limited access for private cars.
- 3. Prioritising active travel in local neighbourhoods** - so that walking and cycling is the way most people get around their local area most of the time and these become places where people are put first, creating stronger communities.
- 4. Managing demand through parking measures** - where land and space currently occupied by car parking is re-purposed for walking, cycling and social distancing.

[https://www.birmingham.gov.uk/info/20015/environment/2026/climate\\_emergency/7](https://www.birmingham.gov.uk/info/20015/environment/2026/climate_emergency/7)

[https://www.birmingham.gov.uk/downloads/file/18618/route\\_to\\_zero\\_action\\_plan\\_-\\_call\\_to\\_action](https://www.birmingham.gov.uk/downloads/file/18618/route_to_zero_action_plan_-_call_to_action)

## Pavement Parking Review

Proposed options to tackle pavement parking following the review in October 2020:

**Option 1** : to rely on improvements to the existing TRO (Traffic regulation order) system.

**Option 2** : to allow local authorities with CPE powers to enforce against 'Unnecessary obstruction of the pavement'.

**Option 3** : a national pavement parking prohibition

## Consultation on the new Highway Code 2020

'Hierarchy of Road Users' and new Rule H1 which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users.

New Rule H2 to create clearer and stronger priorities for pedestrians, particularly at junctions, and clarify where pedestrians have right of way.

New H3 which places a requirement on drivers to give priority to cyclists when they are turning into or out of a junction, or changing direction or lane, just as they would to other motor vehicles.

A key change to the Highway code is to introduce a responsibility for drivers and riders to give way to pedestrians waiting to cross a side road or junction, or waiting to cross at a zebra crossing.

## Transforming the City Centre

Birmingham city centre is to be further pedestrianised to create an integrated network of public spaces and people friendly streets combined with public transport and cycling infrastructure. Private car access will be limited and through traffic not permitted. Alternative options for the central section of the A38 will be developed include re-routing it to an upgraded ring road.

# Volunteer Engagement

Community engagement is at the heart of Sustrans' tried, tested, and nationally acclaimed methodology for place making. We take the community from identification of the problems to helping them to see solutions for how their location could be improved. We would like to take this opportunity to thank all of the local community members that gave their time to be involved in this project. Co-design and collaboration has been key to the delivery of every part of the project. From testing the audit tool to developing an understanding of the project area from a local perspective and in part with the trials. We have involved the local community through the course of the project. We attended existing community activities and events to share the project with local residents and community groups.

We held initial pop up mapping workshops where we used large scale maps of the local area to ask people several things:

- Their everyday journeys as well as areas they avoid
- Places they find dangerous or difficult
- Aspects of the environment that make getting around challenging
- Changes they'd like to see

Using this initial information we then ran a series of events including mapping workshops, led walks, audits of routes. We engaged with the community to inform them of the trials and to gather hopes, aspirations and ideas for quick wins. These events were held in a mixture of locations to capture a range of resident voices and local community feedback. We worked at a range of scales. From hyper local focusing on one street or shopping area, to wider across a whole neighbourhood. Participants and volunteer attendance was recorded at each event and activity to gain an understanding of who was engaging with the project.

In March 2021 a new programme of volunteer opportunities for Sustrans will be launched called 'Local Walking and Cycling Champions'. The ambition for the scheme is to get more people engaging with issues in their local area. Volunteer roles may include traffic monitoring, air quality monitoring and crossing audits. To provide genuine project legacy, a key role will be engaging older members of communities in meaningful volunteering roles to reduce social isolation.



Fig 31. Community day held in Tyburn . Image Credit: Sustrans

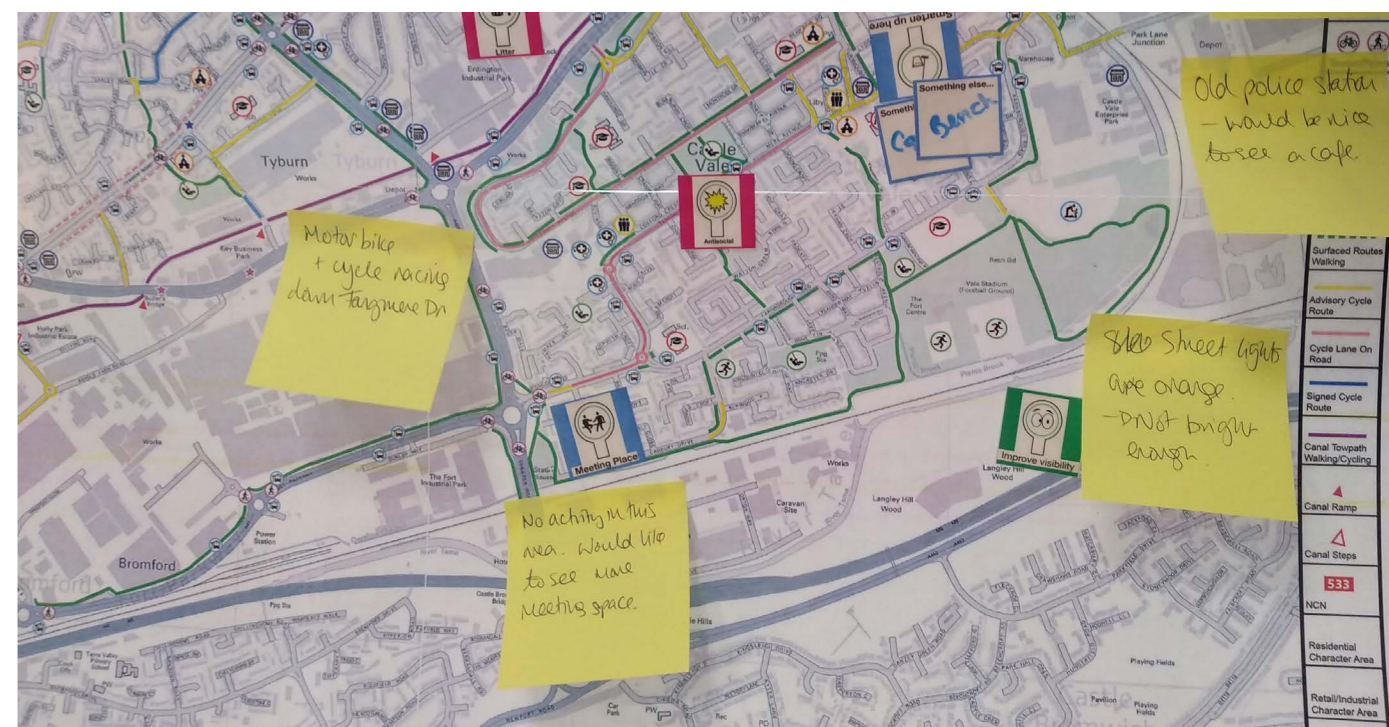


Fig 32. Community mapping workshop. Image Credit: Sustrans

# Volunteer Engagement

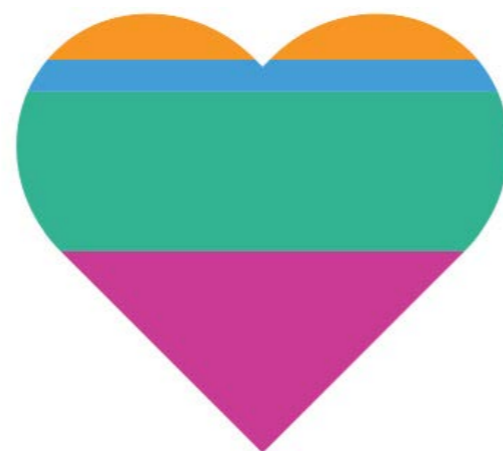
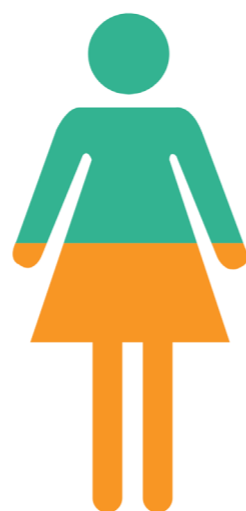
Over the two year lifespan of the project:

The aim of the project was to engage predominantly with over 50s: 78% of the participants were over 50



38% of the participants were from the Castle Vale area, followed by 30% from Pype Hayes and only 6% from Birches Green. The remaining 26% of participants were from outside of the project area.

There was a fairly even gender balance with 54% of the participants identifying as female which coincides with the gender balance of the Tyburn Ward of 52.4% female.

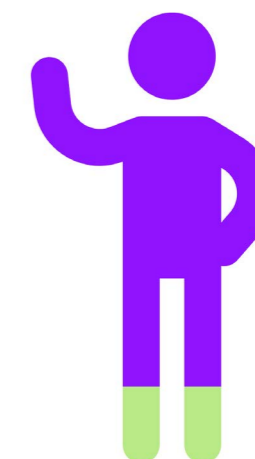


Approximately 20% of people we spoke to indicated they had a disability or long term health condition.



- Participants from Castle Vale were easiest to connect with as there is existing social capacity in the area and places and spaces to meet people.
- Pype Hayes has some community activity, but there's also some shopping areas and spaces where people pass by to gather information from footfall.
- There is little, rather no community capacity in Birches Green and no community space for people to connect, which made engagement with the Birches Green residents most difficult.
- Across all the events, 299 people have been engaged and have contributed to the project.

People from Black and Ethnic minority communities only made up 17% of the participants despite making up 25% of the ward population.



©2011 47.6% male, 52.4% female  
<https://www.nomisweb.co.uk/reports/localarea?compare=E05001215> Accessed 27/04/20

# Stakeholder Engagement

In order for the recommendations to be implemented, they need to reach the right people who can action it in both Tyburn and a wider city context. We have developed a stakeholder map and communication timeline. As noted in section 2, many of the recommendations we have laid out in this report already form elements of Birmingham City Council key strategies and plans, including but not limited to the Birmingham Transport Plan and Cycling and Walking Strategy.

Throughout the project we engaged with those on the stakeholder list below, as well as other community based organisations.

## Stakeholder List:

- Public Health Birmingham
- Cabinet Members for Transport and Environment and Health and Social Care and Cabinet Adviser (Loneliness and Social Isolation)
- Local Councillors for Castle Vale and Pype Hayes
- West Midlands Police
- Transport for West Midlands
- Birmingham City Council Transport Team
- WMCA and Mayor
- MP for Erdington
- Canal and Rivers Trust
- Birmingham City Council Neighbourhood Development and Support Unit
- Neighbourhood Network Scheme
- Living Streets
- Jaguar Land Rover
- Project Volunteers
- Age UK
- Pioneer Group – Castle Vale Community Housing and Compass Support

<sup>7</sup>This question was often left blank on questionnaires, therefore this number may be higher.  
<sup>8</sup>2011 75% White, 5.8% multiple heritage, 9.8% Asian/Asian British, 8.7% Black/African/Caribbean/Black British  
<https://www.nomisweb.co.uk/reports/localarea?compare=E05001215> Accessed 27/04/20



Fig 33. Birmingham City Council Walking and Cycling Branding Logo. Image Credit: Birmingham City Council

*'Birmingham City Council officers have welcomed the development work by Sustrans in the Tyburn area. This has provided useful community feedback on walking and helped testing practical solutions such as crossing adjustments and filtered permeability. sustrans officers have also supported discussions on the Birmingham Walking and Cycling Strategy and the Better Streets Community Fund crossing project in Castle Vale'*

*Alison Kennedy - Principal Transport Policy Officer Birmingham City Council*

## Physical Environment Partnership

The Physical Environment Partnership (PEP) is a group committed to helping Tyburn residents take forward the plan in the long- term. Members of this group will include local residents, a representative of the Age of Experience group, Compass Support, representative from the Neighbourhood Network Scheme and a local councillor.

Throughout the project we have been working closely with the community and other partners, many of whom have expressed an interest in taking the project forward long term.

Many want to see the findings and recommendations of the report before committing long term. Due to Covid-19 disruptions to the trials and most importantly to community participation and visits to the trials, there has been an interruption to progress with establishing this new group. Sustrans is working to facilitate a meeting of the PEP before December 2020.

# Conclusion

As you will have seen throughout the report, it is evident that our recommendations feature heavily in many other plans and strategies both in Birmingham and further afield. There is strong case for each from within our research and from those external resources.

The next challenge for implementation is prioritisation and funding, however as we and the temporary Covid infrastructure guidance has shown, changes can be made quickly and at low cost with a view to making them permanent further down the line. Covid-19 has had a severe impact on the over 50's physical and mental health. We should all ensure that our post pandemic response is to prioritise improving the built environment for older people; if we do this, everyone can enjoy the benefits.

We have had some incredible successes with this project:

- Working so closely with partners, stakeholders and community, we have built some strong relationships.
- We held some fantastic events including pop-up mapping workshops, led walks and a street party.
- Communication with Birmingham City Council on permissions for the trials were all incredibly positive, opening up the door to continued conversation around testing ideas and making positive changes.
- We created a nationally shared video about the mental health value of the project by Sustrans for Mental Health Awareness Day.

As with every project there have been some challenges along the way, some key learning points:

- The geographical area was too large for the resource available. Focusing activity to a smaller geography would allow more in-depth co-design and communication with the community
- The 'over 50's' demographic is incredibly broad and covers so many voices which was a challenge to ensuring all voices were heard
- Covid-19 put a halt to some of the trials and caused others to be cut short. It also meant that we weren't able to gather any community monitoring for the trials. Some of the trials have become Places for People Trials and therefore were monitored as a result.

Fig 34. Cycle path alongside footpath. Image Credit: Sustrans

# Appendix

## East Birmingham Inclusive Growth Strategy

*The East Birmingham Inclusive Growth Strategy is working to create a 'more deliberate and socially purposeful model of economic growth' in the East Birmingham and North Solihull corridor. The 20 year strategy includes parts of the Age Friendly Tyburn study area. It looks to tackle long-standing problems facing the area and focus on improvement to transport connections and stimulate local growth.*

*Issues in the area raised by the strategy include traffic, congestion and poorer connectivity on public transport. The traffic has been linked to lower rates of cycling because of the busy roads. The strategy hopes to tackle these issues with five big moves underpinned by increasing and developing community capacity.*

## Birmingham City Council Vision and Strategy for Adult Social Care and Health

*Birmingham City Council are seeking to improve the health and wellbeing of adults and older people. There are eight key elements that people need in order to enjoy good health and wellbeing. One of these is a wide range of community assets, including community centres, leisure centres, parks and gardens, which is also a recommendation we have made. In addition to the assets themselves, people also need to feel safe to come out of their homes to enjoy them.*

*Birmingham Public Health Green paper*

[https://www.birmingham.gov.uk/info/50120/public\\_health/1893/public\\_health\\_green\\_paper\\_consultation](https://www.birmingham.gov.uk/info/50120/public_health/1893/public_health_green_paper_consultation)

*The Birmingham Public Health Green Paper forms the development of a new approach to addressing the health challenges and inequalities facing citizens of Birmingham. It outlines four priorities, two of which are relevant to creating an Age Friendly City.*

[https://www.birmingham.gov.uk/info/20054/planning\\_strategies\\_and\\_policies/2048/east\\_birmingham\\_inclusive\\_growth\\_strategy](https://www.birmingham.gov.uk/info/20054/planning_strategies_and_policies/2048/east_birmingham_inclusive_growth_strategy)

[https://www.birmingham.gov.uk/info/20018/adult\\_social\\_care\\_and\\_health/1473/vision\\_and\\_strategy\\_for\\_adult\\_social\\_care\\_and\\_health](https://www.birmingham.gov.uk/info/20018/adult_social_care_and_health/1473/vision_and_strategy_for_adult_social_care_and_health) (Accessed 29/04/20)

[https://www.birmingham.gov.uk/info/50120/public\\_health/1893/public\\_health\\_green\\_paper\\_consultation](https://www.birmingham.gov.uk/info/50120/public_health/1893/public_health_green_paper_consultation)

<https://www.wmca.org.uk/who-we-are/meet-the-mayor/better-streets-community-fund/better-streets-birmingham/>

*Ageing Well – They are looking to reduce social isolation with increased access and utilisation of green spaces and strengthening and developing of community assets; both spaces and people.*

*Healthy Environment – this will be through improvements to air quality, championing Green Travel Districts, active travel as well as reduced travel.*

*This report presents themes and recommendations that can be applied more widely to the whole city of Birmingham to create an Age Friendly City. However, there are several other developments specific to the Tyburn area which will contribute to promoting and realising our recommendations.*

## Better Streets Fund

*The Better Streets Community Fund was open to communities to submit ideas to make it easier to walk and cycle. Applications from across the West Midlands Combined Authority were submitted and one of the successful applications was for improvements to an informal crossing point which due to its proximity to a large shopping area, has a large footfall on Tangmere Drive in Castle Vale. The project is already under way.*

*Age Friendly Cities*

*BVSC are working with representatives from Birmingham City Council to register Birmingham as an Age Friendly City with the World Health Organisation with the view that the recommendations we provide can be used to support action to make it a realisation.*

# Appendix

## Sprint

The Tyburn study area hosts one of the proposed Sprint routes. Sprint is a rapid transit scheme to be delivered by Transport for West Midlands. It consists of an enhanced articulated bus which runs using existing road network with additional measure to give priority to the service over other road users. It operates with fewer stops to deliver reduced journey times. Birmingham to Pype Hayes Park is the first phase of the route from Birmingham City Centre to Sutton Coldfield (via Langley) and is projected to be delivered by 2022. There have been several concerns raised by residents and citizens on certain elements of the route and to date these appear to be still under review.

Additional bus infrastructure is being asked for by the residents of the area, however, the main ask is for more local routes with stops that are easily accessible, so although Sprint will increase the capacity for residents to get to the city centre and remove some personal cars from the roads and reduce the traffic, it will not support the local trips made by retired or older residents.

## Peddimore and Langley Developments

Two strategic new growth sites have been allocated to support housing (6000 new homes at Langley Sustainable Urban Extension) and employment growth (Peddimore Employment Zone) identified in the Birmingham Development Plan (BDP). 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.

Whilst the sites are not directly adjoining the Tyburn study area, they could be considered close enough that the new facilities proposed can be accessed by existing residents.

Infrastructure work was due to commence at Pedemore in Summer 2020, however there have been no news releases on their website since September 2019.

<https://www.tfwm.org.uk/development/sprint/>

<https://impeddimore.co.uk/>

[https://www.birmingham.gov.uk/info/20054/planning\\_strategies\\_and\\_policies/1793/langley\\_sue\\_and\\_peddimore\\_spds](https://www.birmingham.gov.uk/info/20054/planning_strategies_and_policies/1793/langley_sue_and_peddimore_spds)

## HS2

As part of the works being delivered around HS2, there will be some flood defence work on the southern side of the M6 and diversion of the River Tame. From this there is a proposed cycle track along the Tame Valley. We are also aware of local partners looking for further HS2 funding to extend that and better links across the M6 and River Tame.

## Green Travel Districts

Sustrans carried out some initial stakeholder engagement in 2016 for the proposed Green Travel Districts. The area covered by the Green Travel District includes Castle Vale, parts of Pype Hayes and Birches Green. From this work there were three main recommendations:

1. Carryout a detailed audit of existing active travel routes including the canal. Develop a strategy for required improvements, including the development of new links, and promote their use – in the short term that includes maintenance and better signage of the existing routes and in the longer term to add active travel infrastructure to address links between neighbourhoods.
2. Carry out a study into traffic speed and volume on the A38/A452. The study needs to consider the role of initiatives that reduce traffic volume, and incorporate the requirements of air quality and cycling safety.
3. Carry out a study into public transport issues and opportunities which can better connect this GTD