

Public Realm Strategy

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Conduit Street looking north to the Cathedral

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* Additional Appendices

A Consultation Results -
Survey Responses

- Action Plan, provided by Gleeds

*Please refer to additional appendices as separate document
from this report.

Introduction

“Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.” - National Design Guide, Planning practice guidance for beautiful, enduring and successful places. Ministry of Housing, Communities & Local Government, 2021

“Have nothing in your streets and urban spaces which you do not know to be useful or believe to be beautiful” - William Morris

Although William Morris was originally referring to the ‘house’ and not our public spaces, between the two quotations above is encapsulated all we are trying to achieve within this Public Realm Strategy for Lichfield City Centre.

The Public Realm Strategy springs from the Lichfield City Centre Masterplan, which was developed by David Lock Associates in 2020 and provides a blueprint for the development of the city over the next 20 years. The Masterplan identifies a number of projects and proposals including new developments and public realm improvements, which are designed to complement and connect one with another.

These proposals have been developed from six identified Masterplan objectives; which are:

- A Strong Historic Core
- Complementary & Supporting Uses
- Welcoming Gateways
- Vibrant Streets & Spaces
- Quality Accessible Environment
- The “Green” & Sustainable City

Of particular relevance to this study, the Masterplan identifies the need for an “attractive and usable public realm”, as one of four design principles aimed at ensuring design quality across all the objectives; this principle is the glue to bind the various strands of the Masterplan together. From this underpinning principle can be derived five further objectives that help set the template for this study.

These are:

- Removal of street clutter and promotion of design simplicity using a coordinated approach to signage and wayfinding across the city centre. A key component of this is that any public realm works must be robust, low maintenance and of a design suitable to a historic city centre.
- Allow for pedestrian desire lines in the design and layout of development. This is especially important for pedestrian cross routes around the city centre linking together key parts of the city, giving consideration of Staffordshire County Council’s Local Cycling and Walking Infrastructure Plan (LCWIP)
- Consideration of landscaping opportunities that positively impact upon biodiversity within the city centre, paying particular attention to the Council’s Local Plan 2015 evidence base (Nature Recovery Network) which discusses the habitat creation opportunities within urban cores.
- A coordinated but limited palette of surface materials
- Coordinated specification of street furniture components.

The purpose of the Public Realm Strategy is to set out a basis for achieving these objectives in the public realm. It does so by providing a cohesive approach to the unifying elements of urban design such as street design, signage, lighting, public art, green infrastructure and materials.

Also of importance is the Council’s Local Plan Allocations (2019), from which a series of policies covering planning, design, transportation, accessibility, biodiversity and other issues have now been adopted for development management purposes. Until the adoption of Local Development Framework Documents, which will supersede these policies, they provide the context along with the SPD’s within which development proposals within the city must be progressed.

The Lichfield District Local Plan Strategy 2015 identifies the priorities and objectives for Lichfield, which are set within a broader vision that by 2029, *“... residents of the District will continue to be proud of their community, experiencing a strong sense of local identity, of safety and of belonging. Everyone will take pride in the District’s history, its culture, its well cared for built and natural environment, its commitment to addressing issues of climate change, and the range of facilities that it offers. Our residents will have opportunities to keep fit and healthy, and will not be socially isolated.”*

So, with a keen eye on the broader vision within the Local Plan, this study is a key device to move the approved City Centre Masterplan forward and help guide the public realm aspects of development over the next 20 year period.

Background

“A good city is like a good party – people stay longer than really necessary because they are enjoying themselves.” - Jan Gehl, urbanist

Lichfield is an historic cathedral city with a significant number of heritage assets (including several Grade I Listed Buildings) located within the Lichfield city centre Conservation Area. The historic character of the city centre is a key attraction to visitors and residents alike, and Lichfield is well-placed for the new trend of its experience-led offer to attract visitors to the city. The city has a number of leisure and cultural venues and an extensive festival, concerts and events programme to cater for its tourism economy.

With the rapid shift in consumer demand, the success of city centres is no longer measured simply by the quantum of retail footage alone. How the city centre is used and understanding what are the attractors are, is a far more informative and relevant method of analysis. So following this new thinking, a study of the pattern of usage within Lichfield, in terms of pedestrian footfall, was recently undertaken by Springboard and concluded that Lichfield has a Speciality signature.

What this means is that the pattern of footfall is a consequence of the key characteristics of speciality towns and cities which comprise:

- An anchor which is not retail, in Lichfield’s case - Heritage
- Attracting visitors but serving the local population
- Having longer dwell time
- Focus is on protecting identity and positioning
- Offering something unique and special

These characteristics are immensely valuable, and Lichfield is the only city in its sub-region that is defined as a Speciality town/city. These attributes and characteristics must, therefore, be protected and the potential monopolised. Interestingly, one of the key characteristics of Speciality towns and cities is that footfall is as high or higher in the peak summer months than in December.

This affords Lichfield an opportunity to differentiate itself from other towns and cities, and to deliver a unique offer that capitalises on its Speciality signature type.

However, despite its compact nature, parts of the city centre can feel disjointed due to poor legibility and signage. The city centre has a variety of public spaces that have recently benefited from investment, including Beacon Park and Minster Pool. However the development of the public realm across the city has occurred piecemeal,

without a holistic vision and approach, or the guidance of a consistent set of design principles. As a result, the streets and links between these areas are often confused and poorly signposted, sometimes unattractive and hinder an ease of intuitive navigation around the city centre.

Analysis of the Existing Public Realm

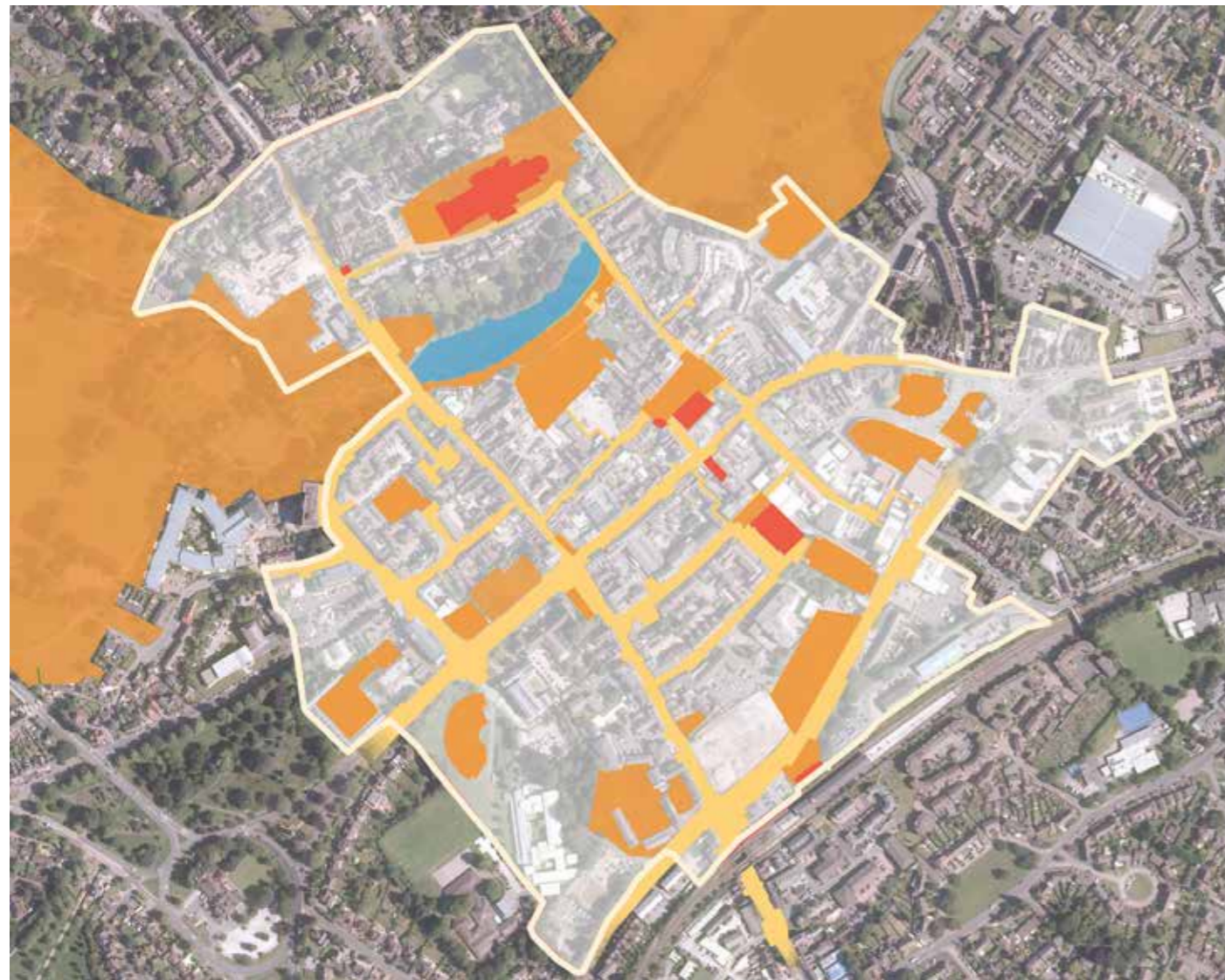
Lichfield's Public Realm

Lichfield is blessed with a rich legacy of heritage buildings set within a compact, structured, attractively scaled network of historic streets and spaces. As such, this is not placemaking, but a placemarking exercise, the true purpose of which is to enable the buildings and spaces to shine and provide a stage for the public use, enjoyment and appreciation of their city. When the structure and built elements of the city are performing well, the public realm does not need to shout and can play an elegant supporting role.

The sequence of urban spaces and the streets and alleys that connect them and form the public realm network is shown on the diagram below. What is noticeable is the relatively sparsity of public place within the historic core. The majority of the places indicated are the parks and open spaces of Beacon Park and Stowe Pool to the west and east and the car parks and transport hubs to the south.

Lichfield's Public Realm Key

- Landmark** Buildings
- Places** and spaces across the city centre
- Network** of streets and alleys that connect them



6 Lichfield's Public Realm (above)

Placemarking Elements

The quality, consistency and condition of street surfaces, signs, bollards, cycle racks, bins and seating have a significant influence on the perceived quality of the public realm. It has a key role in unifying streets and spaces and bringing identity to the city centre.

There follows an overview of the components of the existing public realm, with a more detailed analysis of the various materials, elements and components, their condition and location, included in the Appendix at the back of this report- please refer to Summary tables.

Streets and Alleys

Street Materials

The strong character and structure inherent in Lichfield's historic street pattern is often undermined by inappropriate, inconsistent and badly maintained materials. A number of surface treatments are present in Lichfield's city centre area, including concrete block paving, concrete slabs, brick paviors, stone paving and coloured tarmac. The apparently piecemeal application of surface materials has happened over a period of time and complicates the streetscape, doing little to complement the setting of historic buildings and aid the orientation of pedestrians.

The streets and spaces around St Mary's Church and along Tamworth Street and Bore Street have been recently renewed with quality, predominantly natural surface materials and present a palette of finishes that complements the various building forms, colours and textures - stone, brick and render.

Street Furniture

Many streets and spaces in Lichfield present a clutter of uncoordinated street furniture and signage that often obstructs pedestrian movement and hides much of the town's character. This is unfortunate and unnecessary, as ironically, much of the historic street furniture adds to the distinctiveness of place and visual interest within the public realm.

As with surface materials, the furniture in Lichfield is very inconsistent. There is a significant variation in colour, shading, size and form. This is apparent with the various types and styles of bollards, which are heavily used in Lichfield to delineate streets and spaces and protect pavement areas.

Fingerposts, bollards and other items such as cycle racks, and benches are also often poorly sited and in a poor state of repair, further undermining the streetscape and the quality of pedestrian experience. Through their location, signposts frequently impede, as opposed to facilitate, pedestrian movement.

The plethora of signage, with different styles of sign often fulfilling the same function, is also confusing and should be brought together in a coordinated manner.



Some elements of signage provide an attractive and interesting addition to the street scene, for example, the Heart of England Way pavement markers.

Similarly, certain elements of street furniture are carefully crafted with a combination of complementary materials that complement the architecture and scale of the street. These, perhaps, point the way forward.



Railing detail: Cathedral Close (above)

Spaces and Places

City places are critical to the urban life of the city; it is here that the visitor and resident gather, meet and basically participate in civic activity. The squares, promenades, parks and gardens are breaks in the network of streets where the space is available to slow the pace and step aside from the urban flow.

Their design and layout is frequently determined by the intended use and the character and response to the space can then be categorised according to this role:

Arrival spaces - points of arrival for the visitor to the city - the rail station, bus station and car parks. Often busy points of interchange or connection where people meet or orientate themselves before setting out on their trip. As a first impression, these are important urban spaces for the city, that frequently set the tone for the visit. Clear, unambiguous information is essential. Currently these are the least successful of the city spaces, where vehicular utility over-rides the human and pedestrian experience.

With the exception of the Bird Street Car Park these spaces are peripheral to the core city centre, where they are best placed to pick up the visitor and enable modal change.

Active Spaces - closely connected to the primary pedestrian movement network, these places are lively and animated by activity; a stage for public life - eating, drinking, markets, people-watching, meeting, festivals and events. Market Square would be such a space. Given the variety of uses that might occur, flexibility and adaptability is important.

Relaxed Spaces - frequently the parks and gardens, but with gentler through movement of cyclist and pedestrians. Interaction is still sought and invited, but also the ability to draw away into quieter, more sheltered areas.

Tranquil Spaces - Often away or concealed from the primary movement routes, areas for quieter reflection and conversation. Remembrance Gardens would be a good example.



8 Lichfield 's Spaces (above)



Lighting

The lighting of the core city centre area is from building mounted fittings, which removes the clutter and obstruction of light columns within the public realm and the detrimental effect that highways lighting can have on the scale of historic streets. The lighting levels are generally low intensity and muted, with the wall mounted fittings washing light onto the façades of the buildings and creating a pleasing effect of silhouetting activity within the street.

The light fittings themselves are generally low pressure sodium, which although giving a warm light, has poor colour rendition, that loses the various colours on the façades and paints them all with an orange light. There is also a perception of insecurity after dark associated with these fittings as facial recognition is made more difficult.

A number of commercial properties have adopted their own lighting schemes for their premises, often using brighter and/or coloured lighting effects. Whilst this can bring animation to the street façade, if uncoordinated can detract from the holistic qualities and character of the streets and spaces, and place an unwarranted emphasis on particular buildings to the detriment of the composition and true hierarchy of civic buildings.

A balance also needs to be achieved with shop lighting, where certain overly bright shop windows can again disturb the balance within the street, dazzling the onlooker and spilling light onto the pavement.

Beyond the historic core, street lighting is generally to highways standard, yet there is space and scale within the road corridor to accommodate such light fixtures and fittings. However, the contrast from the more muted, wall-mounted fittings and highway lighting is marked, and an intermediate form and standard of lighting would be appropriate to bring the scale down to that of the pedestrian.

Maintenance and Management

A problem with using a broad palette of paving materials and styles of street furniture is the logistics of maintenance. Where works to the paving is required, multiple types of materials need to be kept in stock or arrangements put in place with numerous suppliers. This often results in surfaces being patched with concrete or tarmacadam, regardless of the original design material. This applies equally to street furniture, which often goes unrepaired or maintained, lending an air of neglect to the street and fostering further abuse or damage.



Highways & Traffic

Detrimental to the current city public realm and a challenge of the ambitions of the masterplan, is the increasing volume and speed of vehicular traffic, generating barriers to active travel movements, reinforcing separation between areas and undermining the qualities and scale of the historic city. This is particularly marked to the Birmingham Road Corridor, separating the rail station from the city, St John's Street leading into the Friary, and Swan Road leading northward into Bird Street. It is hoped and planned that the completion of the Southern Bypass will remove traffic, particularly HGVs, from Birmingham Road, further opening up opportunities for an enhanced urban environment, reinforced through legislative restrictions of traffic on the road.

Within the city centre core, restrictions are already in place to reduce traffic volumes and types of user to certain times of the day and days of the week. These restricted areas are shown on Figure 5 in the Appendix. The restrictions are confusing with both pedestrians and drivers unsure of where and when certain vehicles can enter these key central areas. A separate study is underway on Pedestrianised Streets and sets out to clarify this situation. The assumption for this study is that restrictions will be more stringent, extensive and enforced across the core city centre area.

Development Sites

Two key development sites were identified within the Masterplan, Birmingham Road at the heart of the Southern Gateway Quarter and Bird Street Car Park. These two sites will be brought forward in the short to medium term and their development provides not only additional facilities and amenities, but presents real opportunity to address current placemaking issues, create new public spaces and repair the fabric of the city centre public realm. This strategy, therefore, provides specific guidance on the incorporation of public realm within these two developments.

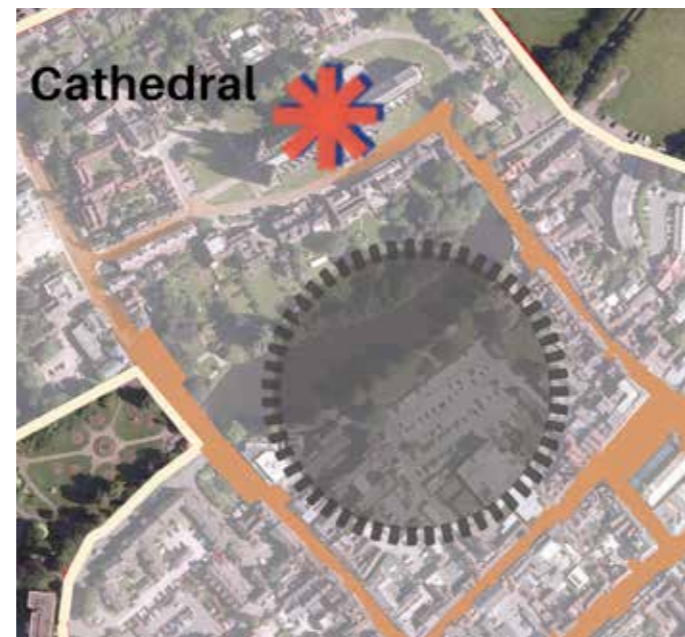
A further two development sites at University West Car Park and District Council House, will conform to the guidance as applicable to the quarter, but are not specifically referenced within this report.

Birmingham road Development Site

The current hoarded site presents an unattractive frontage at a primary gateway to the city centre with other associated areas of development currently maintained in a 'meanwhile' state.

Bird Street Car Park

The development of the Bird Street Car Park would address a significant structural and placemaking issue of the hole this area creates in the public realm of the city centre.



Bird Street Car Park - the hole in the public realm (above)

The prospect from this space is off the backs and yards of retail properties and a high brick wall to the north. Pedestrian and cyclist access from the west is via the busy car park access and from Market Street to the south,

via the narrow and uninviting Bird Street Walk. The car park itself is a busy and extensive expanse of cars and traffic that discourages any pedestrian movement across the space and is completely at odds with the qualities of public spaces within the rest of the city centre.

A further repercussion of this void in the public realm, is the perceived separation of the cathedral from the city core and the fact that the visitor is steered toward the rear of the cathedral from St Mary's Church along Dam Street.



Cathedral to town, a sense of disconnection (above)

Gateways and Entrances

A51/St Johns Street

The A51 approaching from the south and the M6 Toll is historic entry point of the London Road. Today, the gateway into the city is marked by the railway overbridge and the junction with the equally busy Birmingham Road.

Crossing the Birmingham Road junction, St John Street to the Friary is a busy, noisy, traffic dominated corridor with narrow pavements, but contains some elegant and important listed buildings including the Grade I listed Hospital of St John Baptist without the Barrs and its adjacent chapel, which sits to the west of the Birmingham Road Junction with St Johns Street and has marked the gateway to the city since the early 12th century. The Grade II listed buildings and attractive gardens that are part of the Lichfield District Council Offices are located to the east of the street, with a route through from St Johns Street to the car park to the rear of the offices.

The Friary

The Friary is the main vehicular route in the city centre from the west and The Friary Car Park is well located directly off The Friary to accommodate the visitor to the city centre. However, whilst the car park is only 240 metres from the junction of Bore Street and St John's Street, approximately a three minute walk, it is perceived as being distant from the city centre and is underused. There is a need to improve the connectivity between car park and the city centre, through improvements to the pedestrian connections along The Friary and via Sandford Street.

Lloyd's Walk

The area of Lombard Car Park borders the major open space of Stowe Pool, and the car park also provides parking for the cathedral, with access along Cross Keys and Reeve Lane. However, the most direct connection to the city centre from the car park is through the somewhat fractured urban structure around Cross Keys and then the tight and (particularly after dark) claustrophobic alley of Lloyd's Walk.

Questions on perceptions of personal safety within the public consultation exercise reinforced the impression of issues around Lloyd's Walk as a means of access and gateway to the city centre with many people expressing concern particularly after dark and on winter's evenings.

Beacon Street/Bird Street

The gateway into the city centre from the north-west, falls downhill past the former Angel Croft hotel site to the west and the Close, the point of entry to the Cathedral Quarter, to the east. In crossing the listed Bird Street Bridge, the route then transitions through the green corridor of Beacon Park moving into Minster Pool, before entering the secondary gateway of the Swan Road/Bird Street junction. North of the bridge and the Pool, the pavement widens out to enter the Remembrance Garden, before narrowing once more to cross the bridge.

To aid the diagonal pedestrian crossing of the junction of Swan Road, from Beacon Park to Minster Pool Walk, a traffic table has been created in the area of the junction, however, the crossing is constrained and awkward with poor sightlines and little space on the pavement landing zone to the southeast. Although this has the impression of being a dangerous junction, accident statistics would not support this, although it is heavily disliked and a concern to the pedestrian.

Church Street/Tamworth Street.

The A5127 is a busy road feeding into the city and bypassing immediately to the south along Birmingham Road. To enter the city from the west, the driver would

pull off the A5127, Church Street into Greenhill and Tamworth Street. The whole area of this extensive junction is dominated by traffic and highways infrastructure, with guard rails, crossings, traffic lights and signage set in a sea of tarmac. Once past the George Lane junction, on entering into the city, the setting improves as the scale reduces. Pavements here are very narrow however. On entering the area of traffic restriction, as the highways swings into Lombard Street, St Mary's Church dominates the view along Tamworth Street and the quality of the public realm improves with high quality natural materials and well proportioned delineation of the street.

Trees

Urban trees add great benefit to the communities that live around them. As well as being aesthetically pleasing, they have a positive effect on our environment, our health and well-being, our economy, and exist as a protection for the future.

Trees in our streets and urban spaces help counter the impact of climate change, They cleanse the air, cool the ground, and hold back the pulse effects of heavy rainfall, thereby reducing flood risk.

They reduce stress, beautify the city scene and add value to a city's attractiveness and, therefore, economy.

A well-treed corridor extends from Beacon Park, across Minster Pool to connect to Stowe Pool in the east. Similarly, numerous street trees have been planted within the streets and frontages of the Learning Quarter. With the strong wooded backdrop of Station Road, the city centre is effectively ringed by tree planting. The historic centre of the city itself is, by contrast, hard and constrained for space, providing little opportunity for street trees. Where they are present they make an important feature within the streets and spaces. Notably at the junction between St Johns Street and The Friary, at the entrance to Bird Street Walk along Market Street and the mature tree within the small square north of The Garrick Theatre. These trees create a strong visual break to the architecture, providing a shady canopy in summer and form a magnet to which people congregate. New street trees have been planted within Market Square, which, as they mature, will greatly enhance the focal nature of the place.



Where trees are maturing within the pavement zone they are causing root heave due to compaction and insufficient growing space beneath the paving, lifting the surrounding pavement.



Paving effected by root heave (above)

Minster Pool

The trees to the rear gardens and northern edge of the Minster Pool form a backdrop to the pool and the foreground to the cathedral rising beyond. The softer edge of the northern bank contrasts strongly with the urban park edge to Minster Pool Walk to the south.

The wooded nature of the northern bank and restricted access creates an area of nature conservation value in the heart of the city. However, natural regeneration of elder and rhododendron lends an untidy and unkempt appearance.



Filtered, not screened views of the cathedral (above)

Whilst the yew trees in front of the Cathedral are intrinsic to the place there is a danger that, in conjunction with ivy growing up into tree canopies, they are overly screening, as distinct from filtering views of the cathedral. Over the centuries, numerous artists have painted the Cathedral from around Minster Pool and these views are in danger of being lost.

There is a balance to be achieved here and the trees must therefore be monitored to ensure that aspects and vistas to the Cathedral are not interrupted by overgrown vegetation. This is of particular importance given the views of the cathedral from Minister Pool Walk, Dam Street and Minister Pool Bridge are one of the finest experiences in the city.



Views to the Cathedral are interrupted by overgrown evergreen trees (above, left). Given many artists utilise this area for painting the Cathedral (above, right), vegetation monitoring and control is particularly pertinent.

SWOT Analysis

OBJECTIVES	Strengths	Weaknesses	Opportunities	Threats
A Strong Historic Core	<ul style="list-style-type: none"> • Easily legible, complete and contiguous core areas. • Recognised through Conservation Area status and 'Speciality City' Status. • Compact. 	<ul style="list-style-type: none"> • Medieval 'ladder' street pattern restricts north/south movements to the edges. Little permeability through the core. • Minster Pool should be a great asset for the city centre creating the foreground for the cathedral and strengthening connectivity between historic core and cathedral precinct, but currently is, if anything a buffer and barrier between the two (accepting that this was its original purpose!). 	<ul style="list-style-type: none"> • Bird St Car Park development as a strong link between city and cathedral. • Build on the existing views of St Mary's and the Cathedral. 	<ul style="list-style-type: none"> • Traffic • 'Highways' infrastructure
Complementary & Supporting Uses	<ul style="list-style-type: none"> • Varied, niche existing retailers and food offer gives strong base to spring from. • Speciality city status and cathedral provides destination vitality to the city centre 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Consolidation of various, but complementary uses (cultural, leisure, tourism, retail) to create a 'circuit of destinations'. • Masterplan looking to promote more inner city living. 	<ul style="list-style-type: none"> • Pressures and exigencies on high street retail. • Loss of business confidence and increased vacancies due to Covid.
Welcoming Gateways	<ul style="list-style-type: none"> • Clarity and compactness of the city centre area enables strong gateways to be identified and marked. • Cathedral spires visible from most gateways. 	<ul style="list-style-type: none"> • Excessive space required for traffic movements and conflict with pedestrians at the gateways. • Levels of traffic • Southern entry points particularly challenged and traffic-dominated from St Johns St/Birmingham Rd junction along the Birmingham Road corridor to Birmingham Rd/Tamworth St junction. • Poor signage and wayfinding (particularly south to north from station to cathedral). • Eastern edges of city core flaky and ill-defined, with Reeves Lane and Lloyds Walk eastern gateways from Car parks and open spaces uninviting and in latter case poor perception of safety. 	<ul style="list-style-type: none"> • Birmingham Rd and transport hub improvements, enhance the currently poorest gateways to the city from the south, either by road, bus or train. • The quality and clarity of the built form negates the need for easily dated, inappropriate and quickly tired-looking features to be erected to mark gateways. 	<ul style="list-style-type: none"> • New development blocks visual connections to cathedral • Area demands of transport hub on urban space mitigate against pedestrian and cyclist. • Failure to secure development agreement on Southern Gateway site. • COVID19 - implications for comfort items such as bench seating.
Vibrant Streets & Spaces	<ul style="list-style-type: none"> • A quality, consistent built form, punctuated by striking landmark heritage buildings and set within clearly identified character areas. 	<ul style="list-style-type: none"> • Mish-mash of street furniture in various materials, colours and styles and from various era. • Differing approaches to the design and materiality of the floorscape within the streets and spaces, even 	<ul style="list-style-type: none"> • Increased resident population, brings vitality, pride and 'ownership' of the streets and spaces. 	<ul style="list-style-type: none"> • Failure to secure consensus on prioritising cyclist and pedestrian movement through restricting vehicular access to core areas. • Failing to ensure that the public realm remains a space available to,

SWOT Analysis

OBJECTIVES	Strengths	Weaknesses	Opportunities	Threats
	<ul style="list-style-type: none"> • Quality materials and finishes within certain key areas and streets - eg. Market Square. • Retail, leisure and destination activity brings a good level of footfall to the city core. • Strong existing programme of festivals and events, with organisations in place. 	<p>within the same character areas, prevents a coherency and consistency to the centre, creating a visually disjointed appearance.</p>		<p>and serving all groups within the community.</p> <ul style="list-style-type: none"> • Loss of local distinctiveness and sense of place.
<p>Quality Accessible Environment</p>	<ul style="list-style-type: none"> • Compactness of city centre. • Appreciation of the role and access requirements of a successful 'Speciality' city. 	<ul style="list-style-type: none"> • Confusing restrictions within pedestrianised and priority areas. • Traffic flows within TRO areas detract from streetscape and ease of pedestrian and cyclist movement. • Lack of consistency with signage design and location. 	<ul style="list-style-type: none"> • Improved public transport provision and transport hub, leading to modal shift away from the car. • Improve facilities and infrastructure for cyclists and pedestrians • Improved wayfinding for pedestrians and cyclists. • Modern, clean, flexible, real time, public transport systems through and around the city core. • New pedestrian crossing points at Birmingham Road corridor 	<ul style="list-style-type: none"> • Failure to secure consensus on prioritising cyclist and pedestrian movement through restricting vehicular access to core areas. • Lack of achieving the required organisational change to match any cultural shift as the city centre evolves. • Tightness of the city grid and ability to accommodate multiple modal movements - walking, cycling, vehicular, access to blue badge parking.
<p>The "Green" and Sustainable City</p>	<ul style="list-style-type: none"> • Strong network of linked open green spaces to north - Beacon Park, Minster Pool, Stowe Pool, bring nature into the city. • Trees and landscaping contribute to the character of Museum Gardens & Minster Pool and Birmingham Road. • Shaded areas to footpaths and cycle routes from some areas of the existing built and natural city environment. 	<ul style="list-style-type: none"> • Restricted widths of historic streets across the city and the density of the built form create challenges in increasing tree cover and implementing SuDs. • Little tree cover to the south of the city centre. • Limited number of recycling bins 	<ul style="list-style-type: none"> • New developments sites to the Southern Gateway and Bird Street Car Park provide opportunity to enhance tree planting and SuDs. • Reducing the space available to the car could free space for green initiatives within the street corridor. • Manage existing trees and plant new and replacement trees to mitigate losses in the last decade. • Improvements for wildlife? • Enhancement of green infrastructure is multifunctional in both tackling climate/ecological emergencies and serving the needs of the community. • Measurement of embodied carbon for infrastructure - future data capture for LDC to improve future projects. • Energy generation for signage and external lighting etc. 	<ul style="list-style-type: none"> • Reorganisation of, and demands on the street corridors fails to generate space for green infrastructure. • Increased maintenance requirements including potential water use and management. • Sustainability of the supply chain for materials and street furniture etc and limited ability to alter this within the remit of the Strategy. • Requirements for utilities diversions - cost implications

Public Realm Objectives

The National Design Guide is structured around ten characteristics of well-designed spaces and places that work together to create its physical Character, nurture and sustain and sense of Community and work to positively address environmental issues affecting Climate.

The ten characteristics are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.

These ten characteristics are captured in the following diagram:



With the exception of 'homes and buildings', all of the characteristics would apply to the public realm, so extending these characteristics to Lichfield, the public realm will be designed to:

- Meet the needs of Lichfield as an attractive, distinct and thriving economic, tourist and social centre in the region

- Achieve high quality spaces using durable materials incorporated into uncomplicated designs focusing on the correct balance and proportions of elements within the street
- Encourage innovative design, avoiding pastiche by reinterpreting the historic fabric through the use of contemporary, timeless design
- Avoid street clutter and co-ordinate furniture, signs, posts, bus shelters and lighting to respect surrounding buildings and the overall street scene composition, whilst bringing clarity and continuity to aid wayfinding
- Provide a unifying structure, drawing together the historic and more contemporary elements of the city into a legible whole
- Improve connectivity and integration between areas, celebrating their individual histories as well as realising Lichfield's potential as a 21st Century city
- Promote sustainable transport modes and particularly encourage pedestrians.
- Provide a just and equitable access to areas of public realm which meet the needs of all groups in society
- Enrich the evening economy and offer a safe and rewarding visit
- Be carried out in phases if budgets are limited, rather than compromising quality
- Meet the needs of maintenance requirements and recognise replacement and whole life costs of materials
- Utilise locally sourced natural materials and skills where possible

A more fine-grade level of guidance and of immediate relevance to the heritage-rich city of Lichfield can be found in Historic England 2018, 'Streets for All', and this has been a constant point of reference in drawing together this design strategy.

The successful design of the public realm will be achieved through the involvement of multi-disciplinary design teams including artists, landscape architects, highway engineers, urban designers, lighting designers, as well as consultation with the public, local businesses and user groups.

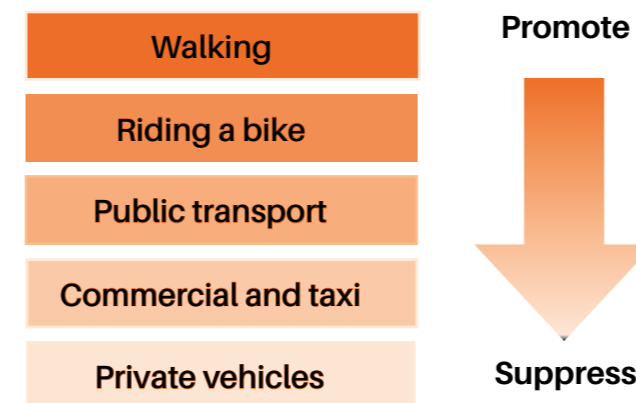
Hierarchy of Street Uses

The compact structure of Lichfield, in common with many medieval settlements, results from their historic function as regional centres for trade and artisanal craft, with the necessary squares, marketplaces and short walking distances. This is also an ideal structure for an urban movement pattern centred on walking and cycling, and encouraging social interaction, footfall and dwell time.

The focus (or return to a focus) on the human dimension in planning our city spaces, placing the needs of the pedestrian and cyclist above those of the private car, would go a long way to meeting the key objectives of the Lichfield District Local Plan Strategy 2015. That is, to create a city that is healthy, safe, prosperous, lively and sustainable.

Developing this principle, Local Plan Strategic policy 2 (SP2): Sustainable transport, includes making provision for "widening travel choices and making travel by sustainable means more attractive than the private car" and the Local Plan document explains that "active travel is part of sustainable transport, it seeks to improve people's physical and mental health by using urban design principles to give pedestrians, cyclists, and users of other transport that involve physical activity the highest priority when developing or maintaining streets and roads. This can mean reallocating road space to support walking and cycling, restricting motor vehicle access, introducing traffic-calming schemes, and creating safe routes to schools and childcare settings."

Effectively the policy creates a hierarchy of travel modes, prioritising space within the public realm to promoting green, active means of travel - walking, wheeling and cycling. This hierarchy is illustrated in the diagram below. However, it must be applied sensibly to recognise the needs of the broader transport and highway network and it is increasingly important to consider the movement of services and goods, not just people. Nevertheless, this hierarchy is a clear statement of the Council's priorities for movement in the city, and this must be reflected in the design of all streets and spaces.



Wayfinding & Movement

The Pattern of Streets

The orthogonal grid of the medieval ladder street pattern, in conjunction with the visibility of the spires of the cathedral and St Mary's Church, enables an ease of mental mapping and wayfinding, particularly from the key gateway of the rail station.



Views of the landmark spires from the rail station (above)
For the visitor arriving in the city at the station, the visibility of St Mary's and the cathedral also enables a ready appreciation of the compact scale and easy distances involved. The immediate impression is that walking and cycling are appropriate and, therefore, encouraged.

However, the reality of moving through the city centre is heavily challenged by the impenetrable nature of development along the cross streets (the ladder rungs of Wade Street, Bore Street and Market Street). This tends to move north-south movements to the perimeter of the historic core along St John Street/Bird Street and Baker's Lane/Conduit Street/Dam Street - the two ladder rails.



the medieval ladder street pattern (above)

A new central route

Our proposal, therefore, is to create a new central route from the station to the cathedral that connects many of the landmark buildings, places and spaces of interest within the city centre. This is perhaps a more intuitive route through the city, which would supplement without replacing the current movement patterns. It would also lock the Birmingham Road development site into the spaces and street network of the city.

This broader proposal would also draw the visitor to the front of the cathedral taking in the well established vista from Bird Street Bridge.



A new central route through the city (above)

Fundamental to the success of this proposal is to advance the ideas from the Masterplan to drive a new connection from Market Street to Minster Pool and develop an extended pocket park to the north of the existing Bird Street car park, creating a city frontage space onto Minster Pool.

The new route would not only address the uninviting nature of Bird Street Walk. But would open up views of the cathedral from Market Street, aiding orientation and the alignment of the route would keep the cathedral central to the view as the pocket park and Minster Pool are revealed.

Minster Pool Circular Walk?

In the only significant change from the Masterplan, we would propose not to adopt the concept of the circular walk around Minster Pool, as this would impinge on the Remembrance Garden, would cross private land and impact on the ecology to the north of the pool. Rather, we would wish to promote and enhance the existing circular route from Minster Pool Walk up to and through the Cathedral Precinct via Bird Street and Dam Street. Stakeholder and public consultation would suggest that this decision would be well-supported.



The revised Minster Pool circular walk (above)

Gateways & Entrances

Making gateways of our car parks

There are three multi-storey car parks in Lichfield that border the city centre to west, east and south and to help reduce traffic movements within the city centre we have to make our edge of centre car parks attractive and easy to use. These car parks are only a few minutes walk away from the historic core of the city and must become the gateway for the car user.



Multistorey car parks - gateways to the city centre (P) (above)

A separate study is looking at how the car parks can themselves be improved, but it is the aim of this study to explore how once the car is parked, the journey to the city centre for the pedestrian is clear, safe and attractive.

As discussed later in the chapter, this starts with providing good information online to the visitor before they embark on their journey, but on arriving to the city, the car parks need to be clearly signposted. These car parks are well located for three of the four main routes into the city,

The Friary Car Park

The Friary car park is 240 metres from the junction of Bore Street and St John Street, approximately a three minute walk. However, it is perceived as being distant from the city centre. We need to improve the connectivity between car park and the city centre, through improvements to the pedestrian connections along The Friary

A important secondary connection to the heart of the restaurant offer on Bird Street exists from the north-eastern exit of the car park to Swan Road and along Sandford Street.



Connections to The Friary car park (above)

Lombard Car Park

The area of Lombard Car Park borders the major open space of Stowe Pool, but the most direct connection to the city centre is through the somewhat fractured urban structure around Cross Keys and then the tight and (particularly after dark) claustrophobic alley of Lloyd's Walk.

Whilst there is little significant improvement to the Cross Keys corridor that can be achieved through public realm interventions alone, there are moves that can be made to improve Lloyd's Walk.



Connections to Lombard Car Park (above)

Birmingham Road Gateway Car Park

Accessed directly from Birmingham Road, adjacent to the Three Spires shopping centre and located within the Birmingham Road Gateway site, this car park is ideally placed for shoppers and visitor to the city centre arriving from the south. If a new car park is to be developed on this site it must allow pedestrians easy access into the city centre.

The Rail Station

It is important that the Birmingham Road Gateway development's linkages with Lichfield City Station becomes the start point for pedestrian and cycling routes around the city to promote active travel and provide a hub for the active travel network. A cycle hub could be developed within Station Square, providing secure cycle storage, information, bike hire and repair.

As discussed below, the visitor should be able to orientate themselves and pick up all the information they might require for an enjoyable and successful stay in the city.

The design of the Birmingham Road Gateway should ensure that views of the cathedral and St Mary's church are retained and framed from the new station square to aid immediate orientation.

Wayfinding Information Systems

The user experience will be dramatically enhanced by taking a whole journey, coordinated approach to online information, services and physical elements. The user, whether they be a visitor or resident, will gain a greater understanding of the city and have a more enjoyable experience when provided with consistent, high quality information at all stages of the journey.

Presenting the city centre as a singular composition reinforces the sense of unity and continuity through the streets and spaces. Grasping and carrying an impression of the full expanse of the city centre as you move around, reinforces the mental map - connecting destinations and aiding orientation.

Lichfield Visitor Information

Develop and extend the existing Visit Lichfield website. This website is frequently a visitor's 'first point of contact' experience of the city, and must capture the principles of the whole journey and total composition as discussed above, and reflect changes to the public realm, routes and new developments.

This digital gateway should be tailored to user requirements and create an enhanced experience in terms of guiding, journey planning, attraction and destination finding. The website will capture the visitor before they

embark on their journey to the city and will:

- Introduce the unique visual identity of the city to the visitor at the start of their journey experience - as they plan their journey online.
- Provide a geographic overview of the city to reveal Lichfield's unique setting, walkable scale and main visitor attractions.
- Extend the overview to present an understanding of the development of the city through the ages.
- Provide visitor itinerary planning tools - to reveal the city's offer and encourage longer stays.
- Consider an interactive mapping suite to create a personalised themed maps and guides of the city.

Walk map Review and amend the free printed visitor map for pedestrians which can be distributed through main points of arrival, the new transport interchange, tourist information centres, attractions, destinations, accommodation providers, universities and other third parties.

Content to include:

- Visitor information.
- Attractions and destinations.
- Interpretation.
- Cycle and pedestrian routes.
- Transport connections.
- Content indices.

Themed maps/guides Enhance and extend the range of themed maps and guides to connect attractions, destinations and points of interest. To be provided in multilingual versions, themes could include:

- heritage and culture,
- shopping,
- Lichfield after dark,
- city centre walks and parks and gardens.

Available in printed format from main points of arrival, transport interchanges, tourist information centres, attractions, destinations, accommodation providers and other third parties.

Digital information services In conjunction with the signage strategy, develop a digital information strategy for the provision of information services to static digital information points and dynamic hand held mobile devices. Develop contextualised mapping information for interactive online and on-street digital use. Review and audit technology to adopt a future proof approach to providing, managing and maintaining visitor information that can be accessed by hand held mobile technology.

Arrival points Extend and coordinate information signs at key points of arrival including Lichfield City Railway Station and primary car parks, to provide welcoming visitor information and point of orientation for navigation and onward journey planning. Information to include:

- Welcome to Historic Lichfield.
- An overview or prospect map to allow users to view the full extent of the city. Users will then be able to understand its distance, structure and physical relationship of destinations. In a simplified form, this composition will be a consistent element that remains with you as you move around the city.
- Instructions on how to get around the city.
- Onward journey planning information.
- Primary visitor information including primary attractions and destinations and interpretation, pedestrian routes and transport connections.
- Content indices.

Pedestrian signs Develop pedestrian information signs to be located at key decision making points in the city centre. Information will include:

- A street level of mapping, for their next destination/ point of interest, that will enable people to navigate their next step through the city and find nearest destinations or facilities.
- A map of the extended city centre for orientation within the wider context of the city.
- Primary visitor information including primary attraction and destinations and interpretation, pedestrian routes and transport connections.
- Content indices.

Shopping directories Develop a range of information directories to provide visitors with detailed information about their immediate area.

- Shopping directories to allow shoppers to find specific destinations quickly or to identify the full extent of retail options available.
- Food and drink directories.
- Information directories at key destinations and attractions.

Interpretation points Develop a range of interpretation signage such as historical plaques, interpretation signs, city vista displays and public art interpretation, to provide information about Lichfield to enhance a visitors experience through engaging, revealing, understanding, discovering and learning.

Interpretation products will include:

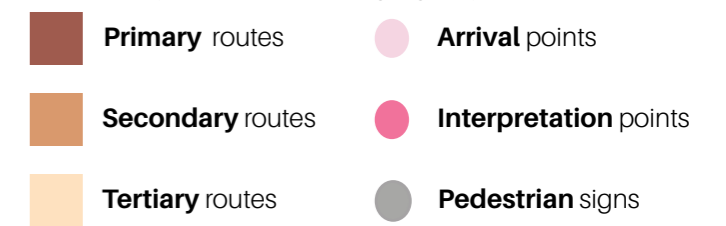
- Detailed guides, indexes or interpretation will be provided annotating an elevation of the view. Information will help users explore the area in greater detail.
- Historical interpretation.
- Reveal further points of interest in Lichfield.
- Restore incised lettering of street names.
- Links to further information.

Hierarchy of Pedestrian Routes

The plan below illustrates an assessment of the routes and spaces of Lichfield and describes a pedestrian route hierarchy, centred on the new proposed medial route through the city. Visitor Information Points are also shown.

This process is not static and relies on continued assessment of current and future development sites in the city to ensure these are connected into the network. The primary pedestrian routes and secondary connecting routes link arrival points and destinations in the city, guiding the location and orientation of the four basic types of information elements. The indicative location of these elements form a core network which will, in time, be extended into new development areas such as the Birmingham Road Site.

The hierarchy of movement and signage Key (below)



The hierarchy of movement and signage (above)

Hard landscape elements: paving and street treatment

A number of character areas within the city centre have been identified within the Masterplan. All too often, recognising a diversity of character is met by one of two responses: a standard approach to every part of the public realm; or a 'bespoke' approach to each of many sub-areas. The former can mask the character it should be celebrating; the latter leads to an uncoordinated patchwork of elements that often date very quickly. Finding the appropriate ground between these extremes is one of the purpose of this Public Realm Strategy. However, it would not be our intention to apply a different range of materials and elements within each of the city quarters and we strongly lean towards the consistency of a common palette of materials and fixtures, applied sympathetically to the context.

Wall to wall paving solutions affect the proportions of the street and diminish visual interest within the ground plane. This may be appropriate within a setting of contemporary buildings but does not sit as comfortably within an historic street pattern. For this reason, a pavement zone will be identified within the historic streets, regardless of the presence of upstand kerbs, or the kerb height. This approach is supported by Historic England in their guidance document 'Streets for All', where they call for maintaining kerb-lines to preserve the historical form of streets.

Where the carriageway is used for unrestricted vehicular access, it is important to keep a kerb height of at least 60mm and to use different materials to clearly define the separation.

A further advantage of this principle is that within pedestrianised areas, the 'pavement' zone can also delineate the area of shop or café spill out onto the street, maintaining the 'road' zone for pedestrian movement. Again, a principle supported by Historic England.

For both contemporary and historic street façades, as well as providing shade, shop awnings can enliven the street scene and greatly assist in humanising the scale of the street by capturing ground beneath the awning for the pedestrian to stop and linger. It is also a useful device to delineate spill out space for cafés and restaurants.

Surface Materials

We will commit to the use of robust, natural paving and materials across the public realm, applied with a view to whole life costs, which encourages the reuse of locally sourced materials wherever possible. This use of indigenous materials applies a contextual grain to the streets and spaces, which should be continued to the detail of their application. There are a number of existing street

details in kerbs, channels, cross overs and back of paving infill that lend a continuity, scale and distinctiveness to the public realm and should be extended or reinterpreted across the city centre area.

General Guidance

Workmanship

The key to successful paving is threefold, quality robust materials, appropriate detailing and a high standard of workmanship. The standard of setting out and laying of the paving is key to a long-lasting quality finish. An experienced laying team would be constrained by overly detailed layouts and what they require is a series of principles that the mason can follow on site.

Consistent application is important for maintaining a clean aesthetic. Footway surfaces should be firm, slip resistant, low in reflectivity, laid in a manner which is comfortable underfoot, and minimises the risk of trip hazards and is well drained.



Construction

Structural design depends on the level of everyday use, the risk of vehicle overrun and the existing ground conditions. The relevant standard local guidance must be used to design the pavement.

In trafficked areas, where vehicles are prone to mount

the pavement it is not necessarily appropriate to install lines of bollards which will only add to the street clutter. Paving slabs laid on flexible base courses will inevitably be damaged by overriding vehicles. Where vehicle overrun is likely, paving slabs should be laid on a concrete base and tapped down to ensure continuous support with no air pockets.

Laying patterns

Small-module paving on footways is best avoided unless there is a historical precedent. It tends to dominate the street, especially where traditional footways and kerb lines have been removed. It may sometimes be better to use concrete flags or asphalt rather than fragment the floorscape. Small modules are best confined to the carriageway and pedestrian crossing points, and may not be suitable for areas highly trafficked by HGVs, particularly in areas of braking and turning.

Paving should always be laid perpendicular to the line of the kerb in staggered rows.

When specifying construction material choices it is important to give consideration to likely needs for repair and maintenance, including sourcing replacement materials. This is obviously simplified by limiting the palette of materials.

Joints and Cuts

Cuts to slabs should be used to achieve changes in gradients. Generally the number of cuts should be kept to a minimum. Residual slab lengths of less than 150mm should be avoided. Where two footways intersect at awkward geometries, paving should be cut to ensure a clean aesthetic and respond appropriately to the road hierarchy and the building line. A preferred approach is to cut the paving units in a radial, fan pattern. Generally this approach should be reserved for wide or long corner radii and as a response to the adjacent building architecture, and where a maintenance strategy has been agreed. A cap stone may be required at the inner radius and double units can be used on tight radii towards the inner radius.

Mortar

Where it is used, mortar has a significant impact on the aesthetic quality and overall appearance of the paving surface. Good edge restraint on both sides is essential to prevent spreading. Where footways do not abut a kerb or existing wall, an edging is required. Clean joints at kerb edge and back of footway are required by careful detailing and cutting pre-construction.

Mortar infills must be avoided at the backs of kerbs, at building façades and around utility covers. Infills should be kept to a minimum around posts and special core drilled

flags are recommended to ensure good fitting.

Dropped Kerbs

The number of diagonal cuts required to attain the level change around the dropped kerb should be minimised and should not leave small segments. Vehicular overrun in these locations should be anticipated and the construction and detailing should be carefully undertaken to prevent the paving quickly failing.

Alternatively, quadrants can be used to return the kerb into the footway forming a single gradient between levels avoiding any diagonal cuts.

Special Kerb Types

The use of special kerbs should be considered in certain circumstances to improve appearance, assist installation and ultimately, facilitate movement within the street.

Considerations would include:

- Use standard quadrants at all 90 degree external junctions.
- Typically, ramped kerbs, are only required to ease the transition of wheels (prams, wheelchairs, trolleys etc.) over the up-stand.
- High containment profiled kerbs should be avoided in places with a high 'place' value.
- High access kerbs should be installed where practicable at bus stops.

Cycling Delineators / Demarcation

Up-stand kerbs separating cycle lanes and tracks from pedestrian areas should generally be avoided unless they are the result of retaining an existing carriageway kerb.

A standard pre-formed delineator (photo) should be used and if vertical separation is absolutely necessary then a low (maximum 60mm) splay kerb should be used.

Tactile Paving

To be effective, tactile and hazard warning paving materials must be applied in the correct form and in the correct place, to comply with the requirements of their intended function. However, they must also be sympathetic to the adjacent surfaces and character of the surrounding area. The city centre is a designated conservation area and therefore a tactile surface should be employed that blends rather than contrasts with the surrounding materials.

Brass studs with non-slip surfaces provide a contrast in colour and texture without being visually intrusive. Corduroy and tactile paving can be supplied in natural stone to suit the adjacent material.

Cutting

On site cutting of kerbs should be avoided where possible.

Where necessary, all cuts should be neat and tidy, fitting adjacent outlines.

Quality control of paving

A sample panel should be constructed at the start of the construction phase to establish specified standards of workmanship for the scheme, acting as a quality benchmark. Typically a sample panel area would cover around 30 square metres of footway and represent most features in the build, including a kerb edge, building line, inspection covers, a radius and at least one dropped kerb.

Street furniture elements

There is so much in our streets that shouldn't be there in the first place; or that has a theoretical function that it is not fulfilling; or which is fulfilling a useful function but could be better-placed. For the first of these groups, remedial action requires little more than the allocation of modest resources to clean, tidy, remove or enforce. For the second - such as the removal of guard-rail that are serving no practical safety purpose - the justification for removal will need to be properly investigated and documented. For the third group, signs and other useful street kit can often be moved out of the main walking desire line or combined on one post or column, rather than two or three.

The city currently contains a myriad of different products, and whilst each may do its specific task adequately, there is little consideration to their collective impact.



To realise a range of elements that sympathetically responds to the city's character and design aesthetic, it is recommended that the certain general principles are followed:

- The street furniture selection should be a coordinated contemporary range implemented throughout the city centre. Street furniture should not reflect any heritage style or imitate a point in history;
- The materials must be durable, able to resist vandalism and be easily maintained. Ease of replacement must be considered;
- The designs should be simple, stylish and elegant capable of accompanying a range of settings;
- The placing of the elements must respect pedestrian flows allowing unimpeded access along the footways. Equal consideration should be given to the proposed function and the needs of disabled and less able users;
- The design and the materials should be contemporary, but reflecting a timeless quality.



To assist with improving legibility and engendering a sense of place, subtle modular variations to the standard items could be introduced.

As with the signage, naturally coloured materials should be employed for robustness and authenticity, however, coloured detailing could be incorporated in the form of steel end brackets, infill strips or illumination to reflect the quarter in which the furniture is situated.

Possible colours to complement the tones and hues of Lichfield could include:

	Pale green RAL 6021
	Cement grey RAL 7033
	Signal yellow RAL 1003
	Pigeon blue RAL 5014
	Anthracite grey RAL 7016

Pop-up power and water points

Pop-up power and water points would be located within areas of the street and within public spaces that are suitable to house events, markets and festivals. The use of these facilities would remove or reduce the need for dirty and noisy generators and water bowsers and pumps. Water points would also facilitate cleaning during and after events.

EV Charging Points

There are currently a few EV charging points around the city and located within The Friary car park. These need to become more prevalent as the number of electric vehicles increases on our streets and to encourage the uptake of this clean technology. The design and location of these elements requires the same level of consideration as all other aspects of the public realm, to avoid obstruction and clutter.

The Furniture Zone

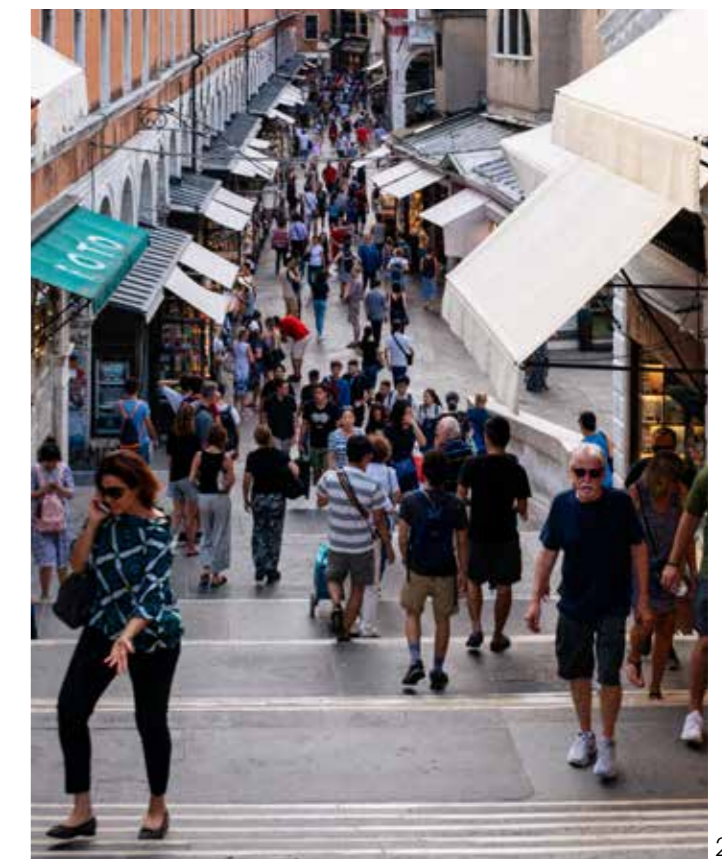
The footway width is created to allow for effective width for pedestrians, and as such footways must be kept clear of any clutter. Any necessary items of furniture within a footway should be organised within a furniture zone at kerbside (where a kerb exists), to prioritise space for pedestrian movement and allow for improved inclusivity and accessibility.

Shop Frontages

The quality and character of the shop frontages across the city contribute immensely to the overall quality of the public realm. The use of colour and typeface, the scale and proportion of glazing and signage, retaining or revealing historic facade elements and continuity of building lines contribute significantly to the overall consistency of the street scene.

Awnings can enliven the street facade and capture space in front of shops and businesses, reinforcing the movement and use patterns, suggesting a place to pause or linger; but they need to be sympathetic to the general appearance, scale and treatment of the public realm.

Specific guidance on Shop Fronts and Advertisements is provided in Lichfield District Council's Historic Environment Supplementary Planning Document (page 29 - 32), but should be read in the wider context of the guidance within the document.



Streets and Spaces

Introduction

The development of concepts defining the materiality and appearance of the street scene within the various quarters of the city centre is derived from the function, qualities and character of the area and of the particular street. Whilst we are advocating a consistency of materials across the entire city centre, with subtle variations to finish, pattern and unit size, these can be applied uniquely and distinctively in response to their immediate context.

So, unsurprisingly, and with a few minor deviations as identified below, the approach to the design of the public realm across the city centre responds closely to the delineation of the four Quarters identified in the Masterplan.

Public Realm Projects

The following section of the report outlines the approach to the treatment of the streets and spaces that make up the public realm of Lichfield city centre. Individual projects, defined by the street or open space, are illustrated in figure 6 within the Appendices and numbered as below.

Cathedral Quarter

The ultimate responsibility for the public realm of the Cathedral Close is outside that of the Local Authority and so the following is primarily observation and recommendations that could be incorporated either through collaboration between the parties or independently by the Cathedral.

The materiality of the Cathedral Quarter is already of a high quality, contextual and complementary to the palette of materials proposed for the wider city centre. Little change is therefore envisaged to paving, kerbs and channels, although there is a need to review materials in certain areas to more robust finishes to withstand the pressures of vehicular overrun and heavy foot traffic.



Cut stone drainage channel within pavement - Cathedral Close

It is important to retain and replicate authentic details that provide character to the street. The cut yorkstone dished channels that run from downpipe to kerb channel across the footway would be an example.

Similarly items of furniture are frequently of heritage value, well designed and proportioned and should be retained. However, certain elements of street furniture need addressing to remove clutter and simplify the scene and here it is hoped this would continue the city wide approach; for example, signage, bollards and lighting.

Cathedral Quarter Materials

Footways	Yorkstone paving (riven) 500-700mm coursing x random length
Kerbs	Yorkstone 180mm wide x 125 high x random length
Channels	River cobbles set in mortar with black granite cube edging.
Carriageway	Fibredec or similar
Shared Surface	Yorkstone sett, random coursed.

Market Quarter

As described earlier, the streets within this quarter centre on, and radiate from, the urban block containing St Mary's Church, The Corn Exchange and the Market Square. This central hub, therefore sets the precedent for street surfacing materials within the quarter (and across the city centre) and the recent works to the public spaces around St Mary's has established a palette of high quality, predominantly natural materials, not only appropriate to the historic core areas, but also, in modified finish and format, to new development sites.

For this study, we are working on the assumption that traffic restrictions will be more stringent, extensive and enforced that is currently the case across the core city centre area.

Market Quarter Materials

Footways	Yorkstone paving (flame finished) 500-700mm coursing x random length
Kerbs	Yorkstone (sawn) 250mm wide or black/pink granite 140mm wide x various heights x random length
Channels	Dark grey/black granite 250mm wide x random length
Carriageway	Random coursed tumbled concrete block, multi
Shared Surface	Yorkstone sett, random coursed.

Projects:

1. Market Square/Breadmarket Street/Bore Street/Conduit Street/Tamworth Street

With the exception of the stretch of Bore Street between Breadmarket Street and Tamworth Street (Bore Street East), the existing, recently laid paving to these streets conforms to the overarching principles, quality standards and the route hierarchy, and would be retained. Certain areas of damaged paving would be repaired.



Natural stone paving and tegula carriageway on Bore Street

As with all the other projects outlined, however, to achieve a consistency, clarity and continuity across the public realm, the cross-city schemes for lighting, wayfinding, signage and street furniture would be implemented within these streets and spaces, replacing the existing provision.

2. Bore Street (East)

This short stretch of Bore Street between Breadmarket Street and Tamworth Street, is nevertheless an important part of the city centre public realm, forming the southern side of the historic central block, with Conduit Street and Baker's Lane (Three Spires) also feeding in to it. New paving conforming to the proposed palette surrounds this section of road, highlighting the condition of the monotonous and tired, concrete block paving that currently exists.

The proposal would be to bring this section up to the same standard as the surrounding public realm, through new paving, extending the Market Quarter paving palette. Paving would be kept flush across the width of the street, but channels and a change in material and module size from the pavement to the carriageway, would delineate the streetline. The line of the existing drainage channel would be retained and enhanced.



Concrete block paving on Bore Street (east)

The paving extends beneath the under-croft of the shops to the south of the road, and the new paving would extend into this area, with careful cutting around the pillars.



The under-croft area on Bore Street (east)



Bore Street East- dashed line indicating the threshold where paving changes from stone to concrete.

3. Market Street

A key retail street, Market Street is lined by shops and cafés, a number of which spill out onto the street. The existing monotonous concrete blocks would be replaced with the proposed palette. A new delineation of the street form would be established, with channels and a differentiation in paving module between footpath and carriageway, defining the area for tables and chairs. Kerbs would be flush, and the line of the channel would be strongly defined to accentuate the line and visual continuity of the street.

The existing trees and seating area would be retained but enhanced with new materials and fittings. Cycle parking would also be provided in this area. With the development of the Bird Street car park site, and a new Bird Street Walk connection onto Market Street, this would create a prime place to meet, rest, re-orientate and just watch the world go by.



Concrete block paving on Market Street



Eastern end of Market Street, with existing Bird Street Walk

4. Bird Street Gateway

The diagonal cycle and pedestrian route crossing from Beacon Park into the city centre occurs where traffic is turning northward from Swan Road into Bird Street, but also southward onto Bird Street to access the Bird Street car park.

This is also the location where Bird Street crosses the relatively narrow listed bridge at the head of Minster Pool, so the footpath to the east of Bird Street is narrow, with opportunities to widen curtailed by the bridge structure.



The narrow pavement and awkward crossing at the Bird Street/Swan Road junction

To the east of the bridge is the proposed alignment of the primary pedestrian and wayfinding route between the historic core area, Minster Pool and the cathedral precinct. It is important, therefore to maximise available space for the increased pedestrian flows by widening the footpath into the road. At the same time we are proposing to reduce the traffic speed and create a larger traffic table from west of the junction and up Bird Street to past the turning into The Close and the cathedral precinct.

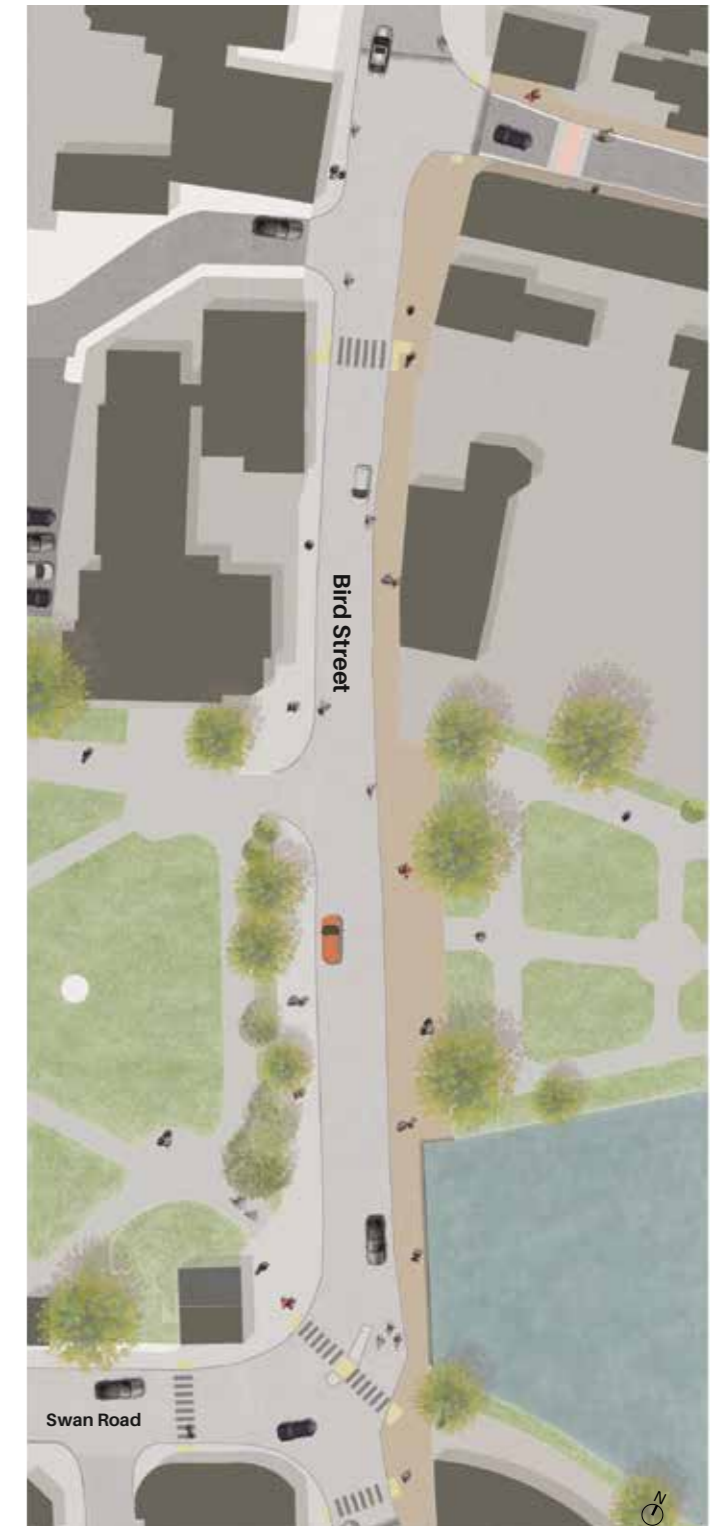
The traffic table would be in multi block paving to indicate to the motorist that he is entering and driving through a heavily pedestrianised area and reinforce the proposed



Paving and carriageway in natural stone and concrete multi block

speed restriction of 20 mph.

The diagonal crossing of the traffic table from the park would be strongly delineated with a adequately dimensioned refuge between the two traffic lanes.



Bird Street - Swan Road to The Close

5. Bird Street/Sandford Street/Car Park Entrance

Bird Street - Bird Street contains the primary food offer in Lichfield, lined with cafés and restaurants, frequently spilling tables and chairs out onto the street. To support the principle of delineating the pavement zones, the area into which outdoor eating extends, is contained by the channel that marks the carriageway. Defining the line of the road is also useful for safety, as although restricted to certain vehicular uses, traffic is still fairly regular on the street and a clear definition of 'highway' enables both driver and pedestrian to understand how to avoid each other.

However, the existing engineering brick paving used in Bird Street is failing, with channels units being replaced by concrete, areas of damaged paving being repaired with tarmac, and significant occurrences of the paving pumping under traffic loading, causing the integrity of the sand bed and jointing to fail.



Red and blue engineering brick used on Bird Street

The strong colours of the red and blue engineering bricks enable a clear differentiation between the carriageway and pavements along the street, but the colours are somewhat strident and the contrast marked, detracting from and occasionally clashing with the colours and textures of the architecture. Adoption of the proposed materials with flush kerbs and channels would present a more robust and visually sympathetic streetscape, but retaining the zoning of the existing materials.

Sandford Street - The proposal is to improve the signage, paving and road crossings along the route, but particularly to extend the pedestrian treatment of Sandford Street past the Horse and Jockey and up to the road junction at Charter House. This should include pursuing the replacement of the lighting columns with wall-mounted fittings and removing or replacing the heavy, aging timber bollards.



View east along Sandford Street

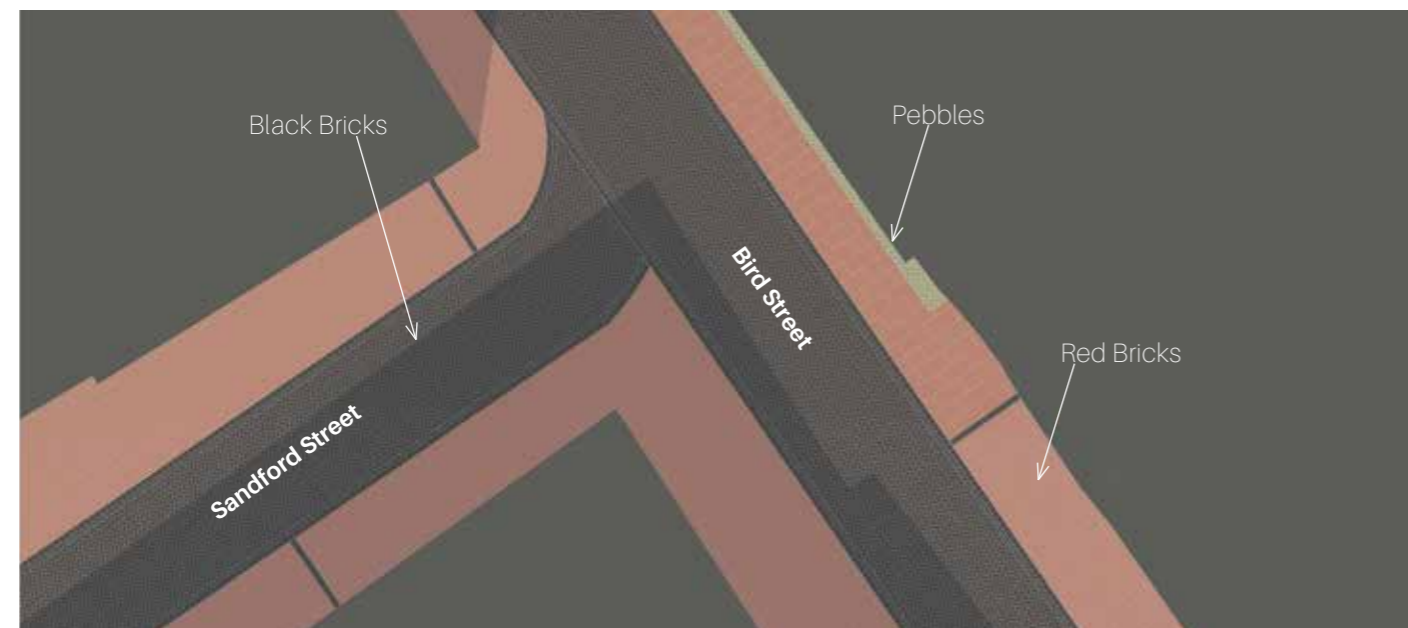


Illustration of Bird Street/Sandford Street existing paving

6. Dam Street

A secondary retail street, with a greater occurrence of cafés and restaurants than the retail core. Dam Street is part of the eastern rail of the ladder street pattern and directly connects the Market Square with the Cathedral Quarter. The street would be treated in a similar manner to Market Street with quality materials defining a pavement and carriageway zone centred on a strong channel line. Being a pedestrianised street, kerbs again would be flush.



Northward along Dam Street to Cathedral

The cross city pedestrian and cycle route flowing through Beacon Park and along Minster Pool Walk, crosses Dam Street to the east of Minster Pool and this junction is marked by Speakers Corner. This is an important, sunny, open pedestrian intersection, where people naturally gather and with great views of the cathedral over the Pool.

From here, the route continues either northward into Cathedral Close, or eastward along Reeve Lane to Stowe Pool. Cycle parking and seating would, therefore, be enhanced in this area.

Feeding off Dam Street to the east is the transition zone of Cross Keys, which is connected to the core area by Reeve Lane to the North and the narrow alley of Lloyd's Walk feeding into the square to the south.



Speakers Corner, Dam Street

Streets and Spaces

7. Lloyd's Walk

To improve the experience of entering the historic core of the city and overcome the perceptions of safety inherent in this narrow alley that feeds into Market Square from Cross Keys and Lombard Street car park, it is necessary to address the causes and issues.



The narrow and uncomfortable Lloyd's Walk alley

A combination of artwork and lighting strung between the buildings could humanise and present a brighter, safer route.



Art and lighting working together

The blank brick wall would be transformed by the inclusion of artwork and softened by clothing in a green wall. The utilitarian galvanised palisade security fencing should be replaced with a more appropriate barrier. Importantly, discussions should be held with the landowners to see if it would be possible to drop the height of the brick wall that borders the car park to maintain clear sight lines along the alley and remove the area concealed from view from the entrance of the alley when approached from the car park to the east.

Bird Street Car Park

As described in chapter 5, for reasons of wayfinding and to open up a new central route through the city centre, the Masterplan proposal to redevelop the Bird Street Car Park and the B&M store on Market Street, would be supported. This move would address the key structural issue of the void at the heart of the city and create a brand new civic space, whilst also removing the narrow and intimidating Bird Street Walk.



This heart-space, fronting onto Minster Pool with the iconic backdrop of the cathedral, would become the Living Room of the city - where the community congregates to celebrate, relax and enjoy.

Any new build elements within the Bird Street Car park development should include green roofs and in open areas in the scheme tree planting should be maximised. The new route from Market Street through the car park site would lead to an enlarged and improved Minster Pool Gardens and would provide glimpsed views of the cathedral as a reference point, but retain the intimacy and enclosure of the historic core street pattern. Active frontages would provide animation and with lighting and clear sightlines would enhance the sense of personal security.

8. Minster Pool Walk and Gardens

Minster Pool and Gardens is a central feature of the city. A further proposal would be to float a permanent stage on the northern bank of the pool, on axis with the new approach path and central to Minster Pool Gardens. The stage would be accessed with necessary permissions from Dam Street and would be for occasional use during festivals and celebrations.



Impression of Minster Pool and Gardens as frontage to the potential Bird St car park Masterplan development.



A floating stage on Minster Pool for events and as an eyecatcher

Streets and Spaces

9. Reeve Lane

The intention is to respond to and extend the green corridor or 'green lung' that runs west/east through the city from Beacon Park, through Minster Pool and onto Stowe Pool. Reeve Lane continues and connects to the national cycleway and footpath that runs to the north of Stowe Pool, and to Cross Keys that borders Stowe Pool to the west and runs southward to the Lombard Street Car Park.



Reeve Lane and the National Cycle Route that runs to Stowe Pool

Mainly a walking and cycle route, new tree planting and materials would draw the countryside right into the city and extend the qualities of a country lane along Reeve Lane up to Dam Street.



Reeve Lane - extending the countryside into the city

Reeve Lane Materials

Footways	Yorkstone paving (riven) 600mm coursing x random length (laid to north only).
Kerbs	Flush Yorkstone 250mm wide x 125 high x random length
Channels	Dark grey/black granite 250mm wide x random length
Carriageway	Fibredec or similar
Shared Surface	Yorkstone sett, random coursed.

Southern Gateway Quarter

Southern Gateway Quarter Materials

Footways	Yorkstone paving (diamond sawn) 500mm coursing x random length
Kerbs	Yorkstone 180mm wide x 125 high x random length
Channels	Concrete
Carriageway	Bitmac/concrete block
Shared Surface	Tumbled concrete setts, multi, random coursed.

Three Spires

In a similar context to the Cathedral Close, Three Spires Shopping Centre is not within Local Authority ownership and therefore, the control and responsibility for the design of the streets and spaces.



Three Spires - the historic Baker's Lane

However, although fronted by contemporary retail architecture, the Three Spires Shopping precinct follows the historic line of Baker's Lane, which in turn formed part of the eastern 'rail' of the medieval ladder street pattern. Also, in terms of the relationship to the historic core of St Mary's Church and the Market, Baker's Lane is a spoke radiating from this central hub, similar to Bore Street, Dam Street, Market Street and Tamworth Street. The section of Baker's Lane between Bore Street and the arcade leading to the theatre is also a part of the proposed new central wayfinding route through the city.

The treatment of the street, including street furniture, should respect this historic and structural framework and preferably present a continuity of materials. The design and application could subtly differ with the street pattern of road, kerb and pavement less defined and approached in a simpler, more contemporary manner.

10. Wade Street/Castle Dyke/Frog Lane

Situated within the Southern Gateway Quarter and functioning as residential streets with defined highway and unrestricted vehicular use, whilst also providing access and servicing to existing commercial and business properties. These access functions could increase as the Southern Gateway Development comes on stream. The footway and shared surface materials should be consistent with the natural palette elsewhere with the quarter, but the road carriageway would be macadam tying into St John's Street. The area of public realm around the Garrick Theatre will become a critical stepping stone between the Southern



The predominantly residential Wade Street looking towards the Three Spires Shopping Centre

Gateway Development and the historic core. At the moment, the frontage is dominated by the road and traffic on Castle Dyke, which if calmed and the roadway narrowed and resurfaced, creates the opportunity for a shared surface, with activity spilling out from the theatre and café, and new trees reflecting and extending the existing open space to the north, which in turn, feeds into the arcade entrance to the Three Spires.



Castle Dyke - the forecourt to the Garrick Theatre

Southern Gateway

Similar to the Three Spires Shopping Centre, the Gateway development site will be contemporary, but sympathetic to the architecture of the historic city. The treatment of the public realm should follow this lead, so the same palette of materials would be used as within the Market Quarter, but applied in a more contemporary manner in terms of finish and laying pattern.

Wherever possible, new built elements of the development should include green roofs to mitigate the relative paucity of greenspace within the city core and suitable space should be found for urban tree planting within the streets and spaces.

To assist with wayfinding, the vistas towards St Mary's and the Cathedral spires from the station forecourt should be retained in the design and layout of the blocks and streets making up the new development.



View from station forecourt to St Mary's and the cathedral

There is also an opportunity to create a new link through the Council offices garden from Frog Lane to St Johns Streets, thereby opening up a new greenspace.



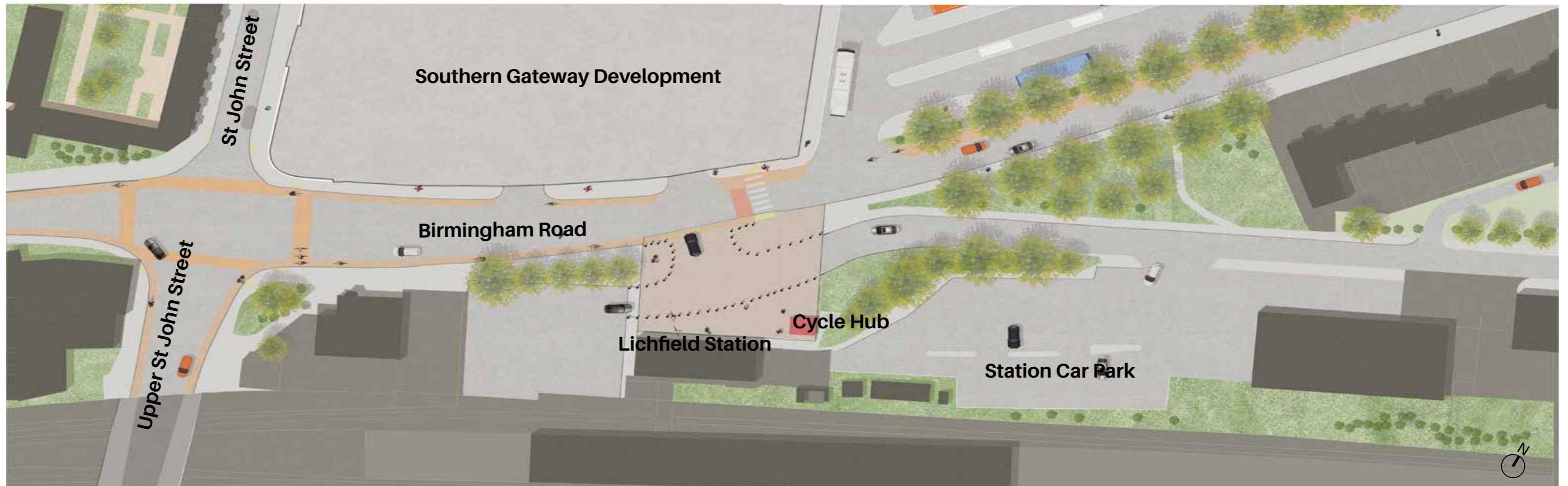
Potential new route through Council Offices Garden from St Johns Street to Frog Lane

11. Birmingham Road/St Johns St and Greenhill Junctions

The scale of development varies considerably along the road from the bus station and the Three Spires multi-storey car park facing residential properties. The width of the highway, dominance of the traffic and expanses of tarmac are also visually harsh and uncomfortable for the pedestrian and cyclist.



Vehicle and highway dominated views along Birmingham Road



Birmingham Road (west) centred on the Railway Station

The proposal is to create space for the cyclist and pedestrian, reduce the carriageway widths and slow the traffic, and develop corridors for avenue tree planting and raingardens. The intention would be to use the landscape of the road corridor to unify or mask the disparity of scale of development and eventually, as the Southern Gateway development comes to fruition, create a central spine for the Quarter.

The proposals would also enable immediate access to a cycle network around the city, enabling the development of a cycle hub at the interchange, and an easier pedestrian crossing from the rail station into the city. The Heart of England Way also crosses Birmingham Road. Improvements to the rail station forecourt could be a quick win for the strategy.

Careful attention should be paid to the corner of Birmingham Road turning into St Johns Street to ensure there is sufficient space and set back from the traffic to accommodate comfortable pedestrian and cycle movements, as this will remain an important secondary route into the city.

To the east, the areas of, and around the Greenhill/Rotten



Vehicle and road infrastructure dominate Greenhill

Row/Birmingham Road/Church Street junction are an extensive expanse of tarmac with a clutter of bollards, lights, signs and railings. Whilst the geometry of the junction may be required, opportunities should be pursued to:

- reduce and rationalise the amount of highways clutter around this junction and;
- explore measures to include green infrastructure to mitigate the starkness and humanise the scale.

12. Station Square

The redevelopment of the Southern Gateway and the Birmingham Road site, together with the promotion of active travel, will establish the rail station as an important gateway to the city. The current environment of the station does not reflect this status and the proposal is to create a new Station Square. This new city space would be pedestrian-friendly, with taxis, drop off and parking tamed and controlled. A new cycle hub would be located in the square with easy access to the cycle network around the city.

The new square would be the southern terminus of the central wayfinding route through the city and should connect smoothly with the adjacent development site and then onward into the city.

13. St Johns Street

To improve the environment of St John Street from Birmingham Road to the Bore Street junction, it is proposed to restrict vehicular access to buses and key users only.

The benefits would be:

- to reduce the heavy flows of traffic,
- to improve access for residents and businesses,
- to enhance the setting of, and access to the listed St John Hospital
- to improve the public realm for the pedestrian and cyclist, in this instance, particularly visitors arriving by bus or train.



The narrow pavements of St Johns Street looking south to Birmingham Road

The detail of this concept and how it would be enforced would be subject to further study and consultation, but there are two options emerging. Option A limits the restrictions to St John Street between Birmingham Road and Frog Lane and Option B extends the restricted zone into The Friary, as far as the Premier Inn roundabout.

At public consultation, both options received a fair degree of support, but there was also a number of cautionary voices expressing concern about the perceived local and city-wide implications of reducing access and through traffic. It is our view that the concept has merit and is in line with the overall thrust of the objectives, but concerns raised would need examining and addressing.



OPTION A - Traffic restrictions within St Johns Street only
In Blue - Alternative vehicular movement
In Orange- restricted area



OPTION B - Traffic restrictions extend to The Friary
In Blue - Alternative vehicular movement
In Orange- restricted area

14. Tamworth Street/Lombard St/George Ln (parts)

Greenhill leading into Tamworth Street is an historic route into the city centre from the east and the lower section of Tamworth Street in particular retains much of these heritage qualities and proportions. Further east, the enclosure of the street is lost to the south, where the street is bounded by car parking and the wide junction arrangement at Gresley Row.

The pavement zone along this section of road is often restricted and this is particularly noticeable either side of the George Lane junction. Initial highways assessment would suggest that the road carriageway could be safely narrowed, whilst retaining the on-street short term parking, allowing the pavements to be widened.

Materials would be in line with the Southern Gateway palette and as the route forms an important vehicular access to the Cross Keys area and Lombard Car Park, the carriageway would be bitmac, to differentiate from the pedestrianised zone to the west of Lombard Street.



Tamworth Street looking up the hill towards Greenhill

Business & Learning Quarter

The character of this area is entirely different from the tight-knit intimate, historic core. Buildings are frequently set back from the kerb line and pavement and there is a greater density of tree cover, lawns and planting. This is a leafy, more spacious environment, entirely in keeping with the function as a business and learning district, with a campus-like feel appropriate to the presence of South Staffordshire College and Staffordshire University. The aim would be to enhance this contrasting vibe, whilst seeking to improve linkages to the city centre. This should be done by enhancing the space for pedestrian and cycle movement through the creation of leafy, tree-lined boulevards to the main arterial routes leading towards the city centre. Narrowing the space available within the road corridor for the vehicle would slow traffic and change the perception of use towards active travel modes.

The material palette could change to high quality concrete products in combination with natural materials and stronger colours could be introduced on the ground plane.

Business & Learning Quarter Materials

Footways	Yorkstone paving (flame) 500-700mm coursing x random length
Infill paving/trims	Tumbled, silver grey concrete setts 150 x 150mm and tumbled concrete setts, red multi, random coursed.
Kerbs	Conservation kerb, silver grey
Channels	Conservation channel
Carriageway	Bitmac
Shared Surface	Tumbled concrete setts, multi, random coursed.

15. The Friary

The Friary car park is 240 metres from the junction of Bore Street and St John Street, approximately a three minute walk. However, it is perceived as being distant from the city centre. We need to improve the connectivity between car park and the city centre, through improvements to the pedestrian connections along The Friary and towards Sandford Street.

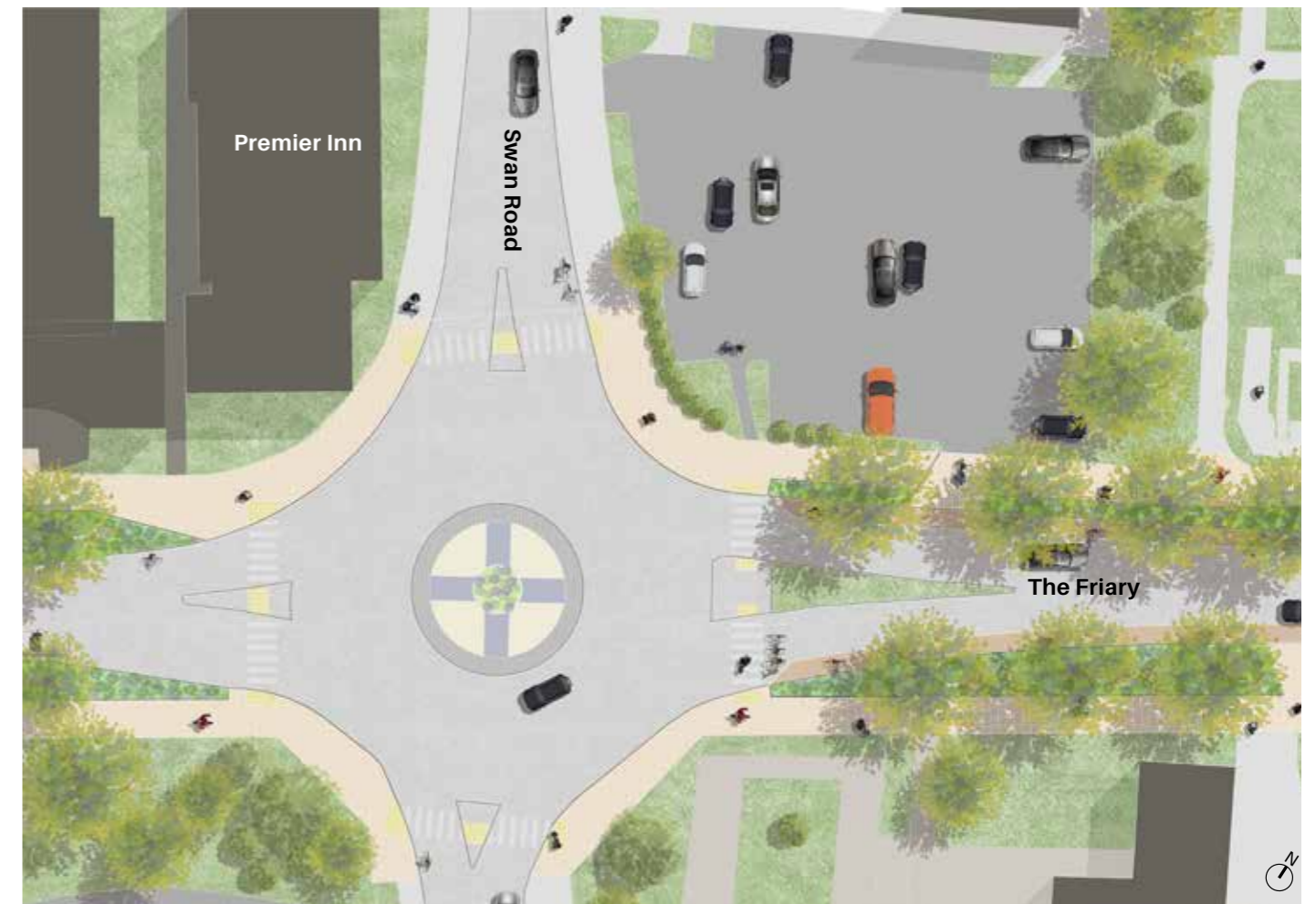
The Friary should become a boulevard with wider footpaths, provision of cycle lanes, and avenue trees and rain gardens to alleviate the effect of heavy rain events. All this can be achieved by reducing the road carriageway widths.

A continuity of paving materials, lighting and furniture and an improved pedestrian crossing over Swan Road would improve and perceptually shorten the journey.

An important secondary connection to heart of the restaurant offer on Bird Street exists from the north-eastern exit of the car park to Swan Road and along Sandford Street. The proposal would be to improve the signage, paving and road crossings along the route, but particularly to extend the pedestrian treatment of Sandford Street past the Horse and Jockey and up to the road junction at Charter House.



The Friary approaching Bore Street/St Johns St junction



The Friary junction and boulevard

Signage

Signage is a critical part of the Visitor Information System and this section should be read alongside - Hierarchy of Pedestrian Routes, on page 23. However, Signage also falls under other remits and responsibilities, for example health and safety and highways signage. This multi-agency involvement results in the uncoordinated appearance and clutter currently existing and previously described.

Signage design and location needs the same level of consideration as all other aspects of the public realm, so they become a positive element in the street and not detract from the overall image.

Principles to be adopted in the design and location are:

Clarity - all information displayed should be easily legible for the intended viewing position and viewer, but should only be present where the information is required and relevant.

A 'do minimum' approach - this starts with designing out the potential reason for a sign or road marking being required. For example, yellow lining is not necessarily required in Restricted Parking Zones; and railings and signs are not always required where pedestrian crossings are well-located on the pedestrian desire lines. Closely review necessary regulations and guidance to see how signage can be avoided, and if not avoided, then minimised.

A sequential approach - start with the minimum level of signage as above, and if more is seen to be essential, review closely and add cautiously.

Careful location - whilst ensuring legibility, position signs within the public realm to minimise visual and physical impact, enabling an uncluttered appearance and ease of movement. This could include attaching to existing buildings or structures (lighting columns) and certainly should involve planning multiple signs on the same column.

A coordinated approach - much investment within the public realm to achieve an attractive, uncluttered and pedestrian friendly environment, would be wasted or marred by the ill-considered spread of signage. Coordination is, therefore, required between departments and authorities responsible for the various types of signage, to work towards best practice and to take a holistic view of the cumulative impact on the city streets and spaces.

Timeless design - as with all the elements of street furniture, the design of the signage system should not follow any particular period style or attempt to conform to a general faux 'heritage' appearance. Rather the signage systems should be contemporary, contextual and applied

consistently. The signage system should look equally appropriate and at home within the Cathedral Quarter and the Southern Gateway Quarter. Any signs of genuine heritage value should be retained and if necessary, restored.

A Twin Approach

There is a risk in trying to display all the information required around the city on the same structures that the overall effect of the signage (no matter how well designed) becomes excessive and out of scale with the setting.

A twin approach is therefore proposed separating interpretative information from directional, shopping and visitor information.

Visitor Information System (VIS) - With respect to the Visitor Information System for the city, therefore, it is proposed to adopt a twin signage approach. Arrival points, shopping directories and pedestrian signs would all be included within a new signage system for Lichfield. These would be predominantly monoliths or information boards at key junctions and interchanges within and around the city, with finger posts either used in conjunction with, or as a directional adjunct to these.

The system should be designed as a set of components, flexible and easily adapted as requirements change.



Interpretation Points - Predominantly involved in the telling of the history of Lichfield, its streets, places, landscapes, buildings and people, these would take a more crafted approach to design, with the capacity to be monoliths, wall-mounted plaques or even installed in the ground. Elements of colour could be included to match the VIS Quarter colours. Not as visually apparent as the VIS, they would nevertheless form sculptural elements within the streetscape enriching the visual appearance.



Lighting

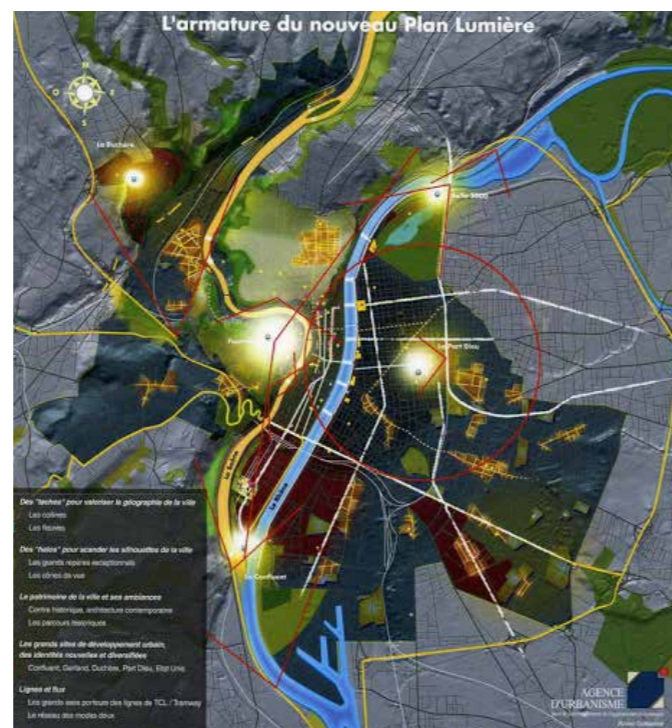


Building mounted light fittings on Tamworth Street

Given the framework of existing building mounted light fittings around the city centre, there is tremendous added value that can be relatively easily achieved through a coordinated lighting strategy. This would highlight key buildings and spaces contrasting with a background level of lighting in other areas and streets. The warmth of the light source itself can also be varied, revealing detail, creating visual interest and drama.

A key proposal is to make a holistic scheme of lighting for the city centre a priority public realm project. The transformative effect of a city-wide lighting strategy to the visitor and night-time economy is well tested and established. One of the early advocates was the city of Lyon in mid-France, whose Plan Lumiere and city beautification strategy fixed the position of Lyon as France's second city.

The initial proposal, therefore, is to brief and commission a Lighting Plan for Lichfield, that responds to and supports the approach to the streets, spaces and buildings within the Public Realm Strategy.



Lyon's Plan Lumiere

Principles for the Lighting Plan would include:

- Prepare a Lighting Plan for the city centre that considers a hierarchy of street lighting in conjunction with architectural feature lighting, including shop windows, floodlit buildings and feature trees.
- The lighting in Lichfield should be designed around human perception and not engineered for vehicles or to meet current lighting standards alone.
- Retain and restore historic lighting fixtures where possible, particularly in the historic centre and conservation areas. Incorporate modern, LED fittings.
- Where new lighting is introduced, the design should be in a simple, timeless, contemporary style that complements the street and other elements of street furniture. Pastiche lighting columns should be avoided.
- Use energy efficient fittings and luminaires and provide effective lighting controls to enable lighting levels to be varied to meet changing needs and moods.
- Lighting should be designed to limit light pollution. The use of full cut-off lighting may be appropriate in areas of architectural importance.
- In general, continue the programme of building mounted or ground fitted lights in preference to pole mounted lights in the city centre to minimise clutter.

- Lighting in areas where safety and security is an issue should conform to BS5489 3/2 Code of Practice for Crime and Safety.
- Regard should be given to Lichfield District Council's Environmental policies



Lichfield Guildhall



Different warmths of light at Halifax Piece Hall

Public Art

Experiencing Public art is playing an increasingly important role in the enjoyment, appreciation and understanding of our public realm, and becoming central to the culture of contemporary city life; but to achieve this, it must be carefully considered and implemented well. Too much, badly conceived or poorly executed and what should enrich can suddenly become clutter, a distraction or obstruction.

The public realm strategy establishes a coherent pattern to analyse and understand the city, expressed through Quarters, gateways, linkages and movement. Translating these concepts into tangible reality requires coordinated policies and cross departmental action. It is recommended that a strategic approach to the introduction of future public arts is developed to conform to this process. This will ensure that the location, scale, function and procurement of future art work complements and enhances the vision of the city.

More than this though is the concept of assisting in telling the story of the city, a story that is still unfolding and will ensure that Lichfield city centre is both appreciated by, and relevant to new generations.

Public lettering and signage should also be considered within the context of public art, with the intention of creating a unique and specific public realm. Standard products and letter faces should make way for individual design which reinforces the legibility and identity of the city and its quarters.



Liverpool Central Library - Literary Carpet

The Lichfield City Sculpture Trail provides a route around the city to explore much of the public art on show and describes the story behind each piece of artwork. Much of the sculpture visible in the city is associated with the cathedral, but there are however pieces of note to be seen around the city, both historic and contemporary.

Encouragingly this legacy of artwork is still being added to, with recent pieces from 2019 in the Erasmus Darwin House (Nautilus by Hannah Golding) and the more recently erected statue of St Chad by Peter Walker within the cathedral close.

The guide is available digitally and provides an accessible way of navigating the city by art. However, the trail guide is restricted to sculpture and does not provide a full picture of artwork available to the public; for example, the wonderful 'Christ in Majesty' stained glass window in the Chapel of St John the Baptist by John Piper and Patrick Reytiens, would not be included.

As part of the City of Sculpture programme, curated by Peter Walker, contemporary soundscapes and video are geo-located to specific sites around the city enhancing the visitor appreciation. These will be expanded over time.



Lichfield Cathedral Son et Lumiere 2016

In a similar vein, temporary art programmes in Lichfield have produced challenging and innovative work by artists with a global reputation which has attracted regional and national attention.

More recently temporary artworks included Lichfield Lumiere, in which the cathedral itself became the focus of a five day son et lumiere event. These temporary and recent art installations demonstrate that challenging work made by artists working in contemporary media can sit alongside the historical fabric without compromising the heritage asset or spoiling people's enjoyment of the historical fabric. In fact, temporary art projects have transformed, for a brief period, some of the most important and valued sites in the city and offer a way to challenge accepted thinking about the role and nature of art in a heritage context, while sidestepping the often convoluted approvals process associated with more permanent artwork.

Animation

Lichfield is known as the festival city and beyond pure public artworks, Lichfield's lively events and festivals also have a significant effect in animating the public streets and spaces of the city. Street theatre, music, funfairs, processions and guided tours create an attractive buzz in the streets. The city is increasingly attracting visitors who make repeat visits to enjoy the ever-changing programme of events, exhibitions and attractions.

Lichfield's aim, expressed through its artwork and events, would be to enhance its reputation as a city which combines its rich history with a forward-thinking, innovative approach to contemporary culture.



Lichfield Food Festival

Green Infrastructure

TREES

GENERAL CONSIDERATIONS

Trees and woodlands make a very positive contribution to sustainable urban living. They should be a key feature of almost all streetscapes and public spaces, regardless of the typology and character of the place, as their benefits are numerous and well documented.

Given the characteristics of the streetscape in Lichfield, it would be virtually impossible to plant 'too many' trees, as constraints placed on their satisfactory location will necessarily prevent this from happening. Projects, therefore, should seek to establish the maximum number of trees appropriate to the street or space's size, scale, character, functional requirements, constraints and design intent.

Large trees are generally preferable to small trees (their beneficial effects are generally amplified by size) but choice of tree type will obviously be influenced by the sites programmatic needs, constraints, soil conditions, micro climate, establishment and maintenance regimes.

In most instances to provide visual interest all year round, planting mixes should be dominated by native and/or naturalised deciduous species, as these best reflect the climatic climax vegetation of the Midlands. That said, opinion is starting to differ on this point with an increasing call for more exotic, non-native species to be planted in our urban areas, to offset the risk of wholesale denudation should infection strike our native species. The tree planting strategy, therefore, on any project should be developed with the tree officer in the first instance, with other relevant officers (planning, conservation, street cleansing, and maintenance, for example) becoming involved as necessary.

To maintain inter-visibility which enables 'natural surveillance' and sight-lines to/from vehicles, trees should generally be planted with a minimum clear stem of 3m, increasing where necessary to avoid taller vehicles.



AVENUE / STREET TREE SPACING

Where trees are to be planted directly into the ground in the footway, verge, or median, they must be spaced to allow easy pedestrian movement between them. Generally this would be achieved by an 'air gap' of at least 1.2m at maturity unless a 'barrier' was the design intent. Spacings for the largest of street trees, like London Plane for example, may increase to around 20m. More typical spacings however will be around 6m (to co-ordinate with parking bays) and up to 12m, as few trees will be able to develop a canopy bigger than 12m in relatively impoverished street soil environments.

Townscape Character

This should have an influence on the types, size, and number of trees planted, particularly if they fall within a conservation area or are close to listed buildings. Planting strategies should be developed in these instances with the conservation officer and possibly local interest groups.

SPECIES

Scale, size + appropriateness

The scale of a public space is not simply a function of its size, and trees should be planted at a size, type, and spacing appropriate to their townscape context.

Form + Habit

Often trees with an upright, columnar or fastigate habit will be most useful for planting in streets adjacent to carriageways to avoid conflicts with vehicles, although larger trees with broad and spreading (and possibly weeping) habits are often also suitable - as the London Plane and Norway Maple demonstrate.

Mix

Species should generally be mixed to increase biodiversity and reduce the vulnerability of a single species to pest and disease attack, unless the design intent requires a single species. Mixes of between 3 - 5 species should be sufficient, although on bigger projects/sites more should be considered.

Proximity to buildings

Trees should generally not be planted within 3m of buildings unless they are very small with a compact columnar or fastigate habit, and known not to cause problems associated with shrinkable soils.

Proximity to signals

Trees must be placed to avoid blocking the sightline to a signal head, both at the time of planting and through to maturity. Generally, trees should not be planted with the nearest part of the trunk at maturity within 450mm from the face of the road kerb. To avoid obscuring a signal head a sufficient clear stem must be specified and maintained.

Light + shade

Trees are important in providing shade from the sun and shelter from the wind and rain. Some species of trees can be useful in deflecting light into shaded parts of a site. Care should be taken however, in the placement of trees to avoid blocking light into adjacent buildings.

Nursery stock sizes

In the public realm, clear stemmed trees smaller than Extra Heavy Standard (EHS) 18-20cm girth will be vulnerable to vandalism, particularly snapping of the leader. To try and prevent this, semi-mature trees starting at 20-25cm girth are preferred and should be the minimum size planted where it is anticipated that vandalism might be an issue.

CONSTRAINTS

Trees - Utilities & Underground Structures

Trees should not be planted directly on top of a known utility or underground structure unless it is sufficiently deep as not to be affected by the anticipated additional loading that will be caused by the tree at maturity.

Water and sewage pipes (if they leak) are known to attract roots which can cause additional damage. It may be necessary to protect such utilities with a root barrier. Modern plastic pipes and ducts will not normally be damaged by trees roots. Root barriers, therefore are not usually needed around these utilities. Underground structures such as basements and chambers will not normally be damaged by tree roots unless they are already fractured. Root barriers should therefore be considered around old structures which would be damaged by root ingress.

MAINTENANCE

Leaf litter.

Nearly all deciduous trees loose their leaves in the Autumn, which necessitates the collection of leaf litter by the maintaining authority. Keeping roads and pavements free of leaf litter is important for safety, particularly when wet, as failure to do so can result in slip hazards.

Certain tree species, for example Ginkgo and Ash, have a tendency to drop most of their leaves in a single cold snap, which can assist in effectively clearing the litter in a single session.



Green Infrastructure

TREE PITS + SuDS

Trees are a major asset to Lichfield and a vital component of its urban landscape. On streets and other hard landscaped areas within the public realm, value can be added by incorporating SuDS measures within new tree pits and trees within new or retrofitted SuDS measures. By combining trees with other SuDS components, the volume of rainwater interception and attenuation can be significantly increased, alongside improvements to water quality, amenity and biodiversity.

SuDS tree pits can accommodate a single tree or can be a series of connected pits, designed as part of a whole-street SuDS solution. Structural soils or proprietary crate systems create a structurally sound carriageway to accommodate traffic loads while allowing sufficient space below ground for the roots of healthy mature trees and the management of surface water run-off. Designs that propose a SuDS system under the carriageway must be approved by the Council's Highways Department.

Benefits

Environment: street trees manage pollution in city streets by filtering dust, wind and noise, contributing to urban cooling, providing shelter and by improving air quality.

Interception: trees intercept rainfall on their leaves. Some of this water drips to the ground, some evaporates. Tree roots also absorb water, which is either used by the tree or released into the atmosphere through evapotranspiration. This reduces the volume of water entering the drainage system.

Attenuation: tree pits can store storm water runoff within structural soils or proprietary crate systems.

Infiltration: soil infiltration rates are increased due to improved soil structure linked to root growth and associated living and decaying organic matter.

Filtration: soils and geotextiles that make up the construction of tree pits remove silts and particulates that may be present in runoff water. Through 'phytoremediation', trees absorb trace amounts of harmful chemicals – including metals, hydrocarbons and solvents – transforming them into less harmful substances or using them as nutrients.

Amenity: trees add colour and interest to the townscape, soften the visual impact of the built environment, and contribute greatly to the city's character. Tree lined streets make cycling and walking more attractive and therefore more popular, enhancing the health and wellbeing of Lichfield residents and visitors. The presence of trees can slow traffic by changing the scale of streets. All these

strategies have been incorporated into the main access routes into the city centre.

Biodiversity: trees constitute the largest element of biomass in the city, providing significant biodiversity value. Trees provide food, habitat and shelter for birds, invertebrates and other species. A large species tree, such as an oak, can host hundreds of different animals, plants and fungi, with long-term benefit to the urban ecology.

Considerations

Existing trees: these must be retained where possible, however providing new attenuation or infiltration areas around existing trees is rarely feasible without seriously harming them. Proposals relating to existing trees should accord with BS5837:2012 and take account of tree preservation orders and conservation area designations.

Available space: tree pits require space below ground to successfully accommodate long-term root growth. Tree pits and trenches (connected pits) should provide adequate soil volume,

Discharge/infiltration rate: this dictates the size of the tree pit required for water storage.

Irrigation: lack of water and nutrients kills newly planted trees. The design and maintenance regime should include a means of efficient irrigation.

Aeration: soils and roots need air to live. The design of the tree pit should provide an air supply below ground to facilitate gaseous exchange around the root system.

Utilities: the location of below ground services and drainage should be identified to ensure root zones, utilities, and other below ground infrastructure are all coordinated. Protection for both long-term root growth and below ground infrastructure can be provided with root barriers.

Tree specification: considerations include tree species and diversity, provenance, mature size, clear stem height, root preparation and procurement.

Soil: the depth and type of soil should be appropriate for the tree species. Excessive topsoil depth increases the risk of anaerobic conditions (oxygen deficiency), which can affect the health of the tree. Topsoil should therefore only be used within the upper part of the soil profile, with suitable subsoil in the lower layer. Depths will be dependent on soil conditions, the tree specification and the type of load-bearing system employed.

Loading: the design and specification of the tree pit should take account of vertical loads imposed by traffic above and

from lateral loads imposed on the sides of the structure.

Pollution/contamination: pollution and contamination sources affecting surface and ground water can influence tree growth. Certain tree species are more susceptible than others, so species selection should be specific to each site and catchment area.

Inlets: surface water can be introduced through channels or rills as direct surface water runoff to a tree pit; via depressions or low points directing runoff from impermeable surfaces towards the tree pit; or via permeable surfaces used to collect and convey surface water to the tree pit.

Outlets: waterlogging can be a key reason for failure, so tree pits should be well drained. This is best achieved by infiltration if ground conditions are suitable. Where infiltration is not possible then an outfall to a surface water drainage network can be used.

MAINTENANCE

Trees require a higher level of management during the first five years after planting because roots need to establish good contact with the growing medium before they can efficiently extract water. Maintenance regimes for tree pits are likely to include irrigation, removal of leaf litter, staking and tying, formative pruning and crown lifting, changes to materials around the base of the tree (e.g. tree grilles, grates, permeable paving), and clearing debris from inlets and outlets.

THE ROOTING ZONE

GENERAL CONSIDERATIONS

The rooting zone is the area surrounding the tree pit into which the tree roots can spread as the tree develops. Ideally it should surround the tree equally on all sides to the anticipated edge of the canopy at maturity. Whilst underground constraints will make this difficult, the size should be maximised. Rooting zones can also be shared by adjacent trees and benefit from being linked together where possible.

Approximate Volumes

Trees were traditionally planted in pits without constructed/artificial root zones. Roots would find their way out of the pit into the adjacent soils and sub-soils. But then underground conditions previously were generally much less compromised than they are today - for example, without impermeable pavements, compacted and contaminated soils, and utilities. Planned and constructed root zones are therefore now almost essential for trees in hard paved areas. If no root zone can be provided due

to underground constraints the tree pit should be made as large as possible, and species selected to tolerate the impoverished conditions. So called 'Pioneer' species, such as Birch and Alder, may be particularly suited to these conditions and may survive and thrive even without a constructed root-zone.

As a minimum trees in the street require a well prepared and specified soil volume for satisfactory establishment and growth. Generally the root zone should extend as far as possible to the anticipated canopy edge of the mature tree at a depth of between 600 and 900mm below the pavement construction (i.e. up to a maximum of 1.2m total depth to account for pavement construction and drainage layer) to approximate natural soil profiles.

Although these requirements differ for various species and varieties of tree, as a rough guide the minimum recommended soil volumes are:

Small tree: 5-15 cubic metres

Medium tree: 20 - 40 cubic metres

Large tree: 50 cubic metres



Cellular root zone protection

Green Infrastructure

SuDS PLANTING

RAINGARDENS

Rain gardens are simply shrubs beds (although often planted with grasses) that have been designed to receive surface water from pedestrian and vehicle surfaces, or roof water run-off. Raingardens should be considered in all areas where shrubs, grasses, or lawns are proposed, in local surface water catchment areas and where underground conditions allow. In all of these instances, raingardens should also be considered for supplementary tree planting. Where the aspiration is to create a boulevard effect along a road corridor such as The Friary and Birmingham Road would be ideal location for raingardens in conjunction with avenue tree planting.

Species mix

Planting can range from wildflower mixes, grass mixes to low maintenance shrub mixes although mown grass verges / lawns may also be considered.

Planting medium

This needs to be carefully designed to provide sufficient nutrients to support plant growth and be free draining enough to allow water to infiltrate. Low nutrient growing mediums should therefore be considered to reduce the need for weeding.

Drainage

This will depend on the nature of the subsoils and the quantity of water anticipated. Piped overflow drains may there be required.

Mulch

Depending on the growing medium and species mix an 80mm depth maybe required during the establishment period to suppress weeds and retain moisture.



MAINTENANCE

Weeding

During the establishment period and until a closed canopy can suppress weed growth, weeding will need to be carried out at approximately monthly intervals through the growing season.

Watering

Watering may need to be carried out, especially in the establishment period and in periods of dry weather, depending on the species mix and planting medium for example.

Feeding

Spring and autumn feeds are likely to be necessary, depending on the species mix and soil medium.

Pruning

Pruning is likely to be necessary, depending on the species mix and soil medium.

De-silting / cleaning

SuDS beds, over time may become silted up which may impact on plant growth and/or their efficacy as SuDS components. In such cases it is likely the plants will need to be lifted, the drainage and growing mediums replaced, and then replanted. Any sacrificial component, designed to collect oils and other pollutants for example, will need to be replaced when they have reached saturation point.

Examples of raingardens



GREEN WALLS & ROOFS

Roofs and walls can provide the first point of interception as components of the SuDS management process. They are an effective and visually appealing way to integrate green infrastructure, even in tight, densely developed areas. A number of the alleyways, for example, Lloyd's Walk, would be suitable locations to establish green walls.

Living roofs and walls can be designed as an integral part of new structures or retrofitted to existing structures.



As discussed earlier in the report, the historic, narrow nature of the streets in the city core is not conducive to extensive tree planting and city greening. Therefore every opportunity should be taken to include green roofs within new development.

Benefits

Attenuation: living roofs and walls can be used to intercept and attenuate rainwater. They allow a reduced discharge rate through evaporation and transpiration.

Filtration: living structures treat water through a variety of physical, biological and chemical processes within the soil and root uptake zones. They regulate surface water runoff temperature that could otherwise adversely affect the ecology of local water bodies.

Amenity: the aesthetics of a structure can be improved, softening the hard urban environment. Living structures can reduce air temperatures and can also act as a learning and urban farming resource, as plants on green roofs and walls can be used for growing food.

Biodiversity: living roofs and walls safeguard, enhance, restore, and create habitat with no additional land take. They provide important habitat stepping stones and contribute to the city's natural capital. In particular, they provide refuge for invertebrates and food for pollinators.

Considerations

Substrate: green roofs can be designed with a variety of substrate materials and depths. Growing media can be soil, recycled materials, dead wood and aggregates. It is possible to choose more than one substrate on a single roof to create different microclimates and accommodate greater habitat diversity.

Vegetation: Plants can be seeded, self-seeded or pre-grown and planted. Species selection should be adapted to the microclimate and substrate specifications. Roof conditions can be hostile, with high winds, extreme temperatures, high rainfall and drought. Diverse dry meadow mixes, naturally self-sustaining in exposed environments, are a viable option. Natural windblown or bird-borne self-seeding is an economic alternative and will result in a naturally adapted selection of plants.

Structural resilience: living roofs add loading to a structure. Dead loads vary depending on the material used but are typically around 0.7-5.0 kN/m. Imposed loads can be up to 10 kN/m.

Irrigation: rainwater should be intercepted for irrigation, where possible. In some circumstances supplementary irrigation may be required to maintain vegetation.

Exceedance: the design of the green roof should be able to accommodate excessive rainfall by providing a suitable outfall.

Fire resistance: Fire risks can be managed using appropriate materials and design. Vegetation should be kept away from vulnerable areas such as PV panels and technology for example.

Access, safety and edge protection: Outlets and drains should be easily and safely accessible for inspection.

Green Infrastructure

MAINTENANCE

Periodic maintenance will include irrigation, inspection of outlets, and removal of invasive/unwanted plants. Green walls formed by climbing plants may need to be attached to supports as they grow. Proprietary products require maintenance of plants and irrigation systems, and may need occasional replanting.

SUSTAINABLE URBAN DRAINAGE SYSTEMS (SuDS)

Public realm projects within the city must contribute to Lichfield's ambitions to improve surface water management, and mitigate the risks of associated flooding, through delivering SuDS and water attenuation, in combination with trees and planting wherever possible.

The impact of climate change and the consequence of flooding is more significant around our towns and cities for a number of reasons:

- The air can be warmer, due to the heat that we generate during our day-to-day activities such as travelling around, manufacturing goods or heating our homes. This is known as the Urban Heat Island effect and results in more frequent higher intensity weather.
- Paving, or building, over areas which previously absorbed water means that rainfall runs off the surfaces much more quickly and enters the drainage system over a much shorter period of time. These man-made surfaces are also often dark in colour and absorb heat, again adding to the Urban Heat Island effect.

As a result, the capacity of our drainage system is being put under more pressure, and the consequences of flood events are becoming more severe,

SuDS are a crucial tool to mitigate flooding and managing the risk of pollution in a sustainable and cost-effective way. They can help manage the quality of runoff to protect the natural environment from pollution by treating or filtering the water before it enters the drainage network. This treatment can include the removal of sediment, silts and fine particulates or spillages of contaminants such as oils.

SuDS are generally made up of a sequence of components that manage the quantity and quality of water which runs off hard and man-made surfaces. Ideally the water should be managed from its source (the location where the rain lands on the surface) to the point at which it is discharged to the receiving watercourse or sewer.

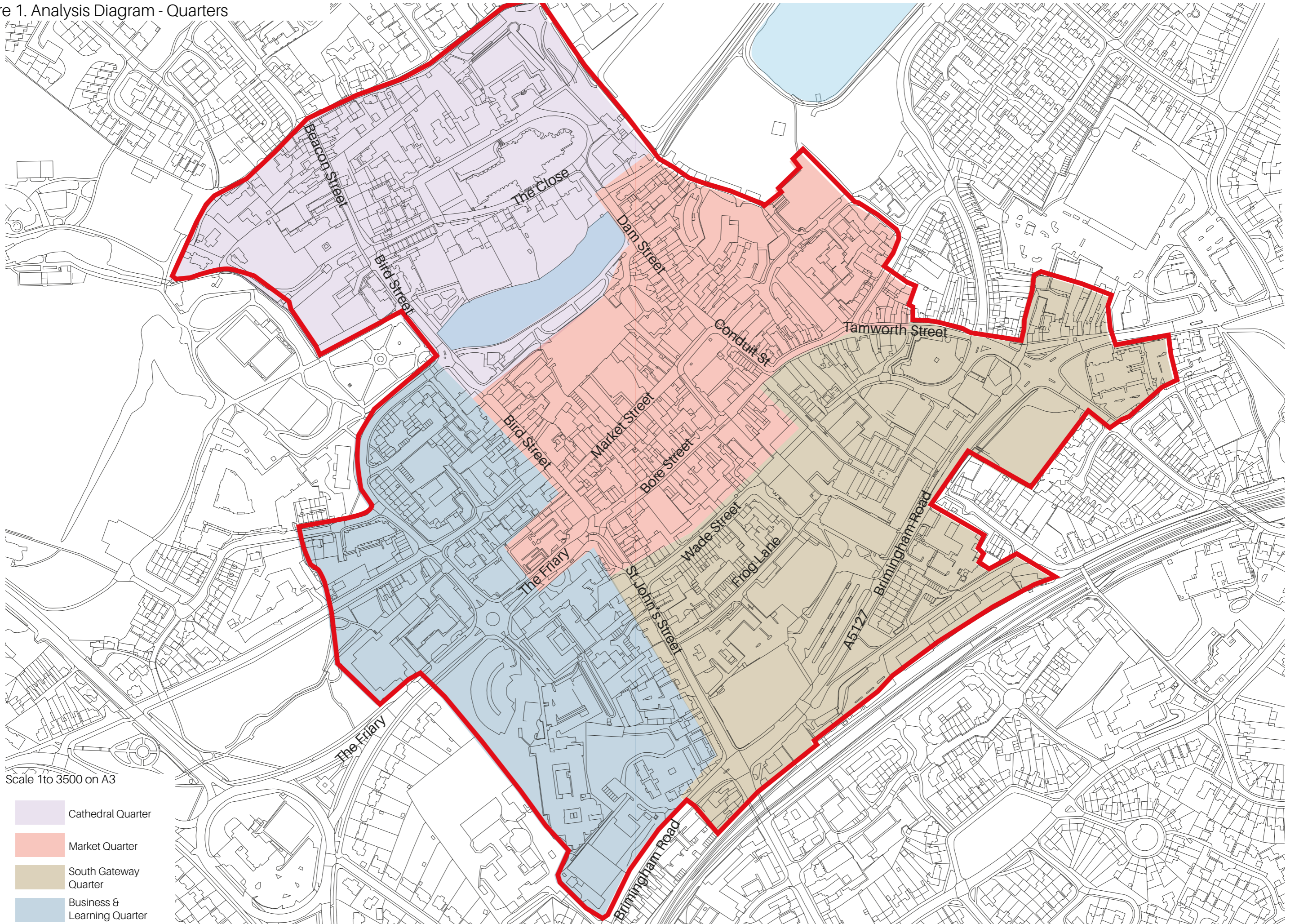
Managing the water from source to receptor will normally require a number of SuDS components to work in sequence to collect, store, convey and treat the water;

CIRIA calls this sequence the 'SuDS management train' and this terminology is widely used in the water management industry.

In the city centre of Lichfield the most appropriate SuDS measures would be raingardens and the use of permeable paving and materials.

These measures also contribute positively to the amenity and biodiversity of spaces. Water quantity, water quality, amenity and biodiversity are referred to as the four pillars of SuDS design, as set out in The SuDS Manual, Ciria C753, 2015.

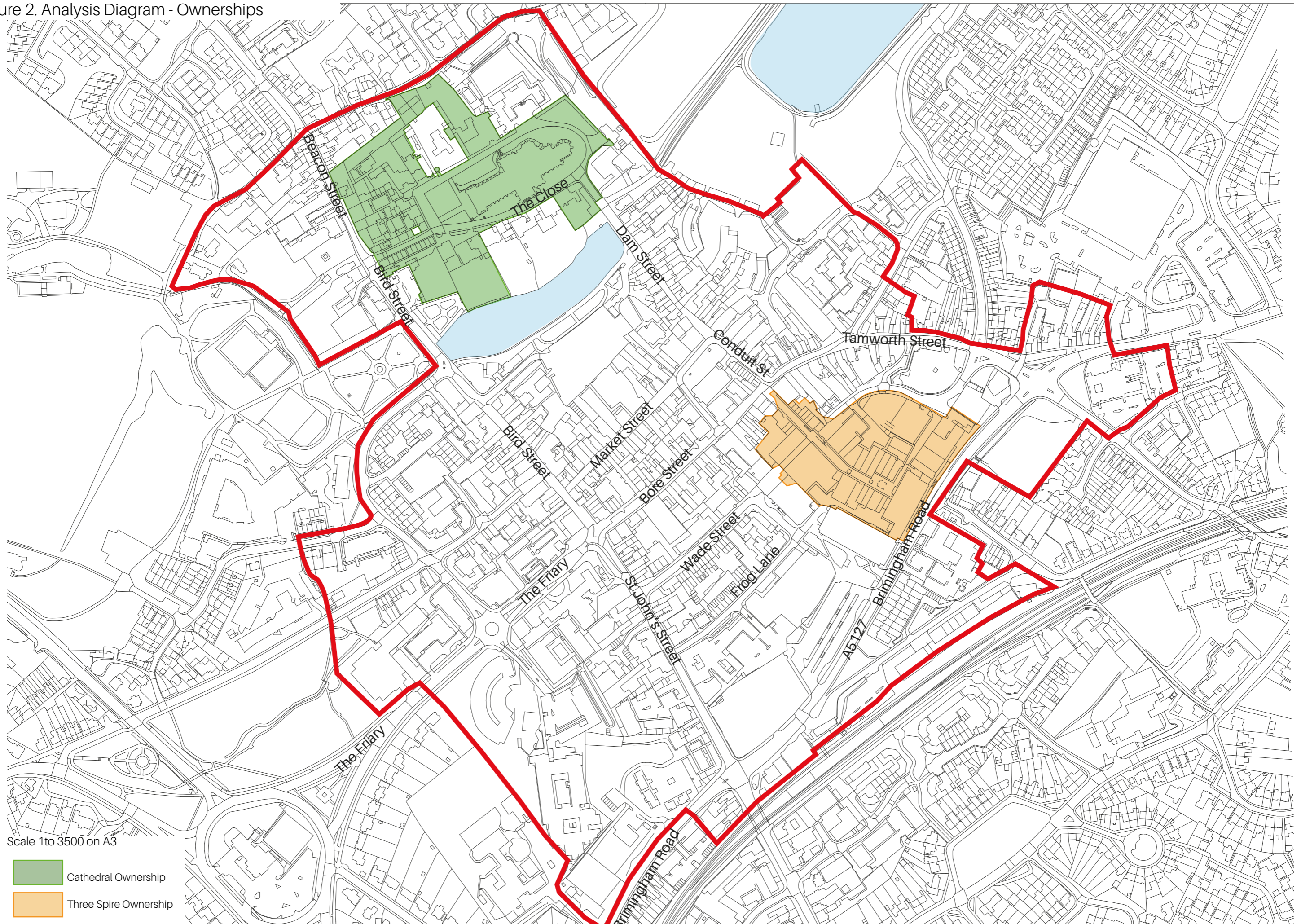
Figure 1. Analysis Diagram - Quarters



Scale 1to 3500 on A3

- Cathedral Quarter
- Market Quarter
- South Gateway Quarter
- Business & Learning Quarter

Figure 2. Analysis Diagram - Ownerships



Scale 1 to 3500 on A3

- Cathedral Ownership
- Three Spire Ownership

Figure 3. Analysis Diagram - TRO

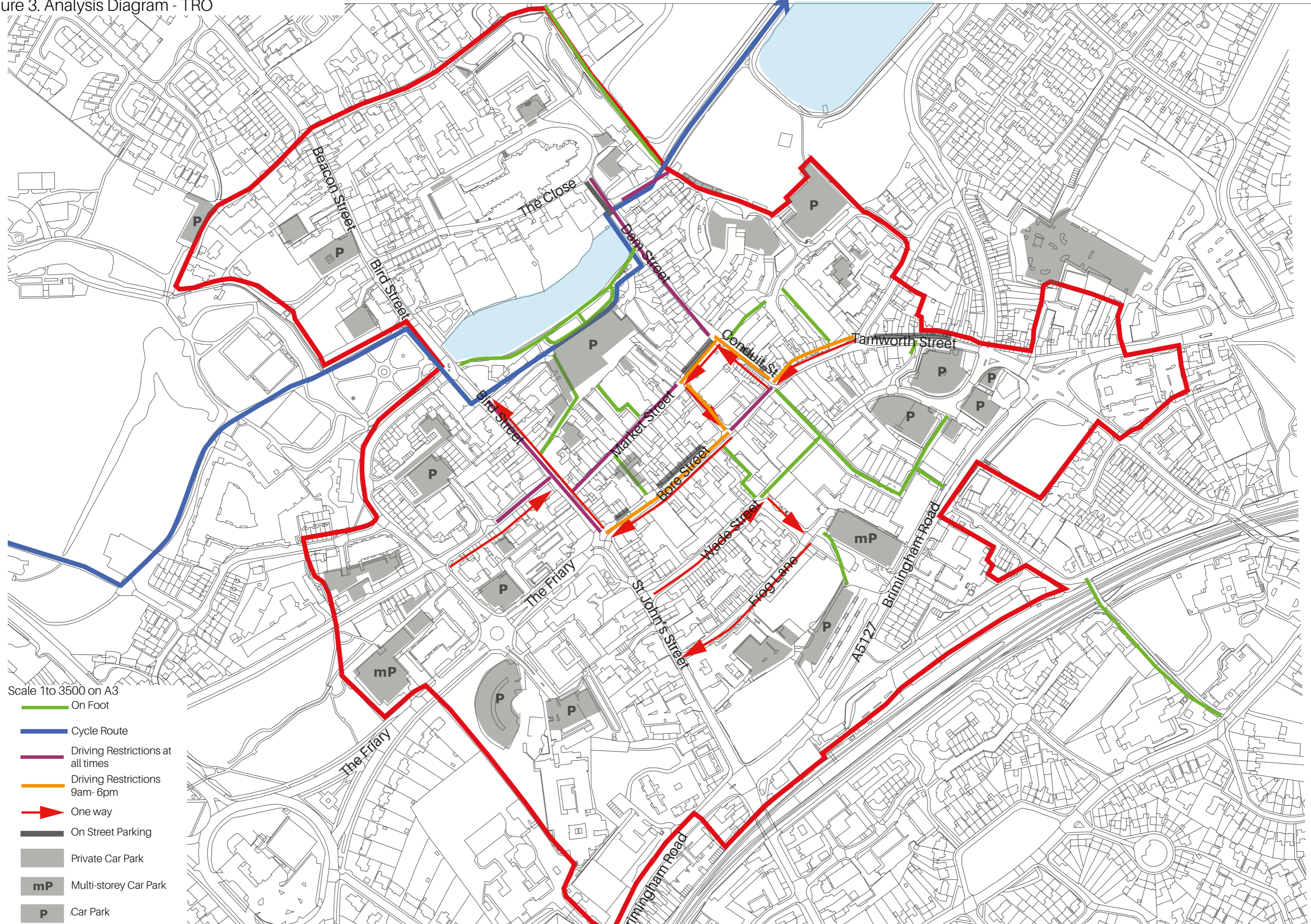
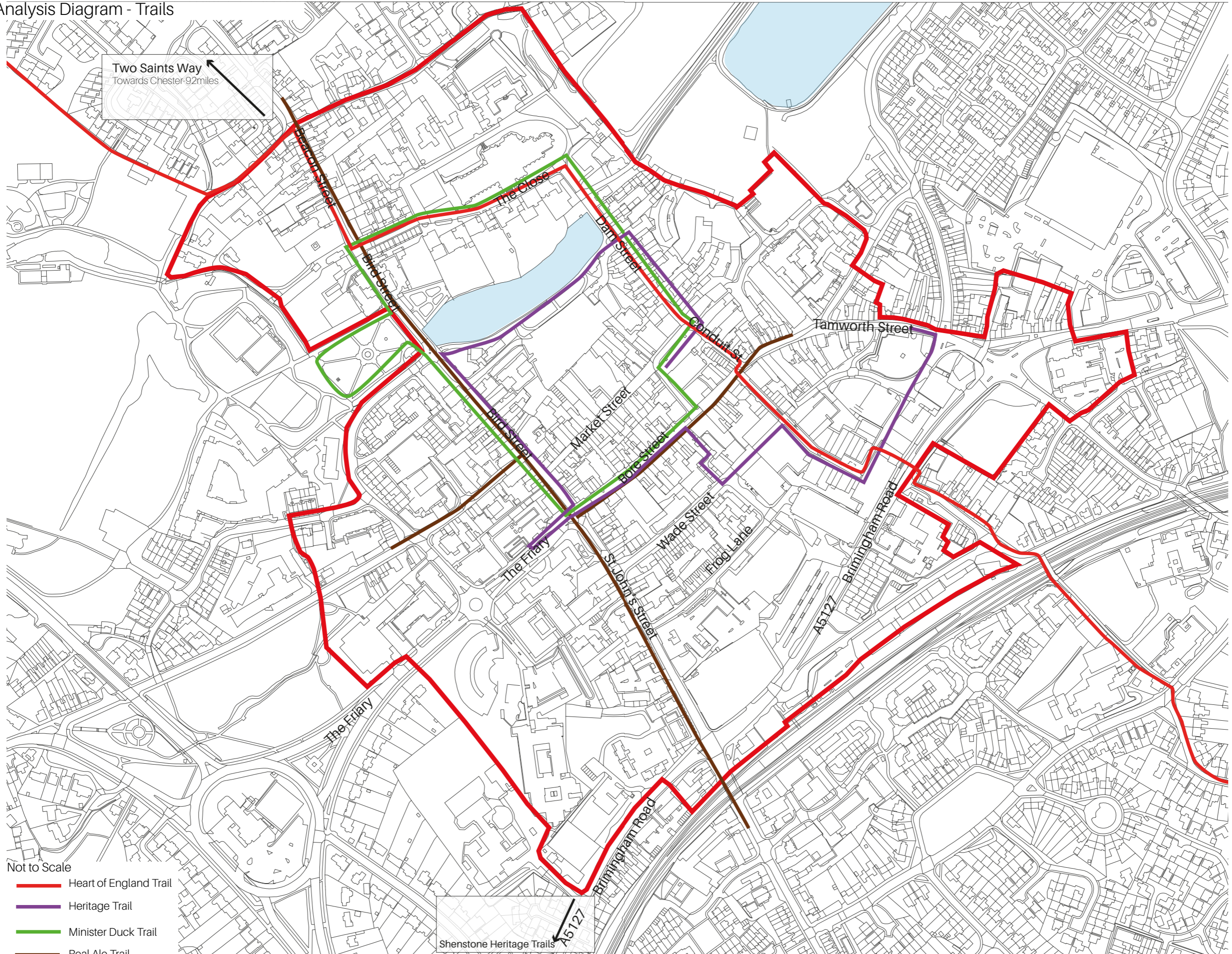


Figure 4. Analysis Diagram - Trails



Not to Scale

- Heart of England Trail
- Heritage Trail
- Minister Duck Trail
- Real Ale Trail

Figure 5. Public Realm Projects

Keys12

Market Quarter

- 1. Market Square/
Breadmarket St/Bore St/
Conduit St/Tamworth St
- 2. Bore Street East
- 3. Market Street
- 4. Bird Street Gateway
- 5. Bird Street/ Sandford
Street/Car Park entrance
- 6. Dam Street
- 7. Lloyd's Walk
- 8. Minster Pool Walk/
Gardens
- 9. Reeve Lane

Southern Gateway Quarter

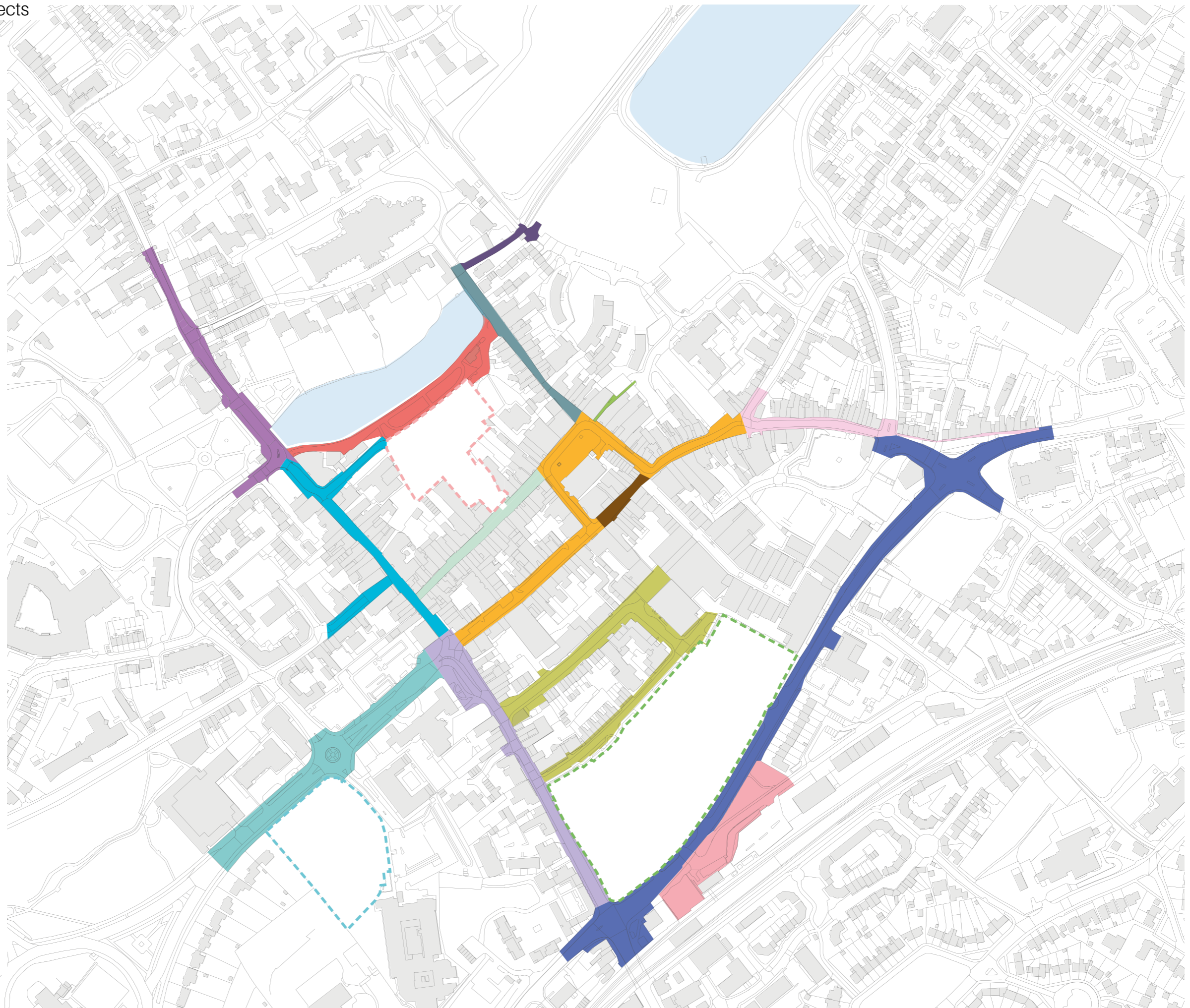
- 10. Wade Street/Castle
Dyke/Frog Lane
- 11. Birmingham Road/
Greenhill Jctn/St Johns
St Jctn
- 12. St Johns Street
- 13. Station Square
- 14. Tamworth Street/
Lombard St/George Ln
(parts)

Business & Learning Quarter

- 15. The Friary

Development Sites

- Bird Street Car Park
Development Site
- Birmingham Road
Development Site/
District Council House
- University Development
Site



Scale 1 to 3500 on A3

Figure 6. Suggested Order of Project Priority (see Cost Summary pg 92)

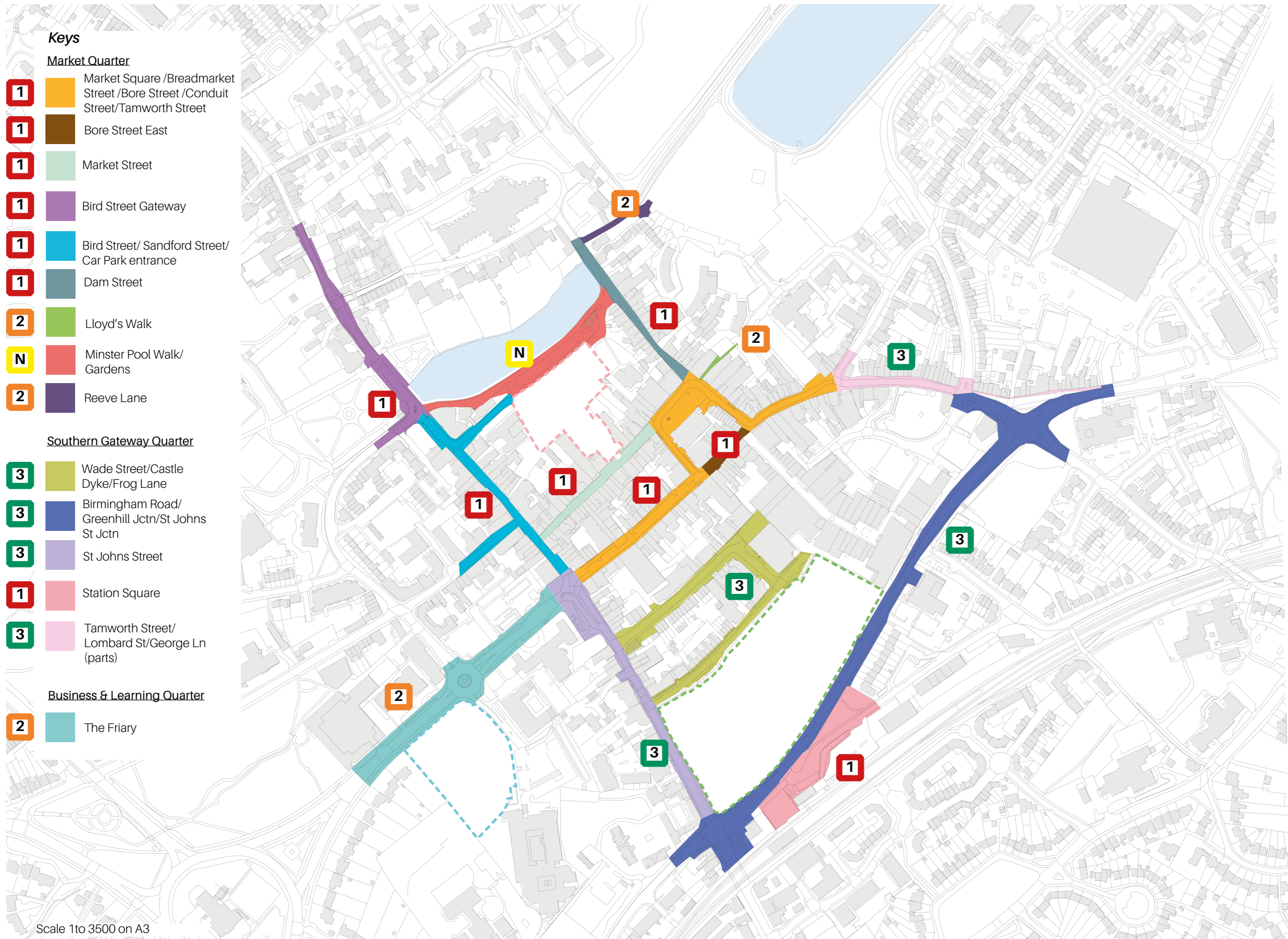
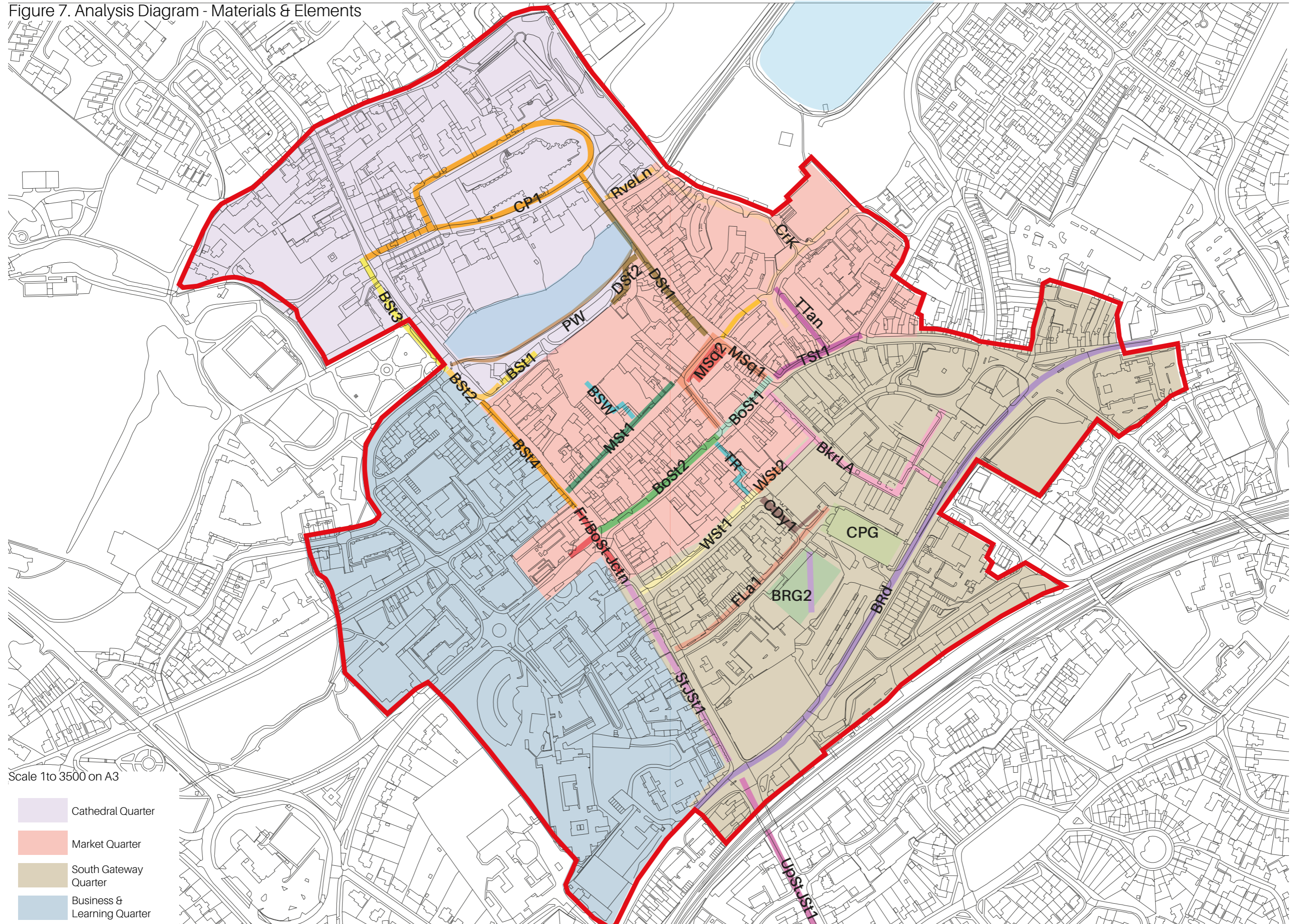


Figure 7. Analysis Diagram - Materials & Elements



Scale 1to 3500 on A3

- Cathedral Quarter
- Market Quarter
- South Gateway Quarter
- Business & Learning Quarter

LICHFIELD - PUBLIC REALM MATERIALS

Cathedral Quarter

Street	Drawing Code	Area	Description	Comments
Cathedral Precinct	CP1	Highway	Tarmac	
		Footpath	Yorkstone Flags	
		Kerbs	Yorkstone	Section of new kerb has been laid in granite to front of proposed sculpture location.
		Channel	Cobble and setts	
		Back of paving/infill	Cobble on edge detail	
		Bollards	Square timber with chain	
			Round timber vehicular deterrent	
			Heritage black steel vehicular bollards	
		Railings/handrails	Light, black steel	Light and elegant design.
		Lighting	Black steel faux gas light medium height fittings, with ladder bars	
Pool Walk	PW	Footpath	Tarmac	
		Seating areas	PCC flags	
		Tree pits	Asphalt with concrete flag surrounds	
		Railings	Black decorative vertical bar rail to pool edge.	Heritage detailing
		Seats	metal scroll arm benches, steel slats	Lichfield Green
		Lighting	Uplighters within tree pits	
		Strands of lights between trees.		
		Downlighters within trees		
Bird Street North	BST3	Highway	Tarmac	
		Footpath (East)	PCC Flags	
		Footpath (west)	Tarmac	
		Kerbs	Concrete	

Materials and Elements - Cathedral Quarter

CATHEDRAL PRECINCT- CP1



Highway - Tarmac



Footpath - Yorkstone Flags



Kerbs - Yorkstone



Channel - Cobble and setts



Back of paving/infill - Cobble on edge detail



Bollards - Heritage black steel vehicular bollards



Bollards - Square timber with chain



Bollards - Round timber vehicular deterrent



Railings/handrails - Light, black steel



Railings/handrails - Light, black steel



Lighting - Black steel faux gas light medium height fittings, with ladder bars

Materials and Elements - Cathedral Quarter

POOL WALK - PW



Footpath - Tarmac



Seating Area - PCC flags



Tree pit - Asphalt with concrete flag surrounds



Railings - Black decorative vertical bar rail to pool edge.



Seating - metal scroll arm benches, steel slats



Bollards - Heritage black steel vehicular bollards



Lighting - Uplighters within tree pits, Downlighters within trees Strands of lights between trees.



BIRD STREET NORTH- BST3



Highway - Tarmac



Footpath East - PCC flags



Footpath West - Tarmac



76 Kerb - Concrete



LICHFIELD - PUBLIC REALM MATERIALS

Market Quarter

Street	Drawing Code	Area	Description	Comments		
Dam Street	DSt1	Highway	Red Brick (herringbone)	wall to wall		
		Channel	Red Brick	bricks around channel and manholes in poor condition		
		Tree pits	circular steel grilles	lifting		
Reeve Lane	RveLn	Highway	Tarmac	wall to wall		
		Bollards	Steel (black) mix of sizes and type			
		Lighting	Medium height contemporary street lighting			
Dam Street to Bird Street Car Park	DSt2	Footpath	Red brick (herringbone)			
		Edging	PCC flags			
		Tree pits	Basalt setts circle			
		Bollards	Black steel heritage bollards	Heritage detailing		
		Seats	Metal scroll arm benches, timber slats (heritage)	Black		
Bird Street	BSt1	Highway	Blue eng brick (herringbone)			
		Footpath	Tarmac			
		Lighting	Wall-mounted highway			
		Kerbs	Concrete			
		Tree pits	circular steel grilles, black basalt sett trim, black steel tree guard	Pits have sunk		
Bird Street	BSt2	Highway	Blue eng brick (herringbone)			
		Channel	Blue eng brick (running)			
		Footpath	Red eng brick (stretcher)			
		Footpath	Yorkstone to west of junction			
		Kerbs	Concrete			
		Seating	Metal scroll arm benches, steel slats	Lichfield Green		
		Lighting	Contemporary highways column			
		Bollards	Square section timber	poor condition		
Bird Street	BSt4	Highway	Blue eng brick (herringbone)			
		Footpath	Red eng brick (basketweave)			
		Footpath	Intermittent stretches of YorkStone			
		Channel	Blue eng brick dished channel			
		Seating	Steel scroll arm steel slats	Lichfield Green		
		Bollards	Square section timber	poor condition		
		Lighting	Building mounted			
		infill paving at building edge	Cobble on edge detail			
Bird Street/Swan Road Jcn		Highway	Grey concrete block			
Market Street	MS1	Highway	Buff concrete paviours (herringbone)			
		Channel	Buff concrete paviours (running)	To north of road		
		Lighting	Building mounted			
		Bollards	Lack steel heritage bollards			
		Seating	decorative black steel ends, timber slats			
			Steel scroll arm steel slats	Lichfield Green		
Bird Street Walk	BSW	Footpath	Red brick stretcher bond with blue brick stretcher bond edge			
		Lighting	Wall mounted			
Market Square	MSq1	Highway	Multi red concrete paviour			
		Kerbs	Red granite	75mm high		
		Footpath	Yorkstone flags			
		Channel	Black basalt sett			
		Lighting	Building mounted			
		Parking Bays	Delineated in black basalt setts			
			MSq2	Paving	Buff multi concrete paviours	
				Bands	Yorkstone flags with red granite trims	set off church buttresses
		Trims	Black basalt sett			
		Infill at building edge	Cobble on edge detail			
		Channel	Multi rectangular granite setts			
		Tree pits	York stone quartile with round opening, circular steel tree guard	Set within bands		
		Seating	Steel scroll arm steel slats	Lichfield green		

Materials and elements - Market Quarter

Materials and Elements - Market Quarter

DAM STREET- DST1



Highway - Red Brick (Herringbone)



Channel - Red Brick



Tree Pit - Circular steel grilles

REEVE LANE- RVELN



Tarmac - Highway



Bollards - Steel (black) mixed size/type



Lighting - Medium height contemporary street lighting

DAM STREET TO BIRD STREET CAR PARK- DST2



Footpath - Red Brick (Herringbone)



Edging - PCC flags



Tree Pit - Basalt setts circle



Bollards - Black steel heritage



Seating - Metal scroll arm benches, steel slats

BIRD STREET- BST3



Highway - Blue eng brick

BIRD STREET- BST2



Highway - Blue eng brick



Channel - Blue eng brick (running)



Footpath - Red eng brick (stretcher)



Footpath - Yorkstone to west of junction



Bollards - Square timber

BIRD STREET- BST4



Highway - Blue eng brick



Footpath - Red eng brick (basket weave)



Channel - Blue eng brick (running)

BIRD STREET- BST4 CONT...



Bollards - Square timber



Infill paving at building edge - Cobble on edge detail

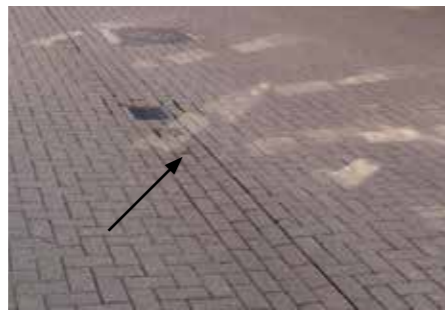


Bird Street/Swan Road Jnctn - Grey concrete block

MARKET STREET- MST1



Highway - Buff concrete pavours (herringbone)



Channel - Buff concrete pavours (running)



Lighting - Building mounted



Bollards - Black steel heritage bollards



Seating - Steel scroll arm steel slats



Decorative black steel ends, timber slats



Tree Pit - Square, concrete pin kerbs

BIRD STREET WALK- BSW



Footway - Red block stretcher bond with blue block stretcher bond edge

MARKET SQUARE- MSQ1



Highway - Multi red concrete paviour



Kerbs - Red Granite



Footway - Buff concrete pavours

MARKET SQUARE- MSQ2



Lighting - Building mounted



Parking bays - Delineated in black basalt setts



Paving - Buff multi concrete pavours



Bands - Yorkstone flags with red granite trims



Trims - Black basalt sett



Infill paving at building edge - Cobble on edge detail

MARKET SQUARE- MSQ2 CONT



Channel - Multi rectangular granite setts



Tree Pit - York stone quartile w/ round opening, circular steel tree guard



Seating - Steel scroll arm steel slats



Bollards - Contemporary black steel, fluorescent band to top



Lighting - Building mounted



Lighting - Uplighters to sculptures

BORE STREET- BOST1



Highway - Concrete paviours (herringbone)



Footpath - PCC flags within arcade



Channel - Concrete paviours (stretcher) central

BORE STREET- BOST2



Highway - Tumbled concrete paviours



Footpath - Yorkstone flags



Channel - Black basalt sett

BORE STREET- BOST2 CONT...



Kerbs - Red granite 100mm high



Parking Bays - Black basalt setts



Crossovers - Yorkstone Setts

FRIARY/BORE STREET- FR/BOST JNCTN



Highway - Tarmac



Crossovers - Yorkstone Setts



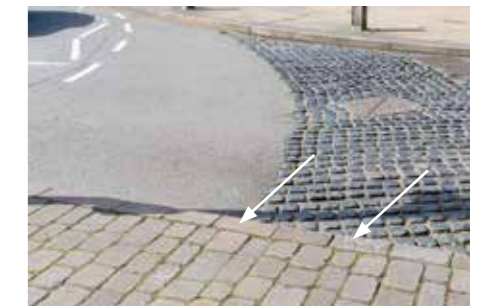
Footpath - Yorkstone



Footpaths - Red brick (stretcher) to arcade



Footpaths - PCC flags to south west



Kerbs - Yorkstone inner kerbs



Kerbs - St John's transitions to full height concrete



Bollards - Square section timber



Seating - Steel scroll arm steel slats

Materials and Elements - Market Quarter

FRIARY/BORE STREET- FR/BOST JNCTN CONT...



Tree Pit - Circular basalt sett trim

TAMWORTH STREET- TST1



Highway - Concrete tegula paving multi



Highway - Transitions yorkstone setts



Footpaths - Yorkstone Flags



Kerbs - Red granite transitions from 75-150mm high



Channel - Black basalt sett

THE TANNERIES- TTAN



Footpath - Tarmac



Kerbs - Flush concrete pin kerb and gravel

LICHFIELD - PUBLIC REALM MATERIALS

Southern Gateway

Street	Drawing Code	Area	Description	Comments		
Wade Street	WS1	Highway	Tarmac			
		Footpath	400 x 400 concrete slabs			
		Kerbs	Concrete			
		Crossovers	Blue eng brick (grooved)			
		Back of paving/infill	Cobble on edge detail	Poorly laid - not enough cobbles to mortar		
		Lighting	Highways lighting columns			
		Bollards	Square timber section	Poor condition		
		WS2	Paving	Concrete pavioirs with granite sett banding		
			Lighting	Highways lighting columns		
				Uplighters to Garrick Theatre		
Seating	Steel scroll arm with steel slats		Lichfield Green			
Castle Dyke	CDy1	Highway	Tarmac			
		Footpath	400 x 400 concrete slabs, red brick banding detail			
		Kerbs	Concrete			
		Bollards	Square timber section	Poor condition		
		Tree pits	Circular steel tree grilles, grey concrete block edging			
Frog Lane	FLa1	Highway	Tarmac			
		Footpath	400 x 400 concrete slabs (north)			
			Tarmac (south)			
		Kerbs	Concrete			
		Crossovers	Blue eng brick (grooved)			
		Back of paving/infill	Cobble on edge detail	Poorly laid		
		Bollards	Square timber section	Poor condition		
		Lighting	Highways lighting columns			
		St John's Street	StJSt1	Highway	Tarmac	
				Kerbs	Concrete	
Footpaths	400 x 400 buff PCC flags					
Baker's Lane	BkrLa	Paving	Red brick blocks set in buff concrete flags with blue and cream coloured brick trims. Blocks of brown concrete pavioirs set in			
		Tree pits	Raised square brick planters with gravel fill			
		Lighting	Contemporary 8m column lighting with hanging baskets, gold trim and banner mountings			
		Seating	Black steel ended benches with timber slats			
		Railings	Contemporary system railings	heavy in appearance		
Upper St John's Street	UpStJSt1	Highway	Tarmac			
		Kerbs	Concrete			
		Footpaths	Tarmac			
		Lighting	10m highway lighting columns			
Birmingham Road	BRd	Higway	Tarmac			
		Kerbs	Concrete			
		Footpaths	Tarmac			
		Lighting	10m highway lighting columns			

Materials and Elements - Southern Gateway Quarter

Materials and Elements - Southern Gateway Quarter

WADE STREET- WST1



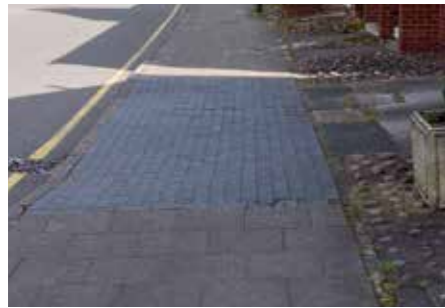
Highway - Tarmac



Footpaths - 400 x 400 concrete slabs



Kerbs - Concrete



Crossovers - Blue eng brick (grooved)



Infill paving at building edge - Cobble on edge detail



Lighting - Highways lighting columns



Bollards - Square timber section

WADE STREET- WST2



Paving - Concrete pavours with granite sett banding



Lighting - Highways lighting columns



Seating - Steel scroll arm steel slats

WADE STREET- WST2 CONT...



Cycle racks - Stainless steel Sheffield hoops



Channel - Aco drain denotes roadline

CASTLE DYKE- CDY1



Highway - Tarmac



Footpaths - 400 x 400 concrete slabs, red brick banding detail



Kerbs - Concrete



Bollards - Square timber section



Tree Pit - Circular steel tree grilles, grey concrete block edging

FROG LANE- FLA1



Highway - Tarmac



Footpaths - 400 x 400 concrete slabs (north)



Footpaths - Tarmac (south)

FROG LANE- FLA1 CONT...



Kerbs - Concrete



Crossovers - Blue eng brick (grooved)



Infill paving at building edge - Cobble on edge detail



Bollards - Square timber section



Bollards - Lichfield Green steel heritage bollards



Lighting - Highways lighting columns

ST JOHN'S STREET- STJST1



Highway - Tarmac



Kerbs - Concrete



Footpaths - 400 x 400 buff PCC flags

BAKER'S LANE- BKRLA



Paving - Red brick blocks set in buff concrete flags with blue and cream coloured brick trims. Blocks of brown concrete paviors set in various coloured brick trims



Tree Pit - Raised square brick planters with gravel fill



Lighting - Contemporary 6m column lighting with hanging baskets, gold trim and banner mountings

BAKER'S LANE- BKRLA CONT...



Seating - Black steel ended benches with timber slats (Google Image)



Railings - Contemporary system railings



Railings - Contemporary system railings

UPPER ST JOHN'S STREET- UPSTJST1



Highway - Tarmac



Kerbs - Concrete



Footpaths - Tarmac



Lighting - 10m highway lighting columns



Seating - Steel scroll arm steel slats

Materials and Elements - Southern Gateway Quarter

BIRMINGHAM ROAD- BRD



Highway - Tarmac



Kerbs - Concrete



Footpaths - Tarmac



Lighting - 10m highway lighting columns



Lighting - 10m highway lighting columns

Order of Cost

Lichfield District Council
Public Realm Strategy
Priority and Order of Cost Summary



Priority 1	Proj Ref	Comments	Project Rationale	Area m2	All in Rate £	Order of Cost £
Timescale		3 years				
Aims/Benefits		<p>Improve the night-time economy</p> <p>Unify, enhance and consolidate the core historic public streets and spaces around Market Square</p> <p>Address aging and failing public realm</p> <p>Embrace and present heritage</p> <p>Encourage footfall/dwell time</p> <p>Signpost move to active travel principles and create key public transport gateway</p>				
Projects	1	Market Square/Breadmarket Street/Bore Street/Conduit Street/Tamworth Street	Retain the quality existing paving within the historic city core area, but for consistency, implement the lighting, signage, and street furniture in line with the strategy.	6,900	£31.59	£218,000
	3	Market Street	A busy retail street, connecting Market Square with the main food and drink offer along Bird Street. Also the point of connection to an improved Bird Street Walk and onto Minster Pool, Market Street is a key component of the proposed central wayfinding route and is therefore, a high priority for improvement.	1,495	£294.31	£440,000
	4	Bird Street Gateway	This is a priority project as it addresses a number of movement issues around the Swan Road/Bird Street junction - extending the green corridor from Beacon Park diagonally to Minster Pool; from Minster Pool to The Close and into the Cathedral Precinct; and connecting the café and restaurant offer on Bird Street to both the park and the Cathedral.	3,785	£321.53	£1,217,000
	5	Bird Street/Sandford Street/Car Park entrance	Bird Street, with its many restaurants, pubs and bars is a significant part of the night time economy in Lichfield, and a key attraction for residents, visitors and potential investors. We obviously wish to build on this and want to ensure that the area is as welcoming and visually pleasing as possible. The current paving in the area is suffering significant degradation, detracting from the attractiveness of the area. Bird Street is identified, therefore, as a top priority, as its delivery will meet the aims and objectives for Priority 1 projects	3,712	£306.30	£1,141,000
	2	Bore Street (east)	The poor quality of the existing materials in this short stretch of the historic core, is highlighted by, and detracts from the high quality of the surrounding paving. For completeness, address this area as a high priority.	598	£324.41	£194,000

Lichfield District Council
Public Realm Strategy
Priority and Order of Cost Summary



Priority 1	Proj Ref		Comments	Project Rationale	Area m2	All in Rate £	Order of Cost £
Projects	6	Dam Street		A high priority project that would involve repairing the eastern rail of the historic ladder street pattern running north from Market Square and the main connection to the Cathedral (until such time as the Bird Street Car Park works are realised). The project also addresses the connections from Minster Pool to Reeve Lane and onto Stowe Pool and National Cycle Route, and in conjunction with the improvements to Bird Street would complete the revised Minster Pool Loop into the Cathedral precinct.	1,644	£341.85	£562,000
	13	Station Square		The importance of this key gateway space in front of the station as a welcome to the visitor and traveller is fundamental to what we are trying to achieve within the city. The message of a fresh focus on urban quality, active travel and public transport, must start here, so a quality public realm, ease of movement and clear wayfinding is critical. Although removed from the city core, the importance of the area merits a Priority 1 status.	2,906	£532.35	£2,171,000
			City wide Lighting Strategy		1	item	£80,000
			City wide Public Art Strategy		1	item	£25,000
			City Wide Signage and Wayfinding Strategy		1	item	£30,000
Priority 2	Proj Ref		Comments	Project Rationale	Area m2	All in Rate £	Order of Cost £
Timescale		5 years					
Aims/Benefits		Begin to define distinct Quarter character Improve key connectivity and links to city centre Promote active travel Increase Green Infrastructure					
Projects	15	The Friary		In a similar vein to Lloyd's Walk, the proposals to enhance The Friary for pedestrians and cyclists would be determined as a Priority 2 project, improving connections to the underused Friary Car Park, thereby encouraging its use and allowing traffic to be removed or restricted within the city centre areas. The creation of a tree boulevard character would also accord with the spirit of the Business and Learning Quarter.	6,616	£781.29	£5,129,000
	7	Lloyd's Walk		With the move to restrict car and vehicular movements around the city centre and encourage walking and cycling, the proposals seek to improve the active travel network and encouraging the use of the edge of centre car parks. Pedestrian access to these car parks is, therefore, critical and addressing the perceptions of poor personal security and improving the sense of welcome along Lloyd's Walk would further the aims of a Priority 2 project.	137	£525.55	£72,000
	9	Reeve Lane		Reeve Lane would extend the green corridor running west/east through the city from Beacon Park across Minster Pool Walk to Stowe Pool. Connecting the open space of Stowe Pool to the city and cathedral precinct would achieve the connectivity aims and objectives for Priority 2 projects.	1,832	£390.28	£255,000

Lichfield District Council
Public Realm Strategy
Priority and Order of Cost Summary



Priority 3	Proj Ref		Comments	Project Rationale	Area m2	All in Rate £	Order of Cost £
Timescale		10 years					
Aims/Benefits		Complete active travel network Integrate new development Consolidate city-wide public realm Establish Quarter identities					
Projects	10	Wade Street/Castle Dyke/ Frog Lane	*St Johns Street and Birmingham Road may be undertaken in conjunction with the delivery of the Southern Gateway development.	This predominantly residential area also provides access to commercial and business properties, a role that would increase with the development of the Southern Gateway scheme. Castle Dyke would also become a shared surface creating a much more generous frontage to the Garrick Theatre and incident of public realm along the central wayfinding route.	4,156	£302.21	£1,989,000
	14	Tamworth Street/Greenhill		An important vehicular route into the city from Birmingham Road providing access to Lombard Car Park. The historic street is narrow, with restricted pavements and extensive highway infrastructure around car parks and junctions. The proposal to narrow carriageways whilst retaining useful short-term, on-street parking would free up space for the pedestrian. A rationalisation of highway furniture and infrastructure would also maintain the scale of the street and remove clutter. The project aligns with the aims and benefits of a Priority 3 project to improve connectivity and wayfinding.	2,319	£310.05	£719,000
	12	St Johns Street*		Narrow pavements and heavy traffic epitomise this route into the city centre. The street also provides the setting for the listed Hospital of Saint John the Baptist and the Council Offices buildings and garden. With the development of the Southern Gateway site, links to the station and promotion of active travel routes, space for the pedestrian and cyclist must be found. The project is designated as Priority 3, improving connectivity around the city, but options are tabled to restrict traffic along this street to essential users only and it may be that the proposals for St Johns Street are progressed along with the adjacent Southern Gateway development area.	5,258	£336.44	£1,769,000
	11	Birmingham Road/Greenhill Junction/St Johns Street Junction*		Containing two junctions that form major gateways into the city centre and separating the station from the new Southern Gateway site and onto into the city, addressing the highway infrastructure and traffic-dominance of this corridor is major consideration. Space would be found for the pedestrian, cyclist and green infrastructure along a new boulevard. This project could conceivably be developed alongside the Southern Gateway to ensure a holistic, cohesive design.	15,675	£581.24	£8,659,000
Non-Scheduled			Comments	Project Rationale	Area m2	All in Rate £	Order of Cost £
Projects	8	Minster Pool Walk and Gardens		The public realm improvements within this area would be realised in conjunction with the completion of the Bird Street Car Park major development area.	4,688	£299.49	£1,181,000
		Floating Stage Provisional Sum					£540,000
Total (excluding VAT and other listed items)							£26,391,000

Success Criteria

Key

-  Little / No Impact
-  Low Impact
-  Medium Impact
-  High Impact

Projects

1. Market Square /Breadmarket Street /Bore Street /Conduit Street/ Tamworth Street
2. Bore Street (East)
3. Market Street
4. Bird Street Gateway
5. Bird Street/Sandford Street/ Car Park entrance
6. Dam Street
7. Lloyd's Walk
8. Minster Pool Walk and Gardens
9. Reeve Lane
10. Wade Street/Castle Dyke/Frog Lane
11. Birmingham Road/Greenhill Junction/St Johns Street Junction
12. St Johns Street
13. Station Square
14. Tamworth Street/Lombard St/ George Ln (parts)
15. The Friary

Measures of Success

	Hotel bed nights	City centre vacancy numbers	Footfall	Retail Spend/turnover/sales	Nighttime economy	Gross Value Added (GVA)	Retail diversity	Place attractiveness	Events and Festival days	Resident numbers within city centre	Customer/visitor/resident satisfaction	Ease of movement	Cycle and walking usage	Air Quality	Green Infrastructure (tree cover)
1. Market Square /Breadmarket Street /Bore Street /Conduit Street/ Tamworth Street	Medium	Medium	Medium	Medium	Low	High	Medium	High	High	Low	High	Medium	Low	None	None
2. Bore Street (East)	Medium	Medium	Low	Medium	Medium	Medium	Low	High	High	Low	Medium	Low	Low	None	None
3. Market Street	Medium	High	High	High		High	Medium	High	Medium	Low	High	Medium	Low	None	None
4. Bird Street Gateway	Low	None	None	None	Low	Low	None	Low	Low	Low	Low	High	Medium	Medium	None
5. Bird Street/Sandford Street/ Car Park entrance	High	High	High	None	High	High	Low	High	High	Medium	High	Medium	Low	Low	None
6. Dam Street	Medium	Medium	High	Medium	Low	Medium	Medium	Medium	High	Low	High	Low	Low	None	None
7. Lloyd's Walk	None	None	High	Low	Medium	Medium	None	Medium	None	None	High	High	Medium	Low	Medium
8. Minster Pool Walk and Gardens	High	Low	Low	Low	Medium	Medium	None	High	High	Medium	High	Medium	Medium	None	Medium
9. Reeve Lane	None	None	None	None	None	Low	None	Low	Medium	None	Low	Medium	Medium	None	Low
10. Wade Street/Castle Dyke/Frog Lane	None	None	Low	None	Low	Low	None	Medium	Medium	Low	Medium	Low	Low	Low	Medium
11. Birmingham Road/Greenhill Junction/St Johns Street Junction	None	None	Low	None	None	Low	None	High	None	None	Medium	High	High	High	High
12. St Johns Street	Low	Medium	Low	Low	Low	Medium	Medium	High	Low	Low	Medium	Medium	Medium	High	Low
13. Station Square	Medium	Low	Medium	Low	High	High	None	High	Medium	Medium	High	High	High	High	Low
14. Tamworth Street/Lombard St/ George Ln (parts)	None	Low	Medium	Low	Low	Medium	Medium	Medium	Low	Low	Low	Medium	Medium	Medium	Low
15. The Friary	Low	Low	Medium	Low	Medium	Medium	None	High	Medium	Low	Medium	High	High	Medium	High

ORDER OF COST SUMMARY - Basis of Pricing and List of Exclusions**A Basis of Pricing and Next Action**

- 1.1 The order of cost is based on Austin-Smith Lord Public Realm Strategy Report - dated September 2021 and indicated projects 1 to 16
- 1.2 Pricing is based on present value as 3Q 2021.
- 1.3 The order of costs are based on approximate areas for each project, as indicated in the Public Realm Report. The order of cost rates have been bench marked against the quality of materials within the Report and surface material palettes (Type A to D as indicated).
- 1.4 The all in rates for each project (as indicated in the cost summary) include allowances for new surface finishes to footpaths and roads, furniture including seating, bins, bollards and cycle racks, unless indicated otherwise and Landscaping. The allowances for surface finishes, furniture and landscaping for each project is included in the elemental summary.
- 1.5 The following allowance have been included - 10% Contingency, 6% OH & P, 15% Preliminaries, 15% Fees (any exclusions are indicated in the list below)
- 1.6 The 15% Fees shall include Landscape Architect, MEP, Structure and Civil Engineer, Highway Engineer, Conservation Architect.
- 1.7 City wide Lighting Strategy - £80k Fees to develop a brief for pricing
- 1.8 City wide Public Art Strategy - £25k Fees to develop a brief for pricing
- 1.9 City Wide Signage and Wayfinding Strategy - £30k Fees to develop a brief for pricing
- 1.10 Floating Stage in the Minster Pool - A provisional sum of £540,000 has been included subject to design input. This is assumed would form part of project 8 scope of work.
- 1.11 Each project has been allocated a recommendation of priority of implementation from category 1 to 3. The reason for each category is indicated in the Austin-Smith Lord Report in Figure 6 on page 71. Note category 1 is recommended/ seen as the first priority to be implemented
- 1.12 The next recommended action is a Public Realm programme of implementations is developed and co-ordinated with Lichfield City Master Plan and agreed with all the Lichfield City stakeholders. This includes the separate development sites such as: Bird Street Car Park site, Birmingham Road site/ District Council House and the University West Car Park site. The Citywide public realm projects design needs developing to give an overall consistent City approach of implementation of external lighting, information/wayfinding signage and public art work etc.
- 1.13 Basis of the Cost Estimate

The cost estimate for the Surface Finishes category shall include the following allowance:

- Removing existing surface finishes and replace with proposed finishes and kerbs as tabulated in the Surface Material Palettes for all the roads and areas as shown on the drawing.

- Provision of drainage connection for every 50 meters of the new kerbs.
- Extra over top soil removal and earthwork for the Station Forecourt
- Extra over new crossroad, cycle way and station court pavement at the Birmingham Road.
- Extra over for new round about and cycle way in additional to the resurfacing allowance at the Friary.

The cost estimate for the Street Furniture category shall include the following allowance:

- Removal of existing uncoordinated street furniture.
- In total of 50nr @ £3000 per Tree pit covers – 20 nrs to The Friary and 30 Nr to Birmingham Road.

ORDER OF COST SUMMARY - Basis of Pricing and List of Exclusions

- In total of 170nr @ £300 per bollard for all the streets.
- In total of 150nr @ £650 per cycle rack for all the streets.
- Provisional sum of £250k cycle hub at the Station Forecourt.
- In total of 60nr @ £500 per bin for all the streets
- In total of 80nr @ £3000 per seat, imported Falco timber Zitbank or similar for all the streets

- In total of 25nr @ £3000 per pop up power at the Market Square
- In total of 5nr @ £5000 per water point at the Market Square

The cost estimate for the Landscaping category shall include the following allowance:

- Maintenance of the existing green areas along the streets as shown on the google map with the budget range from £10 per sqm to £60 per sqm.
- Extra over for the large semi mature trees and rain garden with hard landscape rooting zone are allowed at the Friary (200m length rooting zone and 20 nrs big trees)
- Extra over for the large semi mature trees and rain garden with hard landscape rooting zone are allowed at the Birmingham Road (400m long rooting zone and 30 nrs big trees)
- Extra over for £2500 large semi mature tree 25cm to 30cm girth

B Exclusions**1 Financial, Legal & Statutory Related Exclusions**

- 1.1 VAT
- 1.2 Land acquisition costs.
- 1.3 Finance costs during construction.
- 1.4 Funding costs.
- 1.5 Legal fees
- 1.6 Specialist i.e. Archaeologist, Ecologist, Historical research, Artist etc
- 1.7 Breeam Fees
- 1.8 Party Wall Act 1996, covenant, rights of light, rights of way, etc.
- 1.9 Section agreements generally to include s.106, s.278, s215 and CIL etc
- 1.10 Planning & Building Control fees and charges.
- 1.11 Future inflation fixed price increases after 3Q 2021
- 1.12 Exchange rate/market fluctuations following the UK leaving the EU.
- 1.13 Allowances for LDC potential changes, design development and the like
- 1.14 Potential risks/ additional costs caused as a consequence of the Coronavirus (COVID-19) outbreak. It is therefore, recommended that the client makes sufficient budgetary allowances for such risks in their investment or development appraisal for the project.
- 1.15 Third party agreements and associated costs associated with land owned by Three Spires or the Cathedral, if applicable

2 Site Related Exclusions

- 2.1 Contamination and asbestos surveys and potential consequential removal or alternative measures generally
- 2.2 Abnormal ground conditions.
- 2.3 Himalayan Balsam, Japanese Knotweed or Maretail surveys and potential consequential removal/treatment
- 2.4 Capacity of the incoming mains services infrastructure
- 2.5 Attenuations ponds and/ or attenuation measures generally
- 2.6 Archaeological survey and potential works
- 2.7 Environmental survey and protection

ORDER OF COST SUMMARY - Basis of Pricing and List of Exclusions

2.8 Ground stabilisation and remediation

3 Construction Related Exclusions

- 3.1 Works to Cathedral Quarter - The Report considers the existing materials within in this area is of high quality and appropriate.
- 3.2 Works to other City Developments sites including: Bird Street Car Park site, Birmingham Road site/ District Council and University West Car Park site
- 3.3 Citywide lighting up grade but excluded feature lighting for the key building (£80k fees included)
- 3.4 Citywide public artwork works (new and existing restoration of existing feature, status, architecture)(£25k fees included)
- 3.5 Birmingham Road high way works and junction potential alteration works adjacent to the railway station/railway bridge etc (except the Friary and Birmingham roads)
- 3.6 Green roofs and walls - It is assumed will form part of the other City Development sites.
- 3.7 Citywide car park works
- 3.8 Citywide electric charging points (allowance only at the Market Square)
- 3.9 Diversion / termination of any existing services crossing / adjacent the site
- 3.10 Incoming utilities and associated BWIC
- 3.11 Upgrading the existing drainage (included allowance for drainage connection)
- 3.12 increase of existing drainage capacity excluded
- 3.13 Citywide information and wayfinding signage works (£30k fees included)
- 3.14 Works to existing planters, parapet walls and railing next to or attached the existing buildings
- 3.15 Restoration of the existing historical figure i.e. Heart of England Way pavement markers

BMMS0318
Dated: 06/10/2021**Footpaths and Roads - Surface Material Palettes****Market Quarter****Type A****Footpaths :**

Yorkstone paving (riven); 500-700mm coursing random length

Kerbs:

Yorkstone; 180mm wide x 125mm high x random length

Channels:

River cobbles set in mortar with black granite cube edgings

Carriageway:**Shared surface:**

Yorkstone sett , random coursed

Type B**Reeve Lane - Only****Footpaths :**

Yorkstone paving (riven); 600mm coursing random length (laid to north only)

Kerbs:

Yorkstone - flush; 250mm wide x 125mm high x random lengths

Channels:

Dark grey/ black granite 250mm wide x random lengths

Carriageway:

Fibredec or similar

Shared surface:

Yorkstone sett , random coursed

Southern Gateway Quarter**Type C****Footpaths :**

Yorkstone paving (diamond sawn); 500mm coursing x random length

Kerbs:

Yorkstone; 180mm wide x 125mm high x random lengths

Channels:

Concrete

Carriageway:

Bitmac/ concrete block

Shared surface:

Floating Stage Provisional Sum

Tumbled concrete setts, multi, random coursed

BMMS0318
Dated: 06/10/2021

Lichfield District Council
Public Realm Strategy



Footpaths and Roads - Material Palettes

Business & Learning Quarter

Type D

Footways :

Yorkstone paving (frame); 500-700mm coursing x random length

Infill paving/ trims :

Trumbled, silver grey concrete setts 150 x 150mm and tumbled concrete setts, red multi random coursed

Kerbs:

Conservation kerb, silver grey

Channels:

Conservation channel

Carriageway:

Bitmac

Shared surface:

Tumbled concrete setts, multi, random coursed

BMMS0318
Dated: 06/10/2021

Lichfield District Council
Public Realm Strategy



ORDER OF COST ELEMENTAL SUMMARY

Projects	Public Realm Areas/ Scope of Works	Total £	Elements of Work Cost				Sundry Add On Cost Items					
			A1. Surface Finishes	A2. Street Furniture	A3. Landscaping	Sub Total	Contingency	OH & P	Prelim	Fees	Sub Total	
							10%	6%	15%	15%		
Section A	<u>Surface Finish, Furniture and Landscaping</u>											
	<i>Market Quarter (surface material palette "A")</i>											
Project 1	Market Square/ Breadmarket Street/ Bore Street/ Conduit Street/ Tamworth Street	£217,890.78	£2,700.00	£124,800.00	£13,800.80	£141,300.80	£14,130.08	£9,325.85	£24,713.51	£28,420.54	£76,589.98	
Project 2	Bore Street East	£194,446.76	£105,800.00	£19,700.00	£597.50	£126,097.50	£12,609.75	£8,322.44	£22,054.45	£25,362.62	£68,349.26	
Project 3	Market St	£439,910.05	£263,784.00	£20,000.00	£1,494.90	£285,278.90	£28,527.89	£18,828.41	£49,895.28	£57,379.57	£154,631.15	
Project 4	Bird Street Gateway	£1,216,974.02	£699,024.00	£33,395.00	£56,781.00	£789,200.00	£78,920.00	£52,087.20	£138,031.08	£158,735.74	£427,774.02	
Project 5	Bird Street/ Sandford Street/ Car Park entrance	£1,141,260.26	£707,996.00	£28,392.00	£3,712.10	£740,100.10	£74,010.01	£48,846.61	£129,443.51	£148,860.03	£401,160.16	
Project 6	Dam Street	£561,578.30	£313,408.00	£26,115.00	£24,657.00	£364,180.00	£36,418.00	£24,035.88	£63,695.08	£73,249.34	£197,398.30	
Project 7	Lloyd's Walk	£71,686.12	£26,152.00	£19,650.00	£686.00	£46,488.00	£4,648.80	£3,068.21	£8,130.75	£9,350.36	£25,198.12	
Project 8	Minster Pool Walk and Gardens	£1,181,096.43	£662,016.00	£20,937.00	£82,980.60	£765,933.60	£76,593.36	£50,551.62	£133,961.79	£154,056.06	£415,162.83	
	Floating Stage (provisional sum)	£539,712.25	£350,000.00			£350,000.00	£35,000.00	£23,100.00	£61,215.00	£70,397.25	£189,712.25	
	<i>Reeve Lane (surface material palette "B")</i>											
Project 9	Reeve Lane	£254,886.51	£130,528.80	£26,080.00	£8,683.50	£165,292.30	£16,529.23	£10,909.29	£28,909.62	£33,246.07	£89,594.21	
	<i>Southern Gateway Quarter (surface material palette "C")</i>											
Project 10	Wade Street/Castle Dyke/Frog St/ Southern Gateway	£1,988,605.86	£1,258,264.00	£24,728.00	£6,606.40	£1,289,598.40	£128,959.84	£85,113.49	£225,550.76	£259,383.37	£699,007.46	
Project 11	Birmingham Road/Greenhill Junction/St Johns Street Junction	£8,658,693.07	£3,698,640.00	£132,778.00	£1,783,690.00	£5,615,108.00	£561,510.80	£370,597.13	£982,082.39	£1,129,394.75	£3,043,585.07	
Project 12	St Johns Street	£1,769,334.04	£970,788.00	£18,880.00	£157,734.00	£1,147,402.00	£114,740.20	£75,728.53	£200,680.61	£230,782.70	£621,932.04	
Project 13	Station Square	£2,171,317.30	£1,100,049.00	£299,845.00	£8,191.62	£1,408,085.62	£140,808.56	£92,933.65	£246,274.17	£283,215.30	£763,231.68	
Project 14	Tamworth St/ Greenhill	£719,376.60	£442,472.00	£21,720.00	£2,319.20	£466,511.20	£46,651.12	£30,789.74	£81,592.81	£93,831.73	£252,865.40	
	<i>Business & Learning Quarter (surface material palette "D")</i>											
Project 15	The Friary	£5,129,372.80	£2,252,308.00	£97,155.00	£976,903.00	£3,326,366.00	£332,636.60	£219,540.16	£581,781.41	£669,048.63	£1,803,006.80	
Section B	Citywide Lighting Strategy - Cost to Develop a Strategy only	£80,000.00								£80,000.00	£80,000.00	
Section C	Citywide Signage/ Wayfinding Strategy - Cost to Develop Strategy only	£30,000.00								£30,000.00	£30,000.00	
Section D	Citywide Public Art Strategy - Cost to Develop a Strategy only	£25,000.00								£25,000.00	£25,000.00	
		£26,391,141.15	£12,983,929.80	£914,175.00	£3,128,837.62	£17,026,942.42	£1,702,694.24	£1,123,778.21	£2,978,012.22	£3,559,714.06	£9,364,198.73	

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APPENDIX A

Lichfield District Council - Public Realm Strategy

Consultation Questionnaire Survey Reponses

Improving
public spaces in
Lichfield
City Centre



**1.0 Public Realm Strategy
Consultation Survey Results**

Q1 Please provide the first part of your postcode below to allow an understanding of where stakeholders are responding from. (Eg. WS13)

Answered: 605 Skipped: 0

#	RESPONSES	DATE
1	WS14 9RH	7/13/2021 9:54 AM
2	Ws13	7/12/2021 8:47 PM
3	WS13	7/12/2021 4:57 PM
4	WS13	7/12/2021 4:14 PM
5	WS14	7/12/2021 4:03 PM
6	WS14	7/12/2021 3:54 PM
7	WS14	7/12/2021 3:48 PM
8	WS14	7/12/2021 3:46 PM
9	WS13	7/12/2021 3:37 PM
10	WS14	7/12/2021 3:33 PM
11	WS14	7/11/2021 8:39 PM
12	WS13 6UF	7/11/2021 5:41 PM
13	WS13	7/10/2021 6:15 PM
14	WS13	7/10/2021 4:43 PM
15	ws13	7/10/2021 11:53 AM
16	WS13	7/9/2021 5:25 PM
17	WS14	7/9/2021 4:28 PM
18	Ws13	7/8/2021 8:06 PM
19	Ws13	7/7/2021 11:35 PM
20	Ws13	7/7/2021 8:14 PM
21	WS13	7/7/2021 3:35 PM
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24	ws14	7/7/2021 10:15 AM
25	Ws14	7/6/2021 11:39 PM
26	WS13	7/6/2021 11:25 PM
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30	WS7	7/6/2021 4:19 PM
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33	WS14	7/6/2021 3:45 PM
34	WS13	7/6/2021 3:41 PM
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36	WS14	7/6/2021 3:25 PM
37	B79	7/6/2021 3:21 PM
38	ws13	7/6/2021 3:04 PM
39	WS13	7/6/2021 3:03 PM
40	WS13	7/6/2021 2:58 PM
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44	WS13	7/6/2021 2:36 PM
45	WS13	7/6/2021 2:34 PM
46	WS14	7/6/2021 2:27 PM
47	WS13	7/6/2021 2:21 PM
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49	ws15	7/6/2021 12:54 PM
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57	WS13	7/5/2021 2:06 PM
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88	WS7	7/2/2021 7:54 PM
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90	Ws7	7/2/2021 7:53 PM
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194	WS13 7LH	6/29/2021 10:33 AM
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278	WS13	6/23/2021 12:12 PM
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281	Ws13	6/23/2021 11:20 AM
282	Ws15	6/23/2021 11:09 AM

283	WS15	6/23/2021 10:35 AM
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285	WS14	6/23/2021 10:14 AM
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288	WS13	6/23/2021 9:25 AM
289	WS149EL	6/23/2021 9:00 AM
290	WS13	6/23/2021 8:41 AM
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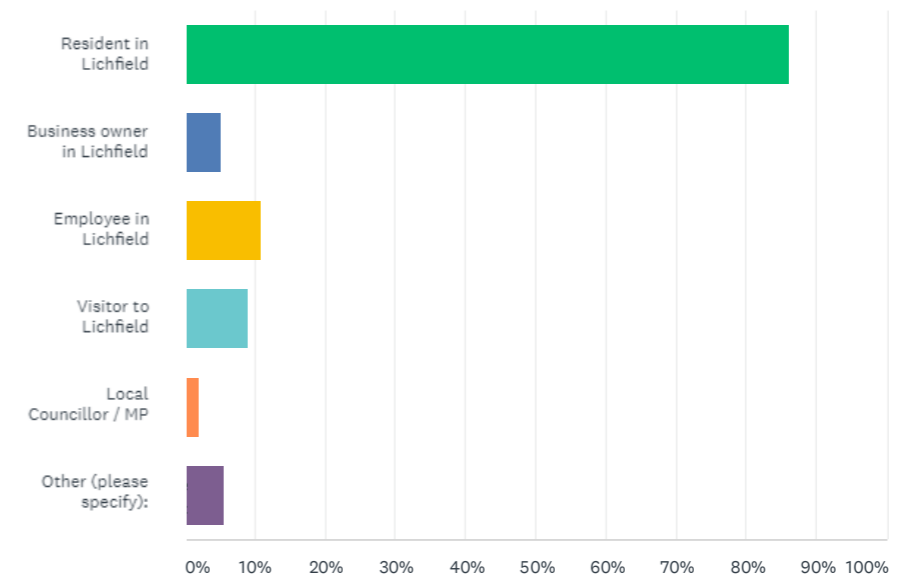
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498	Ws14	6/21/2021 5:52 PM
499	DE13	6/21/2021 5:49 PM
500	Ws13	6/21/2021 5:44 PM
501	WS13	6/21/2021 5:42 PM
502	WS13	6/21/2021 5:42 PM
503	Ws14	6/21/2021 5:41 PM
504	WS7	6/21/2021 5:40 PM
505	Ws15	6/21/2021 5:39 PM
506	Ls6	6/21/2021 5:38 PM
507	Ws13	6/21/2021 5:38 PM
508	WS14	6/21/2021 5:30 PM
509	Ws13	6/21/2021 5:29 PM
510	Ws13	6/21/2021 5:25 PM
511	Ws14	6/21/2021 5:24 PM
512	WS13	6/21/2021 5:21 PM
513	WS7 4SH	6/21/2021 5:20 PM
514	WS14	6/21/2021 5:17 PM
515	Ws14	6/21/2021 5:17 PM
516	WS13	6/21/2021 5:14 PM
517	Ws14	6/21/2021 5:13 PM
518	WS14	6/21/2021 5:11 PM
519	Ws14	6/21/2021 5:09 PM
520	WS13	6/21/2021 5:07 PM
521	WS15	6/21/2021 5:06 PM
522	WS14	6/21/2021 5:05 PM
523	Ws13	6/21/2021 5:04 PM
524	WS13	6/21/2021 4:58 PM
525	WS7	6/21/2021 4:58 PM
526	Ws13	6/21/2021 4:58 PM
527	Ws13 8ft	6/21/2021 4:57 PM
528	WS13	6/21/2021 4:57 PM
529	Ws137st	6/21/2021 4:56 PM
530	Ws13	6/21/2021 4:54 PM
531	Ws14	6/21/2021 4:49 PM
532	WS14	6/21/2021 4:46 PM
533	WS15	6/21/2021 4:42 PM
534	WS13 7PP	6/21/2021 4:41 PM

534	WS13 7PP	6/21/2021 4:41 PM
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537	Ws14	6/21/2021 4:37 PM
538	Ws14	6/21/2021 4:35 PM
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541	WS14 9ST	6/21/2021 4:33 PM
542	Ws13	6/21/2021 4:30 PM
543	Ws15	6/21/2021 4:30 PM
544	ws13	6/21/2021 4:30 PM
545	Ws11	6/21/2021 4:27 PM
546	WS14	6/21/2021 4:27 PM
547	Ws7	6/21/2021 4:27 PM
548	Ws13	6/21/2021 4:25 PM
549	WS14	6/21/2021 4:23 PM
550	Ws14	6/21/2021 4:20 PM
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552	Ws13	6/21/2021 4:14 PM
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554	WS14	6/21/2021 4:11 PM
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557	ws13	6/21/2021 4:09 PM
558	Ws13	6/21/2021 4:06 PM
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560	WS13	6/21/2021 4:05 PM
561	Sw15	6/21/2021 4:05 PM
562	Ws15	6/21/2021 4:04 PM
563	Ws13	6/21/2021 4:03 PM
564	Ws13	6/21/2021 3:58 PM
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571	Ws14	6/21/2021 3:30 PM
572	Ws13	6/21/2021 3:25 PM
573	WS14	6/21/2021 3:21 PM
574	WS13 7RD	6/21/2021 3:12 PM
575	Ws14	6/21/2021 3:03 PM
576	De13	6/21/2021 2:58 PM
577	WS14	6/21/2021 2:47 PM
578	WS7	6/21/2021 2:44 PM
579	Ws14	6/21/2021 2:18 PM
580	WS13	6/21/2021 2:15 PM
581	Ws14	6/21/2021 2:06 PM
582	Ws13	6/21/2021 1:55 PM

582	Ws13	6/21/2021 1:55 PM
583	B78	6/21/2021 1:46 PM
584	Ws13	6/21/2021 1:24 PM
585	WS13	6/21/2021 1:19 PM
586	Ws15	6/21/2021 12:45 PM
587	WS9	6/21/2021 12:44 PM
588	ws13	6/21/2021 12:11 PM
589	Ws7	6/21/2021 12:04 PM
590	Ws13 6LH	6/21/2021 11:51 AM
591	Ws13	6/21/2021 11:48 AM
592	WS136TU	6/21/2021 11:47 AM
593	WS13	6/21/2021 11:42 AM
594	Ws14	6/21/2021 11:40 AM
595	Ws13	6/21/2021 11:38 AM
596	WS14	6/21/2021 11:35 AM
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601	WS13	6/21/2021 11:18 AM
602	WS13	6/21/2021 11:16 AM
603	B77	6/21/2021 11:14 AM
604	DE14 1QL	6/21/2021 9:53 AM
605	WS14	6/21/2021 9:14 AM

Q2 Are you responding as? (Tick all that apply)

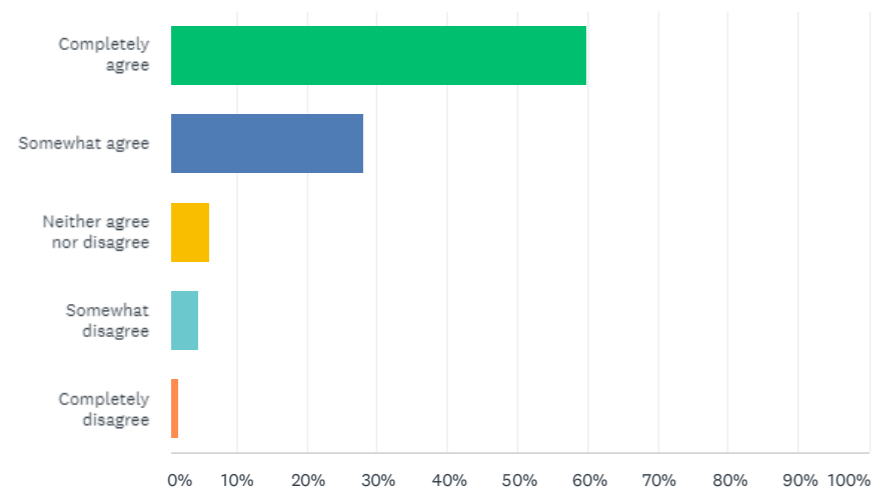
Answered: 603 Skipped: 2



ANSWER CHOICES	RESPONSES	
Resident in Lichfield	86.24%	520
Business owner in Lichfield	5.31%	32
Employee in Lichfield	10.95%	66
Visitor to Lichfield	8.96%	54
Local Councillor / MP	2.16%	13
Other (please specify):	5.64%	34
Total Respondents: 603		

Q3 To what extent do you support the principle from the 2020 Masterplan that a scheme of public realm improvements within the city centre is a priority, to improve Lichfield as a place to live, work and visit?

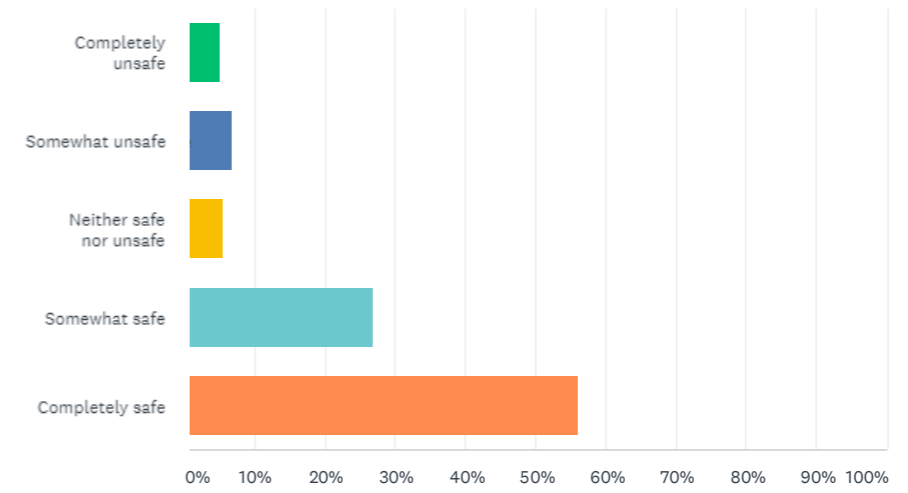
Answered: 599 Skipped: 6



ANSWER CHOICES	RESPONSES	
Completely agree	59.77%	358
Somewhat agree	28.05%	168
Neither agree nor disagree	6.01%	36
Somewhat disagree	4.51%	27
Completely disagree	1.67%	10
TOTAL		599

Q4 Do you feel safe and secure in the city centre streets and public spaces in the day-time?

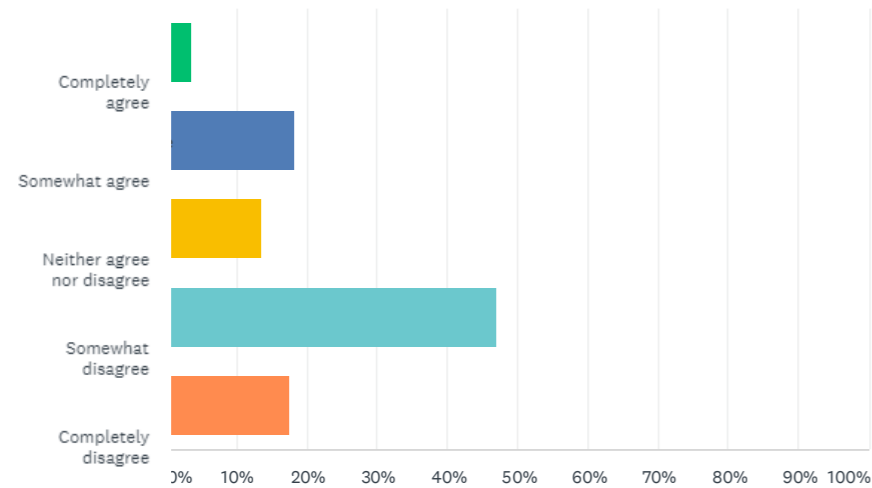
Answered: 600 Skipped: 5



ANSWER CHOICES	RESPONSES	
Completely unsafe	5.00%	30
Somewhat unsafe	6.67%	40
Neither safe nor unsafe	5.50%	33
Somewhat safe	26.83%	161
Completely safe	56.00%	336
TOTAL		600

Q5 To what extent do you feel safe and secure in the city centre streets and public spaces in the evening or night-time?

Answered: 599 Skipped: 6



ANSWER CHOICES	RESPONSES	#
Completely unsafe	3.51%	21
Somewhat unsafe	18.20%	109
Neither safe nor unsafe	13.69%	82
Somewhat safe	47.08%	282
Completely safe	17.53%	105
TOTAL		599

Q6 If you have answered 'Completely unsafe' or 'Somewhat unsafe' to questions 4 and 5, is there a specific part (or parts) of the city centre that is/are a concern, what is the cause of concern and how do you think it might be improved?

Answered: 246 Skipped: 359

#	RESPONSES	DATE
1	Delivery drivers outside McDonald's.	7/12/2021 8:47 PM
2	Don't like walking through the alleyways	7/12/2021 3:46 PM
3	I don't like walking down the alley between Iceland and B&M at night	7/12/2021 3:33 PM
4	Lloyds passage is narrow, somewhat hidden. Some lighting in the Centre is not very bright and areas are dim. Traffic late at night on Bird Street- pedestrian area?	7/10/2021 6:15 PM
5	I don't think I would go into town on my own anymore but that is perhaps more due to current prevalent attitudes to wards women rather than the spaces themselves. Certainly would not walk in any of the parks on my own in the evening.	7/10/2021 11:53 AM
6	Better lighting and access	7/7/2021 11:35 PM
7	Areas around drinking areas and routes around the centre if walking	7/7/2021 3:35 PM
8	Better lighting and police patrol at night.	7/7/2021 2:33 PM
9	Late night pubs and nightclubs at the weekend. More policing at these times would improve the situation.	7/7/2021 10:15 AM
10	No particular area	7/6/2021 4:19 PM
11	Better lighting - Lloyds passage and the Tanneries - from Conduit Street to Tamworth Street.	7/6/2021 3:57 PM
12	1. Parking for disabled residents. 2. Leisure - in the evening, so city safer with people around. Not all pubs and closed up shops and businesses.	7/6/2021 3:41 PM
13	Walking through Dam Street and the car park by Stowe Pool is quite dark. Needs better lighting and perhaps security cameras.	7/6/2021 2:27 PM
14	Late in the evening when people leave restaurants and bars, there is the potential for unpleasant behaviour, as in many city centres. Increased friendly security would help dilute potential conflicts	7/6/2021 2:14 PM
15	There is no security visible and it concerns me that we do not have this. With the police force moved out of town (so to speak) there is a cause for concern in places like the Debenhams car park which can feel dark particularly the stairwells which are hideous.	7/6/2021 12:54 PM
16	Na	7/6/2021 9:04 AM
17	Bird Street and Market Street areas are crazy at night. I've recently seen a lad drive his car the wrong way, at speed, down both Bore Street and Bird Street at night. Most nights there are fights or aggro or abuse which makes me wonder whether risking my personal safety and that of my loved ones is worth a pint in my favourite pub.	7/5/2021 7:08 PM
18	Particularly at weekends a rowdy element exists in and around the "eating quarter" in and around minster pool which led to my not feeling completely safe at night time.	7/5/2021 2:18 PM
19	Good to see people having a good time in the evenings, but I give a wide berth to people who are obviously drunk.	7/5/2021 2:06 PM
20	Areas around pubs can be intimidating, windows and very often smashed, never any police around although this is a regular occurrence.	7/5/2021 1:58 PM
21	Usually lighting/poor visibility Unkempt trees/shrubs Helped by attention to the above Also helped by increased numbers of people on foot	7/5/2021 1:52 PM

22	Access to most City Centre car parks is quite dark and feel unsafe at night	7/5/2021 12:29 PM	60	The Lloyds Walk and in the park areas and around Stowe Pool. Also in the centre when people leave the pubs and clubs etc.	6/30/2021 2:14 PM
23	Dark area cut thoughts like the area to the side of Lloyds bank which is a good cut through but dark at night, and not the best in the day. Also walking in from end of Upper St John Street by the Shell garage into the city centre, feels narrow pavements, dim lighting, cars speeding in too fast.	7/4/2021 9:50 PM	61	There is a proliferation of beggars in the city centre who are generally a nuisance. There is no need for them these days. They make me - and many others - uncomfortable and people tend to avoid locations where they are situated which is not welcome by the retail sector. Perhaps social staff could educate these beggars to take advantage of help that is available. Also inconsiderate cyclists, the majority of whom maintain they have priority on pavements. Many cycle through the Three Spires Shopping Centre - at speed - despite notices forbidding cycling. Also, many cyclists disobey the Highway Code and cycle the wrong way down One-Way Streets (e.g. Bird St, Market St, Bore St etc). Dedicated cycle lanes are useless as the majority of cyclists don't use those already provided in the city and surrounds. They are a pest and a danger for pedestrians.	6/30/2021 12:59 PM
24	Volume of homeless people make me feel intimidated and dark alley ways and corners just outside the main market square. More street lighting, less dark alley ways and finding homes and employment schemes for homeless people	7/4/2021 8:54 AM	62	Improved lighting particularly in gulleys by cathedral to the windings	6/30/2021 12:41 PM
25	Na	7/3/2021 7:40 PM	63	Improved lighting particularly in alleys by cathedral to the windings	6/30/2021 11:05 AM
26	More lighting needed	7/3/2021 6:00 PM	64	Groups of teenagers and others outside McDonalds on the pavement and onto the road. Also groups of male youngsters in the precinct.	6/30/2021 10:34 AM
27	Vehicles must be banned from the central streets, they make walking unsafe	7/3/2021 4:55 PM	65	I am not often out alone after 10.30pm, but have felt safe if e.g. walking home from the theatre. Multi-storey car parks are always concern for women however.	6/30/2021 10:25 AM
28	More unsavoury people now hanging about in Market Square	7/3/2021 4:17 PM	66	very dark in market due to lack of street lights. Cars that are high-powered cruising around market square at night and evening. Cars parking on pavement areas along bird street, especially in evening and night. Distinct lack of police presence in the evenings and night, especially with some pubs open until 4:00am at the weekend.	6/30/2021 10:14 AM
29	Street lights blocked by trees	7/3/2021 2:57 PM	67	Lighting is generally poor	6/30/2021 10:04 AM
30	N/a	7/3/2021 9:26 AM	68	Lighting, especially in some large and minor roads in the city centre	6/30/2021 10:00 AM
31	Upper John Street junction under rail bridge and onwards feels very dark. Also feel very unsafe crossing that junction as no lights for pedestrians	7/3/2021 9:19 AM	69	The area around market square and the pubs etc., when they are working properly, is not a nice place to be in the evening. Youth travel in from outlying areas causing problems.	6/30/2021 9:55 AM
32	A tighter lock down on unsociable drinking and greater responsibility from bar owners . I also feel the station needs to be monitored as gangs of youths come into the city at night from Sutton	7/3/2021 7:19 AM	70	Very crowded streets at weekends at night and no visible police presence	6/30/2021 9:43 AM
33	n/a	7/2/2021 8:50 PM	71	Some of the further away car parks have not well lit routes/CCTV coverage. Also, street pastors/friends during the night time economy are useful in other similar areas to get visitors home safely.	6/30/2021 9:36 AM
34	Too many drunk louts on nay night or the week, with minimal police presence. Police are more visible at weekends, thankfully.	7/2/2021 7:54 PM	72	Cars in and around the market square. Groups of youths in the evening	6/30/2021 9:35 AM
35	Just walking around a city and if there's groups hanging round or people begging	7/2/2021 7:26 PM	73	More policing	6/30/2021 8:38 AM
36	Youths hanging around in gangs	7/2/2021 7:21 PM	74	More lighting needed around Stowe Pool, for those who walk home.	6/30/2021 7:56 AM
37	Having police or volunteer to have watch, eg until 1am	7/2/2021 7:12 PM	75	My concern is traffic in the city centre. Will get worse with advent of electric models. Seems to be no control on number and speed. As per most other cities, I feel we should have a pedestrian only inner zone. Deliveries can be time limited.	6/30/2021 7:50 AM
38	Some part not well lit.	7/2/2021 6:45 PM	76	By Stowe pool and nearby car park.Parts of town centre where there groups coming out of pubs and bars .More lighting and police presence is needed	6/29/2021 11:31 PM
39	I think a lot of this comes from being female and never feeling safe when walking alone. But the turning off of street lights, the taxi station moving out of the city centre also plays a huge part. Particularly weekends when there is a lot of drinking being done, it would be great to have more of a police presence on the streets.	7/2/2021 5:50 PM	77	Areas; wherever there is traffic and roads to be crossed. So; reduce traffic speeds and volumes of traffic and create shared spaces where pedestrians have priority. Construct a pedestrian walkway under the station to allow easier access from the south side of the city.	6/29/2021 9:33 PM
40	N/a	7/2/2021 5:41 PM	78	Alleyways that lead to the city centre due to poor lighting and gatherings of youth blocking exit/entry. Also car park areas where groups tend to meet up.	6/29/2021 4:10 PM
41	More police presence...you never see them	7/2/2021 5:32 PM	79	Bird Street/Market Street - Drunk People Stowe Pool - cycle route and poor lighting.	6/29/2021 3:17 PM
42	NA	7/2/2021 5:14 PM	80	The car park by Stowe Pool especially the underground one. The pathways in that area into the Market Place and the path towards the Cathedral.	6/29/2021 3:11 PM
43	Lighting and parking -	7/2/2021 5:03 PM	81	Do not visit at night, although know of problems with some pubs etc. up by Bird Street.	6/29/2021 2:59 PM
44	n/a	7/2/2021 4:00 PM	82	Anti-social behaviour in the city centre; better and more visible policing	6/29/2021 12:21 PM
45	N/A	7/2/2021 3:48 PM	83	The cut through to Cross Keys car park	6/29/2021 10:33 AM
46	N/a	7/2/2021 2:42 PM	84	NA	6/29/2021 10:24 AM
47	Na	7/2/2021 12:57 PM	85	Less well lit areas so further lighting will help.	6/29/2021 8:52 AM
48	Market street. Intimidating youths. Police presence would be good.	7/2/2021 12:50 PM	86	.	6/29/2021 8:43 AM
49	Bird street, market street, tamworth street and market square	7/2/2021 9:30 AM	87	fighting- drunks and anti social behaviour-	6/28/2021 12:58 PM
50	Evenings around Tamworth Street and Bird Street can get rowdy. Improved lighting in the passages to the side of these areas would help.	7/2/2021 8:40 AM	88	Walkways from car parks	6/28/2021 10:22 AM
51	Lower Tamworth Street and Bird Street - rowdy drinkers	7/2/2021 7:24 AM	89	none	6/28/2021 10:11 AM
52	N/A	7/1/2021 10:24 PM	90	no	6/27/2021 11:08 PM
53	Na	7/1/2021 9:06 PM	91	Around Stowe pool	6/27/2021 11:37 AM
54	Better lighting for narrow link paths.	7/1/2021 4:56 PM	92	Pub leaving time outside fast food outlets	6/26/2021 6:40 PM
55	There are quite a number of areas that are poorly lit and quiet. When i visit the garrick theatre i park in the multi-storey,but as a lone woman i feel vulnerable when walking from/to	7/1/2021 3:07 PM	93	N/a	6/26/2021 10:45 AM
56	Walking back from the restaurants and hiving to pass the pubs!	7/1/2021 2:59 PM			
57	Area around Sandford st & Bird st.Drunken people behaving violently & unsociable behaviour.Also the alley way from the Friary short stay car park into the city. Drug taking etc & men hanging around. Speeding & noisey cars along the Friary.	7/1/2021 1:22 PM			
58	Cars and delivery vehicles in the city centre streets. These should be banned (apart from residents and emergency vehicles) between 10 am and 4pm every day.	7/1/2021 9:43 AM			

94	N/a	6/26/2021 10:24 AM
95	Crossing on St John's st , Birmingham road junction and Health and safety concerns with pigeons under the bridge	6/26/2021 10:09 AM
96	Didn't answer as per question, but the centre feels uncomfortable after the shops have shut and pub closing time	6/26/2021 12:01 AM
97	Parks (beacon/Shortbutts) where their us evening drug use and alleyways btw roads and through housing estates	6/25/2021 5:13 PM
98	Improved lighting around Stowe Pool	6/25/2021 4:15 PM
99	Not enough policing and public transport ..too many jobs ...	6/25/2021 3:39 PM
100	City Centre late at night with people coming out of bars 'the worse for drink'. More police available in the City Centre	6/25/2021 12:28 PM
101	Recently Lichfield has had significant problem with travellers (gypsies) in the area. At one point they were on the college campus grounds and car park. They have also been found at Beacon Park. The first is a place where vulnerable students attend so safeguarding is paramount. Beacon Park is a public leisure space where children, families and dog owners go for leisure. The presence of travellers will keep visitors away in fear. Lichfield District Council needs to be stronger on acting to deal with the nuisance factor traveller visits cause.	6/25/2021 10:01 AM
102	Nonw	6/24/2021 11:16 PM
103	N/a	6/24/2021 10:23 PM
104	Around the core, bars and pubs. Drunken, yobbish behaviour	6/24/2021 9:41 PM
105	Better street lighting in certain parts, such a car parks and side alley next to B & M bargains.	6/24/2021 6:00 PM
106	Na	6/24/2021 4:54 PM
107	N/A	6/24/2021 2:20 PM
108	Multi storey car parks and Bird Street can be quite intimidating on a Friday and Saturday evening	6/24/2021 2:11 PM
109	late night when people are around the pubs, or after a football match when loud men are around as an older femail I am wary. A police presence is reassuring	6/24/2021 11:28 AM
110	Very rarely in the city at night	6/24/2021 7:35 AM
111	Traffic in pedestrian areas, particularly Bird Street,restrict traffic or endorse existing rules.	6/23/2021 10:50 PM
112	Help the homeless and stop drug dealers who occupy all local footpaths	6/23/2021 10:24 PM
113	N/a	6/23/2021 9:33 PM
114	Near pubs late Friday and Saturday evenings	6/23/2021 3:37 PM
115	Rowdy Pub customers and drunks and Total Police absence	6/23/2021 3:01 PM
116	Better lighting. More police on the streets. More accessible police station.	6/23/2021 2:11 PM
117	N/A	6/23/2021 11:32 AM
118	Gangs of younger people exiting pubs in the evening in most of the city centre. More police presence required	6/23/2021 9:25 AM
119	The whole area, we have no police station in the city to respond instantly to problems thanks to selling off the land	6/23/2021 9:00 AM
120	.	6/22/2021 11:47 PM
121	Walking around Stowe pool at night doesn't feel safe. It is very dark and I have been approached by teenagers in the past who had been drinking. Alleyways leading to Gaia lane from there are also dark and it is therefore unpleasant to walk home towards the North side of Lichfield.	6/22/2021 11:30 PM
122	Around pubs and bars, drunk people (men) at night time	6/22/2021 11:21 PM
123	Lighting and street lights around Stowe pool and surrounding area frown Town.	6/22/2021 11:04 PM
124	More lighting and cctv	6/22/2021 10:47 PM
125	I dislike being around public houses, which are throughout the centre. They have been places of violence in the past at weekends, so I rarely venture there during those times now, even when I am going to a restaurant, I will not visit the centre of Lichfield during the evenings.	6/22/2021 7:59 PM
126	Na	6/22/2021 7:56 PM
127	Gangs of kids hanging around.	6/22/2021 7:35 PM
128	The entire city centre makes me feel not fully secure after around 21.00 hours especially on a Friday evening.	6/22/2021 6:16 PM
129	Night time drinking from pubs and off license also gathering outside Macdonalds or parks in warm weather, may improve with night wardens or support officers patrol on foot	6/22/2021 6:02 PM

130	The bishops walk & bull dog lane are always overgrown & not much lighting which makes me not want to walk there at night time, I don't feel safe walking in daytime too because it's too enclosed	6/22/2021 4:40 PM
131	Drunks, druggies. Dark alleys-e.g next to b and m, the path from stowe pool to the Windings. Stop serving drinks and have them driven home. Lock up the repeat offenders	6/22/2021 4:36 PM
132	As a female, I will never feel completely safe at nighttime if I am alone.	6/22/2021 3:58 PM
133	it would be a lot safer if it wasn't so unsafe. One example would be a change of MP	6/22/2021 3:01 PM
134	More lighting	6/22/2021 2:42 PM
135	nothing specific but more that the general being out in the evening, especially when alone.	6/22/2021 2:12 PM
136	By the McDonald's there is a presence of young people.	6/22/2021 1:47 PM
137	Bird Street, Tamworth street, conduit street, market street and nearby full of drunks	6/22/2021 1:07 PM
138	Hardly ever see Police Officers, just PCSO's, who have no power of arrest.	6/22/2021 12:42 PM
139	It is just our culture at present that we are conditioned to be wary of other people during darkness	6/22/2021 11:40 AM
140	There is no active police presence so there is no deterrent to anti-social behaviour. It is only reactionary. When called out to incidents the police do a good job but there is no active crime prevention in place. CCTV is not a deterrent.	6/22/2021 10:56 AM
141	Remove drunks asap so they do not become a nuisance to others. More camera's particularly walking to car parks	6/22/2021 10:39 AM
142	More things happenibg or more places to go in the city at night so there are more people about. More things for families to do, and not just pubs/bars	6/22/2021 10:23 AM
143	There are often large groups of intimidating youths gathered around market square. I saw what appeared to be drug dealing taking place openly in broad daylight on a couple of occasions. NO visible policing = NO deterrent.	6/22/2021 10:09 AM
144	N/a	6/22/2021 10:04 AM
145	Near the pubs	6/22/2021 9:53 AM
146	Walkway from b&m to the car park at the back. Neither have cameras	6/22/2021 9:40 AM
147	Bird street. Market Square.	6/22/2021 9:35 AM
148	N/a	6/22/2021 9:10 AM
149	N/A	6/22/2021 9:10 AM
150	No it is important to keep people on the streets within the central area to maintain safety and not create quiet secluded spaces	6/22/2021 8:56 AM
151	Could always improve lighting however tasteful lighting	6/22/2021 8:54 AM
152	Drunks of a night. Need better police presence or more visible CCTV	6/22/2021 8:50 AM
153	Better street lighting and highlighting of Some cctv cameras.	6/22/2021 8:12 AM
154	Street lighting around Stowe pool. I was mugged whilst walking along the Stowe pool footpath around 5 years ago. Beaten up by 6 men in early twenties and had my wallet stolen. There is no cctv in this part of the town. Thugs know these blind spots and will take opportunity where it presents	6/22/2021 8:06 AM
155	N/A	6/22/2021 7:57 AM
156	Children not wearing face masks	6/22/2021 7:33 AM
157	Car park and alley by B&M and Iceland needs better lighting and CCTV	6/22/2021 7:17 AM
158	police moved out!!! so lack of presence	6/22/2021 7:06 AM
159	N/A	6/22/2021 6:41 AM
160	N/A	6/22/2021 6:29 AM
161	It's the same wherever you go	6/21/2021 11:57 PM
162	The city	6/21/2021 11:03 PM
163	Dimbles lane area	6/21/2021 10:54 PM
164	More policing	6/21/2021 10:50 PM
165	To many drunken youths in the centre and not enough police investment to allow the police to be seen late at night	6/21/2021 10:35 PM
166	Completely safe	6/21/2021 10:17 PM
167	N/A	6/21/2021 10:14 PM
168	N/a	6/21/2021 10:12 PM
169	Not enough open car parking with adequate lighting	6/21/2021 10:07 PM

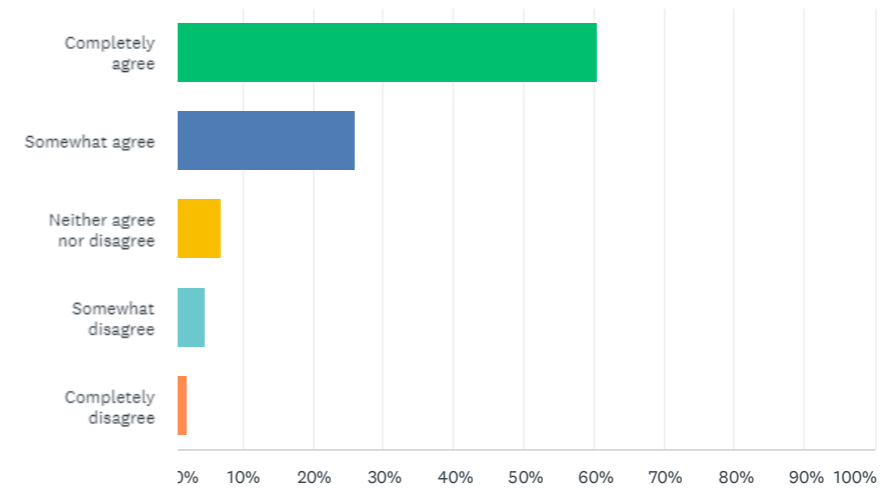
169	Not enough open car parking with adequate lighting	6/21/2021 10:07 PM
170	N/a	6/21/2021 9:59 PM
171	N/a	6/21/2021 9:54 PM
172	Violent crime.	6/21/2021 9:43 PM
173	We need more Police presence in the centre, better lighting, CCTV, youths congregating in the square.	6/21/2021 9:29 PM
174	Lighting in quieter City centre areas need improving	6/21/2021 9:19 PM
175	The alleyway between the Bird Steet Car Park and Market Street is badly light and I feel unsafe parking in this car park in the evening and walking into town.	6/21/2021 9:08 PM
176	N/a	6/21/2021 9:03 PM
177	Drunken people at night. Many seem to come from out of area	6/21/2021 8:36 PM
178	Some of the walkways are have low lighting and can create a dark shadowy effect. Monitored CCTV perhaps.	6/21/2021 8:26 PM
179	Lighting around Stowe pool is poor.	6/21/2021 8:22 PM
180	No	6/21/2021 8:04 PM
181	Better lighting	6/21/2021 8:01 PM
182	Some antisocial behaviour, rough sleeping, unlit connecting walkways. Improved lighting, earlier pub closing hours, assistance for those in need of shelter	6/21/2021 8:00 PM
183	Bird street especially is too busy with cars driving fast when it is meant to be pedestrianised. Cars drive generally too fast through the centre (white van drivers) and boy racers at night. Also there are too many beggars asking for money everywhere	6/21/2021 7:50 PM
184	Any alleys that are not under camera	6/21/2021 7:50 PM
185	Not enough police in the town. Sometimes a trek to the car going down poorly lit paths	6/21/2021 7:45 PM
186	Underpasses	6/21/2021 7:43 PM
187	Nope, it's just night time and so there's not much you can do about that! I think Lichfield city centre is about as safe as it gets!	6/21/2021 7:42 PM
188	In some of the car parks it could feel safer	6/21/2021 7:41 PM
189	More lighting on the streets	6/21/2021 7:35 PM
190	I feel that the bigger Lichfield seems to grow the more control of who is in Lichfield is being lost and we're hearing more about abusive threatening behaviour happening	6/21/2021 7:33 PM
191	Better lighting. More things for youths to do will result in less lurking about causing problems	6/21/2021 7:29 PM
192	Dark areas in town. Unsafe for single female	6/21/2021 7:20 PM
193	Lack of Police numbers.	6/21/2021 7:03 PM
194	Too many drunks in the city centre at night and little police presence. If police are present they can be the main cause of this with bad attitude. They need training how to handle drunks and not make matters worse.	6/21/2021 7:01 PM
195	No police presence in the city centre at night	6/21/2021 6:42 PM
196	Not enough lighting	6/21/2021 6:42 PM
197	Spend some money in Burntwood	6/21/2021 6:37 PM
198	Na	6/21/2021 6:05 PM
199	Late night crowds, bus station	6/21/2021 6:03 PM
200	N/A	6/21/2021 5:55 PM
201	Better lighting. More of a police presence at the weekend	6/21/2021 5:49 PM
202	Areas around pubs, more security needed. Particularly near Walkabout feels very threatening. Lower Sandford Street. I was raped under the arches by Digital Dragons Games several years ago, as far as I can see nothing has been done to make that area safer. That area and other similar areas need better lighting and clear cctv.	6/21/2021 5:42 PM
203	Lloyds passageway requires better lighting	6/21/2021 5:42 PM
204	N/A	6/21/2021 5:39 PM
205	Town centre needs more visible policing	6/21/2021 5:30 PM
206	I think part of my answer is being female, not a reflection on Lichfield. (Drunk) men can happen anywhere	6/21/2021 5:24 PM
207	There are to many revellers later on at night.	6/21/2021 5:21 PM
208	car parks and bus station	6/21/2021 5:20 PM

209	I've had my house broken into in Broad daylight. My son has had his van broken into and vandalised 3 times. Not enough police presence on streets. Heard many instances of people being abused by groups of youths. I don't feel comfortable walking alone in my hometown anymore	6/21/2021 5:13 PM
210	The passage is Amy's between Market Street and car park. Bore Street and Bird street junction	6/21/2021 5:05 PM
211	I was assaulted 4 years ago close to the evening taxi rank, the taxi drivers were witnesses but 'saw nothing' and I was told the CCTV was facing away. More CCTV needs to be in place and their needs to be some sort of stewards put in for the taxi rank	6/21/2021 4:58 PM
212	Cctv or greater police presence	6/21/2021 4:58 PM
213	Organise taxi rank better	6/21/2021 4:57 PM
214	Would never walk alone as a woman in her 20's at night.	6/21/2021 4:49 PM
215	The hospitality areas teaming on to the streets	6/21/2021 4:41 PM
216	Outside McDonald's from evening till late, verbal abuse on many occasions. Due to the fact kids have nothing in the city to keep them occupied. Lichfield isn't a great place for teenagers as no entertainment for them, so resort to hanging outside macdonalds.	6/21/2021 4:37 PM
217	No police patrolling the area, too many bars and pubs increase drunken behaviour in the streets	6/21/2021 4:33 PM
218	Incredibly loud groups of delivery drivers hang around the front entrance to McDonalds which some older people find intimidating. Also there's a definite increase in begging in the city centre.	6/21/2021 4:30 PM
219	No concerns, i feel very safe. My only suggestion is slightly more street lighting on the birmingham road	6/21/2021 4:30 PM
220	na	6/21/2021 4:30 PM
221	It is a busy city with pubs, more food staff and police maybe	6/21/2021 4:27 PM
222	Have not seen a real policeman in the city centre for years	6/21/2021 4:27 PM
223	Safe	6/21/2021 4:27 PM
224	To many homeless on the streets and to many travellers	6/21/2021 4:25 PM
225	Not enough policing during the night time in the city centre. All pubs open until very late making if a lady is walking by herself uneasy during that time	6/21/2021 4:14 PM
226	Don't feel too safe around Dimbles area	6/21/2021 4:14 PM
227	All of the city centre	6/21/2021 4:13 PM
228	N)/a	6/21/2021 4:06 PM
229	Na	6/21/2021 3:53 PM
230	No sign of security/police	6/21/2021 3:44 PM
231	Some of the car parks could go with more lighting	6/21/2021 3:30 PM
232	Local friend police patrols are the main thing that would help	6/21/2021 3:25 PM
233	All. Anti social behaviour by a known group of young lads. More police.	6/21/2021 3:12 PM
234	Certain areas that aren't well lit, Market Street and Sandford Street. Some of the car parks like Bird Street are not well lit. Better lighting would help.	6/21/2021 3:03 PM
235	Traffic driving through the centre of the city	6/21/2021 2:47 PM
236	As a disabled person there are many barriers in place that have stopped me visiting and shopping in Lichfield. Firstly, the disabled parking bays have been much reduced which means I cannot access the shopping area as much as I need to. Whilst parking spaces are available in the car park behind B & M the extra steps I have to take to get to the shops cause me to experience more pain and discomfort and mean that I cannot carry my shopping back to the car in between shops as I would normally. This may seem trivial to an able person but when you have serious mobility issues a disabled person has to plan their trips to shops very carefully. Secondly, bicycles should be banned from the city centre. Whilst there is a one way system for cars, bicycle riders seem to be allowed to ride anywhere they so choose. They ride their bicycles on the footpaths and pedestrian areas and at speed, the wrong way around the one way system. As a disabled person I have experienced nearly being hit by a cyclist and it is terrifying. This is also an issue for people with visual and hearing impairment. Thirdly, you have given licences to cafes and bars to set themselves up on the pavements and roads throughout the city, many of which are in spaces allocated for Blue Badge holders. This decision is impacting a great deal of people with disabilities particularly those with mobility problems, wheelchair users and the visually impaired. Personally, having to go up and down pavements and extra steps to walk around these blocks is extremely difficult and once again impacts on where I can access freely. I used to do all of my shopping in Lichfield, I am from Lichfield and I have always bought local and supported the businesses in Lichfield. However, it is now impossible for me to do this and I can no longer enjoy my time there. Overall, I feel that Lichfield is now a hostile environment for anyone with a disability.	6/21/2021 2:44 PM

237	The bus station and train station. Sometimes in beacon park depending on the time and weather. Big groups of teenagers are intimidating.	6/21/2021 2:18 PM
238	More policing. More citizen responsibility	6/21/2021 1:46 PM
239	Learn to use survey monkey properly	6/21/2021 1:24 PM
240	Back of McDonald's where all The Romanian Just Eat Drivers hang around	6/21/2021 1:19 PM
241	Extra police patrols	6/21/2021 12:45 PM
242	At night Lichfield is basically full of drunks	6/21/2021 12:04 PM
243	N/a	6/21/2021 11:48 AM
244	All streets due to number of vehicles. Improve by restricting vehicles	6/21/2021 11:35 AM
245	lack of policing	6/21/2021 11:31 AM
246	in shopping centre louts on skateboards NEVER see any police	6/21/2021 11:24 AM

Q7 To what extent do you agree with the aim of improving key walking and cycling routes in, through and around the city centre?

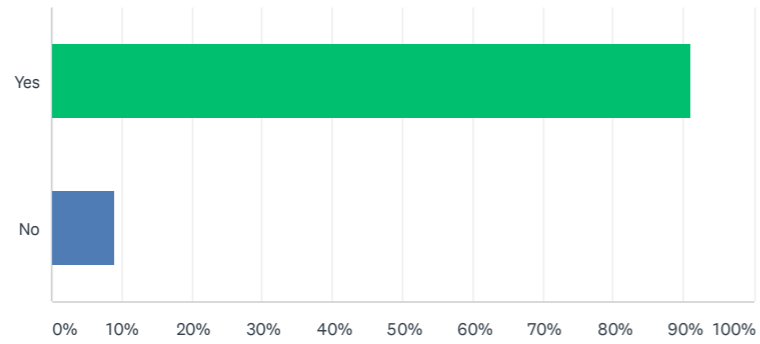
Answered: 596 Skipped: 9



ANSWER CHOICES	RESPONSES	
Completely agree	60.40%	360
Somewhat agree	25.84%	154
Neither agree nor disagree	6.88%	41
Somewhat disagree	4.70%	28
Completely disagree	2.18%	13
TOTAL		596

Q8 Do you think it is easy to find your way around the city centre?

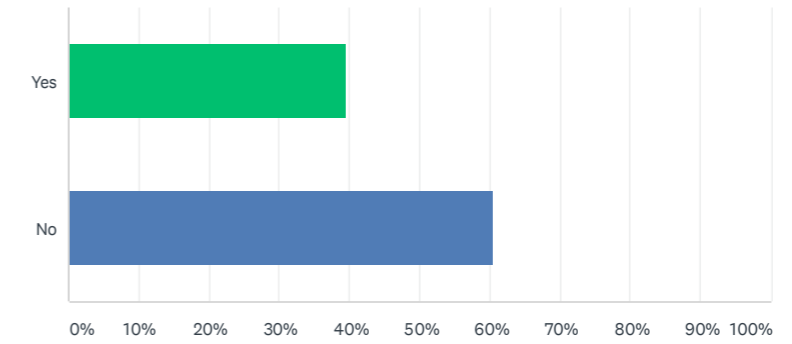
Answered: 596 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	91.11%	543
No	8.89%	53
TOTAL		596

Q10 Do you think that there is enough seating within the city centre?

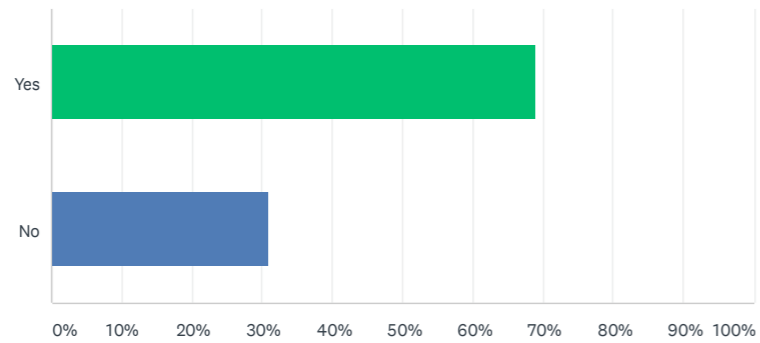
Answered: 592 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	39.53%	234
No	60.47%	358
TOTAL		592

Q9 Do you spend time outside using benches/seating etc. in the city centre?

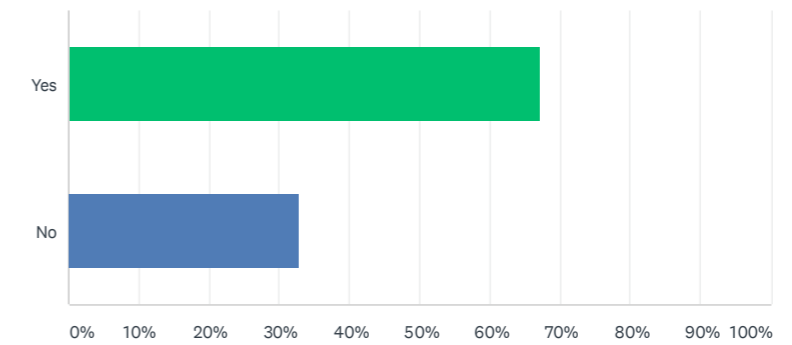
Answered: 598 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	69.06%	413
No	30.94%	185
TOTAL		598

Q11 Do you think that public seating well located?

Answered: 588 Skipped: 17



ANSWER CHOICES	RESPONSES	
Yes	67.18%	395
No	32.82%	193
TOTAL		588

Q12 If you have answered 'No' to questions 10 or 11, is there a specific area/areas that you feel public seating could be located?

Answered: 289 Skipped: 316

#	RESPONSES	DATE
1	There could be a few more benches around the city centre.	7/12/2021 3:54 PM
2	Dam Street and Frog Lane	7/11/2021 5:41 PM
3	Not really, but if areas are to be opened up with cyclists and pedestrians being the priority then more seating needs to be available.	7/10/2021 6:15 PM
4	More in the parks, Stowe fields and outside cafes	7/10/2021 11:53 AM
5	Market Square, Dam Street	7/9/2021 5:25 PM
6	Within all or any of the pedestrian areas.	7/9/2021 4:28 PM
7	I think there should be more open spaces for meeting, seating, having lunch etc. Ideally with some green spaces	7/8/2021 8:06 PM
8	Market place and Stowe pool	7/7/2021 11:35 PM
9	Beacon Park, Stowe Pool need more seating	7/7/2021 8:14 PM
10	Everywhere will help those less mobile to rest more	7/7/2021 3:35 PM
11	In Market Square	7/7/2021 10:15 AM
12	Bore street & dam street	7/6/2021 11:39 PM
13	I think there is good public seating in the town area, and most of the park, but there is none around the golf course area in the park. Many people walk the path around the golf course and for older people particularly one or two benches would be ideal.	7/6/2021 4:05 PM
14	More seating required in all shopping areas. Lack of this has been commented on by visitors, especially streets adapted to provide better quality for pedestrians. Avoid too much unification of design. Need for variety. Assess current provision for functionality.	7/6/2021 3:57 PM
15	Some cities have adapted a more green policy where trees/plants are part of the urban setting - (fewer broken plate glass windows) that invite people to sit and chat, relax, meet up. Good for mental health.	7/6/2021 3:41 PM
16	more in Market Square / Dam Street	7/6/2021 3:29 PM
17	The seating could be improved	7/6/2021 3:21 PM
18	retail sector	7/6/2021 3:04 PM
19	Market Square	7/6/2021 2:34 PM
20	Along the spires precinct should include more seating and along minster pool, perhaps with picnic tables. Also around Stowe Pool.	7/6/2021 2:27 PM
21	By the cathedral would be nice and more throughout beacon park and stowe pool - whilst there are some spots, it could do with more	7/6/2021 12:54 PM
22	Na	7/6/2021 9:04 AM
23	N/a	7/5/2021 7:08 PM
24	Market Square	7/5/2021 6:51 PM
25	more around stowe pool and within beacon park	7/5/2021 1:55 PM
26	Near places of interest, away from traffic	7/5/2021 1:52 PM
27	More seating around Minster Pool, Stowe Pool and other Cathedral areas.	7/5/2021 12:29 PM
28	Beacon park	7/5/2021 10:38 AM
29	Opposite the old friary and around pools/cathedral	7/5/2021 9:58 AM
30	Not always well thought out, seating facing the wrong way at the tennis courts and in the Childrens play area, limited seating around some of our features like Stowe Pool, Market Square, Cathedral, and other areas of Beacon Park	7/4/2021 9:50 PM
31	It's always grouped together. If you want to host outdoor events like food festivals the provision has to be better spread and more consistent in volume	7/4/2021 8:54 AM
32	More in town centre/near Market square	7/3/2021 7:40 PM
33	More seating is needed in the centre in the market square and streets around the market square. There is hardly any seating in beacon Park a lot more benches are needed	7/3/2021 6:00 PM
34	People like the current arrangement of having restaurant space in the streets	7/3/2021 4:55 PM
35	Just not many seats	7/3/2021 2:57 PM

36	Generally	7/3/2021 9:26 AM
37	More picnic style benches around minster pool and in beacon park.	7/3/2021 9:19 AM
38	Market St; Dam St; Friary; Greenhill	7/3/2021 8:57 AM
39	I think the plan needs to be more radical and knock down the b&m building to create a hub "living room" for people to eat, meet and socialise. A real piazza and the best view of the cathedral	7/3/2021 7:19 AM
40	more benches around the town centre near the shops, where the new plant-holders are now located	7/2/2021 11:44 PM
41	It's just standard benches plonked in places. Get creative !!	7/2/2021 9:04 PM
42	more seating by Minster Pool	7/2/2021 8:50 PM
43	Not specifically, no.	7/2/2021 7:54 PM
44	More in the city	7/2/2021 7:21 PM
45	Across dam toward cathedral.	7/2/2021 5:41 PM
46	More round Stowe pool	7/2/2021 5:32 PM
47	A lot of the parks on Boley Park don't have many beaches if any, stowe pool is an untapped asset, that could have more benches.	7/2/2021 5:31 PM
48	Naa	7/2/2021 5:14 PM
49	Na	7/2/2021 5:03 PM
50	Outside the Garrick Theatre and in space police station was located	7/2/2021 4:46 PM
51	I didn't answer no but as I don't often sit in the City Centre, I am not actually aware of how many places there are! Perhaps more benches in Market Square but not sure about anywhere else	7/2/2021 4:00 PM
52	N/A	7/2/2021 3:48 PM
53	We would be keen to ensure that siting of public benches is in a positive location for the historic environment and has the opportunity to better reveal the significance of heritage assets and people's connectivity and enjoyment of the historic environment. As well as ensuring that the design and siting is suitable in the setting of heritage assets and does not negatively affect their significance.	7/2/2021 3:00 PM
54	N/a	7/2/2021 2:42 PM
55	Beacon park	7/2/2021 12:57 PM
56	Stowe pool, festival gardens, cathedral close	7/2/2021 9:30 AM
57	More public seating is needed on the walking routes between residential areas and the city centre, particularly for carrying shopping home. Key locations: Burton Old Road West, Roman Way, Trent Valley Road.	7/2/2021 8:40 AM
58	Halfway up Tamworth Street, below the car park, near Backcaster Lane	7/2/2021 7:24 AM
59	N/A	7/1/2021 10:24 PM
60	Generally just difficult to find places to sit on busy days	7/1/2021 9:06 PM
61	Within "pedestrian" streets.	7/1/2021 4:56 PM
62	Seating is currently insufficient. we need more benches in Dam st, market St, Bore St, Market Square alongside Minster pool and Bird St.	7/1/2021 3:07 PM
63	More benches by st Mary's	7/1/2021 3:02 PM
64	Market Square requires more varied social use, not just markets (which can easily be sited on Market St, when required).	7/1/2021 2:01 PM
65	More in the market square and at the Beacon Park end of minster pool.	7/1/2021 1:36 PM
66	Market Square in front of St Mary's. More seating, social centre with wooden huts to be used for Market stalls and other purposes i.e. at Christmas, food festivals and evening social entertainments.	7/1/2021 1:33 PM
67	MORE SEATING SHOULD BE PUT IN GREEN AREAS PARKS ETC	7/1/2021 11:14 AM
68	More around the cathedral/pool areas and in Dam street	7/1/2021 10:08 AM
69	N/a	6/30/2021 7:41 PM

70	There needs to be more seating on the routes into and out of the city centre. To Car Parks also and by bus stops.	6/30/2021 2:14 PM
71	This is a problem.... existing seating appears to be in the right places but currently there isn't really enough available space to provide for expansion.	6/30/2021 12:59 PM
72	more seating in and the City Centre.	6/30/2021 10:57 AM
73	More in the precinct, also in Market Square, also where cars and vans coming down outside B&M and charity shops.	6/30/2021 10:34 AM
74	Market square would benefit from more seating and market street. Seating at cathedral end of dam Street with the back of the seats against minster pool would ease congestion of seats around the pool.	6/30/2021 10:25 AM
75	Along Minster pool/Stowe Pool Market Street Outside St Mary's - on square Along pedestrianised centre roads	6/30/2021 10:00 AM
76	More seating belongs to cafes or restaurants. If pedestrians are given priority more seating could be provided in the arterial walkways leading into/out of the centre.	6/30/2021 9:55 AM
77	More around the cathedral	6/30/2021 9:43 AM
78	Minster Pool, Stowe Pool, Cathedral Close.	6/30/2021 9:36 AM
79	There isn't enough in Beacon Park and around Stowe Pool. The area around the Fountain could have more sets along paths	6/30/2021 8:46 AM
80	I've lived here three years and would not know where the benches are.	6/30/2021 8:38 AM
81	Don't visit enough to need to be seated. More likely to use seats in Beacon Park and around the Cathedral.	6/30/2021 8:03 AM
82	More benches on market square/around the cathedral.	6/30/2021 7:56 AM
83	Would like more seating in the market square (although i am aware that traders are there on certain days).	6/30/2021 7:45 AM
84	Replace the planters installed as traffic calming measures with benches and planters as in Solihull town centre.	6/29/2021 9:33 PM
85	Dam Street	6/29/2021 4:18 PM
86	Extra seating in Market Square would be appreciated	6/29/2021 4:15 PM
87	Hopefully the new plan will change this. Market Street will be nice.	6/29/2021 4:06 PM
88	Plenty of seating at Minster Pool and in 3 spires development, but not much elsewhere, however this is inevitable as the roadways are still wide enough for two-way traffic (a legacy of the original pedestrianisation of the 80s?) Pavements in Bore St, Bird St, Tamworth St and Swan Road need to be widened.	6/29/2021 4:01 PM
89	More in Market Street and the precinct. Stowe Pool	6/29/2021 3:17 PM
90	Further seating along Market Street and if possible Dam Street would be good. Maybe the close?	6/29/2021 3:11 PM
91	More by market square	6/29/2021 2:59 PM
92	No seating around cathedral and the close. No seating in Bird Street No seating in Market Street which could be provided in these locations	6/29/2021 2:56 PM
93	Near train stations, better cycling routes to encourage cycling more.	6/29/2021 2:48 PM
94	public spaces as well as the city arcade, local shops and 2 retail parks	6/29/2021 1:58 PM
95	More seats needed within parks and gardens and open areas within the immediate city centre. Market square lacking	6/29/2021 1:53 PM
96	Current locations are good, but we just need a bit more. Especially as we have to try and keep away from other people at the minute.	6/29/2021 12:57 PM
97	More in Market square/ around Stowe Pool	6/29/2021 10:33 AM
98	Na	6/29/2021 10:24 AM
99	Dam Street & nearer the bus and train station	6/29/2021 8:52 AM
100	minster pool, stowe fields, market square, bird street	6/29/2021 8:43 AM
101	Bird Street would be better served by more public benches.	6/28/2021 2:22 PM
102	More nice green outdoor coffee/drink areas	6/28/2021 10:22 AM
103	not applicable	6/28/2021 10:11 AM
104	move on	6/27/2021 11:08 PM
105	Market Square	6/27/2021 5:07 PM
106	More in Market Square, Dam Street , Bore Street and Bird Street and around Stowe Pool	6/27/2021 4:08 PM
107	Market square	6/27/2021 11:37 AM
108	The Market Place. Bore Street	6/27/2021 11:10 AM

109	Rose gardens , and other park areas	6/27/2021 8:35 AM
110	Market square	6/26/2021 6:40 PM
111	N/a	6/26/2021 10:45 AM
112	Cathedral area	6/26/2021 10:24 AM
113	Needs more in Shortbutts park	6/26/2021 10:09 AM
114	Market Square, Dam St, Bore St,	6/26/2021 7:50 AM
115	Anywhere there is space, helps those less mobile	6/26/2021 12:01 AM
116	Generally bars and restaurants don't have much outside space. Benches by minster pool are nearly always occupied.	6/25/2021 6:52 PM
117	More in the central shopping area, but this needs to be made fully pedestrian only	6/25/2021 12:28 PM
118	Throughout the centre, in particular market square and adjacent roads. Beaches and plants required to create pleasant sitting environments	6/25/2021 7:15 AM
119	All over	6/25/2021 5:59 AM
120	All over	6/24/2021 11:16 PM
121	Market square	6/24/2021 10:23 PM
122	More benches are needed	6/24/2021 8:46 PM
123	I feel that the centre needs an attractive area with public seating which could be used for eating during Grub Clubs etc, or just to pass time.	6/24/2021 7:28 PM
124	Appropriate areas in three spires shopping centre and in and around the cathedral and church	6/24/2021 6:51 PM
125	Minster Pool and by the Cathedral.	6/24/2021 6:00 PM
126	Need far more benches.....looking at Minster Pool, around Stowe Pool, in Market Square and in front and around the cathedral...plus Beacon Park.	6/24/2021 5:47 PM
127	Dam Street and Market street.	6/24/2021 5:02 PM
128	Na	6/24/2021 4:54 PM
129	More in the Market Square as this is the hub of the city. Also more seating in the Three Spires Shopping Centre. Put the seating where the majority of people go.	6/24/2021 2:20 PM
130	in the shopping centre walk up to debenhams	6/24/2021 2:00 PM
131	More on the grass away from the paths in parks and Cathedral walk.	6/24/2021 8:41 AM
132	Additional seating around Minster Pool, Stowe Pool and Beacon Park	6/24/2021 8:26 AM
133	Couple seats in Bore St which has sun and Dam St too	6/24/2021 7:55 AM
134	Market Square,Dam Street areas etc	6/24/2021 7:35 AM
135	Central shopping areas	6/24/2021 5:58 AM
136	Near to market square	6/23/2021 11:40 PM
137	Dam Street	6/23/2021 10:50 PM
138	In the centre, more by the cathedral, more by Stowe pool	6/23/2021 9:36 PM
139	N/a	6/23/2021 9:33 PM
140	More seating by Minster Pool, the Friary - town end	6/23/2021 7:21 PM
141	More seating in the market square	6/23/2021 7:05 PM
142	MARKET SQUARE	6/23/2021 2:21 PM
143	It needs to be spread around the city	6/23/2021 12:40 PM
144	Bird Street, Stowe Fields	6/23/2021 12:12 PM
145	With in the market sq and the other semi/pedestrianised streets	6/23/2021 11:09 AM
146	Any area that is frequented by the public should have sufficient seating provided.	6/23/2021 10:35 AM
147	More seating around Minster Pool, along Market Street and round Stowe pool	6/23/2021 10:26 AM
148	The square by the library More seats alongside the pool by the cathedral Seating by the new playground	6/23/2021 12:27 AM
149	More in the square? By st Mary's centre? Or the cathedral. Or lots of pic nic benches by stowe pool the other pool beacon park. Any where that's quiet and pretty? I don't know where but I do know There needs to be more. The benches are always full. Plus I want to sit down at lunchtime and eat - without having random strangers sit down next to me. Maybe some individual spaced seats would be nice for people on there own. Maybe under some kind of shelter / gazebo so you can sit outside even if it's rained or a bit windy? In summer I sit on the grass behind the cathedral it seems to be the only quiet place without people, but can't sit there if it's rained.	6/23/2021 12:02 AM

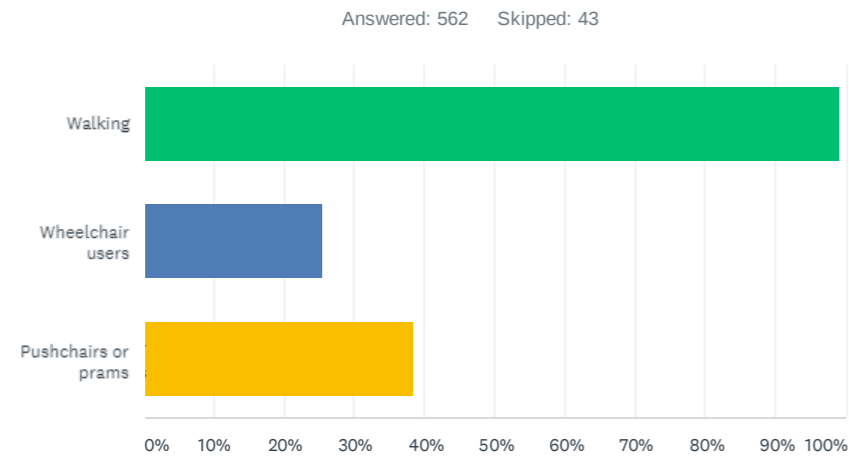
150	I would like more seating around the cathedral and minster pool. The benches on the high street seem busy and a little hectic: a quick stop off for people wanting to eat a sausage roll from Greggs. I would like seating that is relaxing allowing enjoyment of the quality views and environment that lichfield offers while being around plants and trees. Essentially Somewhere to improve wellbeing.	6/22/2021 11:30 PM
151	N/a	6/22/2021 11:21 PM
152	More permanent seating around the cathedral.	6/22/2021 11:04 PM
153	There is never enough seating anywhere. Still that means going into a cafe, so helps out a local business.	6/22/2021 7:59 PM
154	More around cathedral	6/22/2021 7:57 PM
155	Na	6/22/2021 7:56 PM
156	The market place	6/22/2021 6:16 PM
157	market square benches too close to the traffic and impossible to use when market is on!	6/22/2021 5:11 PM
158	I feel there isn't enough seating on the market square	6/22/2021 4:40 PM
159	Dam st, bird st,	6/22/2021 4:36 PM
160	Stowe Pool.Minster Pool Park.	6/22/2021 4:12 PM
161	If town centre pedestrian safe (currently not) cafe culture/ more seating would improve the area	6/22/2021 4:10 PM
162	No	6/22/2021 3:58 PM
163	More is required	6/22/2021 3:46 PM
164	How about one really big bench everyone can sit on?	6/22/2021 3:01 PM
165	Stowe pool, beacon park	6/22/2021 2:42 PM
166	possibly a picnic area within the city centre, beacon park, stowe fields etc.	6/22/2021 2:12 PM
167	I feel more seating options within beacon park could be accommodated. I would also like to see more outdoor seating in the city.	6/22/2021 2:11 PM
168	By Saint Mary's, by the Costa and near to the King's head	6/22/2021 1:47 PM
169	Too many pavement licences. Seating for cafes etc looks untidy and cluttered and causes unnecessary accessibility problems	6/22/2021 1:07 PM
170	Dam Street,	6/22/2021 11:44 AM
171	More seating around Stowe and town centre, however keeping it clean is another issue	6/22/2021 10:39 AM
172	Any open space within the city center needs more benches. Maybe even a few 'buddy benches', so people who are lonely can sit, and others come to chat.	6/22/2021 10:23 AM
173	N/a	6/22/2021 10:04 AM
174	At more regular intervals	6/22/2021 10:02 AM
175	Don't know	6/22/2021 9:53 AM
176	Make Market Street, the Market Square and Bird Street traffic free and then there would be room for cafes to expand into the space and more public seating	6/22/2021 9:35 AM
177	N/a	6/22/2021 9:10 AM
178	In the town centre and around the cathedral	6/22/2021 9:10 AM
179	More public seating in dam street and cathedral close	6/22/2021 8:56 AM
180	More seating in beacon Park, Stowe pool etc	6/22/2021 8:50 AM
181	Market square	6/22/2021 8:38 AM
182	Bore street	6/22/2021 8:12 AM
183	Market square needs to be pedestrianised. Too many excuses for vehicles to there, particularly those with a disabled badge, which the council hand out like penny sweets. Provide disabled parking elsewhere with a free park and ride scheme for blue badge holders.	6/22/2021 8:06 AM
184	N/A	6/22/2021 7:57 AM
185	More in the precinct and especially around the market square	6/22/2021 7:33 AM
186	Beacon park walking routes	6/22/2021 7:33 AM
187	add benches and seating in all suitable spots, stop creating more coffee shops	6/22/2021 7:06 AM
188	More seting around Minster Pool area and the City Centre end of Beacon Park.	6/22/2021 6:41 AM
189	People like to sit in all areas.	6/22/2021 6:29 AM
190	Everywhere needs upgrading	6/21/2021 11:38 PM
191	Bore Street	6/21/2021 11:32 PM

192	More in the market square and some either end of the town center	6/21/2021 11:25 PM
193	By theatre	6/21/2021 11:14 PM
194	all around	6/21/2021 11:03 PM
195	All Over	6/21/2021 10:50 PM
196	No	6/21/2021 10:35 PM
197	Everywhere	6/21/2021 10:17 PM
198	N/A	6/21/2021 10:14 PM
199	Park and green areas. Better outdoor spaces for retailers, venues, restaurants etc needed.	6/21/2021 10:12 PM
200	Seating is poor. Poorly designed and often too spaced out. Take the redevelopment of Boleyn park coop. How wonderful is the seating design of that space	6/21/2021 10:07 PM
201	N/a	6/21/2021 9:59 PM
202	By the market square area	6/21/2021 9:54 PM
203	More seating in Beacon Park especially facing tennis courts	6/21/2021 9:48 PM
204	Regular intervals in town and precinct	6/21/2021 9:43 PM
205	More around central parts to reflect on the population growth in and around surrounding areas	6/21/2021 9:29 PM
206	Stowe pool and beacon park	6/21/2021 9:13 PM
207	There should be much more seating in Market Street and Three Spires Shopping Centre. It would encourage people to rest and then carry on walking around the city.	6/21/2021 9:08 PM
208	I think it's fine I am more worried there is no new high schools to accommodate all the children	6/21/2021 9:03 PM
209	Minster Pool and main parks	6/21/2021 8:55 PM
210	In areas between Market St and Bird St	6/21/2021 8:37 PM
211	More seating by Minster and Stowe Pools, around the Cathedral area and in the centre itself	6/21/2021 8:34 PM
212	I think more could be made of the areas with views over the cathedral. Or areas could be created by removing unused& unattractive buildings that aren't in keeping with the city's ambience.	6/21/2021 8:22 PM
213	No	6/21/2021 8:04 PM
214	More seating around the shopping area, we definitely need more high street shops especially as we have lost M&S and Debenhams	6/21/2021 8:01 PM
215	Picnic benches in market square when no market on	6/21/2021 8:00 PM
216	Overall more as it is often difficult to find an empty street on a warm day when it is busy.	6/21/2021 7:52 PM
217	More around Stowe Pool and Minster Pool.	6/21/2021 7:48 PM
218	More seating everywhere, Lichfield has a large elderly population who are unable to walk far without a break, restricting time in town if at all	6/21/2021 7:45 PM
219	N/a	6/21/2021 7:42 PM
220	More seating in the centre of Lichfield and also around the Cathedral and in the parks	6/21/2021 7:41 PM
221	More seating around the pools and in the centre to eat lunch would be nice.	6/21/2021 7:39 PM
222	Not applicable	6/21/2021 7:35 PM
223	Green spaces	6/21/2021 7:29 PM
224	Minster pool, stowe pool, beacon park, market square	6/21/2021 7:25 PM
225	Bore Street and Tamworth Street	6/21/2021 7:19 PM
226	Tamworth street	6/21/2021 7:18 PM
227	Introduce more focussed seating areas with planting to deliver a relaxed pleasant environment	6/21/2021 7:12 PM
228	No	6/21/2021 6:42 PM
229	More is needed for disabled	6/21/2021 6:42 PM
230	Spend some money in Burntwood	6/21/2021 6:37 PM
231	Market street minster pool	6/21/2021 6:05 PM
232	Too hrpuped together or placed to one side	6/21/2021 6:03 PM
233	N/A	6/21/2021 5:55 PM
234	More seating around town centre	6/21/2021 5:44 PM

235	There needs to be more seating throughout the city. I struggle with health conditions and often need to rest but can struggle to find somewhere to sit. Seating areas also need to be better maintained - often covered in things like chewing gum and cigarette ends.	6/21/2021 5:42 PM
236	Precinct, Dam Street, Cathedral close	6/21/2021 5:41 PM
237	There could more seating at Minster Pool, Stowe Pool and in Beacon Park	6/21/2021 5:39 PM
238	Beacon park	6/21/2021 5:30 PM
239	I have a memory of picnic benches on the market Square?	6/21/2021 5:24 PM
240	Around St Mary's	6/21/2021 5:21 PM
241	no	6/21/2021 5:20 PM
242	More seating on market Square, up precinct, around the Cathedral, in the park area near to minster pool.	6/21/2021 5:13 PM
243	A couple of benches in every city centre street, maybe sponsored	6/21/2021 5:07 PM
244	Market Street. Bore street. (Boots end)	6/21/2021 5:05 PM
245	Better seating in market square	6/21/2021 5:04 PM
246	Market square	6/21/2021 4:58 PM
247	Parks and near shops, I'm disabled and there is nowhere near enough, especially with shelter.	6/21/2021 4:58 PM
248	More seats around stowe and minster maybe refresh a courtyard type area on minster	6/21/2021 4:57 PM
249	Around speakers corner	6/21/2021 4:57 PM
250	More is needed as the population of Lichfield continues to grow at a rapid pace. Especially with all the news housing developments in and around Lichfield. More seating is need in Beacon Park and the city centre, especially as we get to the warmer months	6/21/2021 4:56 PM
251	Alot more seating out doors, picnic benches in the park areas too.	6/21/2021 4:54 PM
252	Seating in the centre could be improved but due to allowing cars in the centre I don't see how this can be improved.	6/21/2021 4:42 PM
253	I'm disabled	6/21/2021 4:41 PM
254	The seating areas there's not enough of them in the parks and also in the area	6/21/2021 4:33 PM
255	N/A	6/21/2021 4:30 PM
256	I think more benches around minster and stowe pool	6/21/2021 4:30 PM
257	parks	6/21/2021 4:30 PM
258	Around the shops so that people can rest and have a drink	6/21/2021 4:27 PM
259	Id love seating outside takeaways in the city and more outside the theatre	6/21/2021 4:27 PM
260	Depending what happens with development into and out of the city. Plans were to make friarsgate with food hall and interacting space and that hasn't hsppered	6/21/2021 4:14 PM
261	More seating around Beacon Park	6/21/2021 4:14 PM
262	Depends on what shops we have left and any new cuter buildings	6/21/2021 4:13 PM
263	More around stowe pool and around the town center	6/21/2021 4:09 PM
264	More around market square	6/21/2021 4:06 PM
265	Market square and along bird street	6/21/2021 4:06 PM
266	New outdoor spaces with greenery, with the same level of attractiveness as Minster Pool but near to the station	6/21/2021 4:05 PM
267	Market square	6/21/2021 4:03 PM
268	No	6/21/2021 3:53 PM
269	more seating along Bore St	6/21/2021 3:45 PM
270	Insufficient seating in city center and Beacon, Park.	6/21/2021 3:44 PM
271	Na	6/21/2021 3:30 PM
272	More seating in market Square especially on market days. More outdoor seating for cafes. More seating by minster pool. Metal seating is also cold and looks shabby	6/21/2021 3:03 PM
273	All the streets need extra seating	6/21/2021 2:44 PM
274	All over really, there is rarely a free seat in the centre. Market Square could do with more seating and less cars	6/21/2021 2:18 PM
275	Cathedral area	6/21/2021 2:06 PM
276	More picnic areas benches around cathedral / Stowe pool etc.	6/21/2021 1:55 PM
277	Don't consider public seating clean	6/21/2021 1:46 PM

277	Don't consider public seating clean	6/21/2021 1:46 PM
278	Learn to use survey monkey. Seriously, you can make questions optional	6/21/2021 1:24 PM
279	In the market square	6/21/2021 12:45 PM
280	More along streets and market square.	6/21/2021 12:11 PM
281	Forget building shops. Build open space with seating and lighting, for use by everyone. The odd bench outside a shop does not make a vibrant community	6/21/2021 12:04 PM
282	More seating in market square	6/21/2021 11:51 AM
283	N/a	6/21/2021 11:48 AM
284	Market street, Bore street.	6/21/2021 11:38 AM
285	Throughout	6/21/2021 11:35 AM
286	increasing walking routes/benches etc is to the detriment of disabled parking. Moving disabled parking from the centre of town will prevent access for those most vulnerable/limited mobility	6/21/2021 11:31 AM
287	could do with many more even in Market Square	6/21/2021 11:24 AM
288	More within the actual centre of the city (Market Square, Bird Street etc). There's plenty of benches in the Three Spires and around the park areas such as Stowe Pool/Beacon Park. Might some more communal park seating be advantageous for picnics etc?	6/21/2021 11:16 AM
289	It would be nice to have more seating to use in the market square during the day and evening, especially when the market isn't being used.	6/21/2021 9:14 AM

Q13 If you regularly access the city using one of the following ways, do you think that the streets and spaces are generally accessible for: (please check the boxes you feel are accessible)



ANSWER CHOICES	RESPONSES	Count
Walking	99.11%	557
Wheelchair users	25.44%	143
Pushchairs or prams	38.43%	216
Total Respondents: 562		

Q14 Using the list in question 13, is there anywhere that you feel isn't accessible in the city centre?

Answered: 286 Skipped: 319

#	RESPONSES	DATE
1	No	7/12/2021 8:47 PM
2	There's a fair amount of stairs and choke points for foot traffic that I imagine makes life difficult for wheelchair users, the slope upwards towards where Debenhams used to be is only going to make things harder as well.	7/12/2021 4:14 PM
3	Not really	7/11/2021 5:41 PM
4	Many buildings are not accessible by wheelchair users. Uneven footpath surfaces are a hazard pushchairs and wheelchair user. Some footpaths are very narrow (Gaia Lane - no footpath in large lengths of the road.)	7/10/2021 6:15 PM
5	Everywhere where road side parking is required for those disabled drivers who are unable to walk any distance.	7/10/2021 4:43 PM
6	not really	7/10/2021 11:53 AM
7	Where the pavements are very narrow on the old city centre streets and it would be difficult to cross over due to traffic, exacerbated by social distancing.	7/9/2021 4:28 PM
8	Some paths and roads uneven and slabs slippery when wet	7/7/2021 11:35 PM
9	Areas that are not wide enough for wheelchair or mobility scooters to use meaning it puts time on their trips around to areas they need	7/7/2021 3:35 PM
10	Uneven paving and road in the pedestrianised area make it difficult for wheelchairs and other mobility aids. Changing kerb heights are a problem for the blind. Also lack of sound signal at pedestrian lights is another problem for the blind.	7/7/2021 10:15 AM
11	Due to present parking for disabled users who are only mobile for short distances due to their mobility aids, accessing the city centre in its entirety is very hard work and finding disabled car parking spaces problematic, not helped by the lousy shop mobility "service" .	7/6/2021 11:39 PM
12	I think the state of the paving is uneven and unsafe to be honest. St John Street is both uneven and towards Bird Street the red paving is slippy when wet or icy. This is one area I think there is room for improvement.	7/6/2021 8:49 PM
13	Wheelchair users have to go round items on the paths	7/6/2021 4:19 PM
14	St John Street is a major route into the city centre from the stations. The pavements are terrible. Paving is a hazard and in some places there is not enough space for prams/wheelchairs etc.	7/6/2021 4:05 PM
15	Parking on pavements a problem and speed of passing traffic. Leisure - youth facilities for teenagers, bowling alley, tennis courts locked!	7/6/2021 3:41 PM
16	stairways -disabled access	7/6/2021 3:04 PM
17	The pavement that passes E. Darwin House is too narrow in some parts and very uneven. I have witnessed a wheelchair user having to go into the road which is busy with traffic.	7/6/2021 2:34 PM
18	Taking both wheelchairs and pushchairs in and around the city, the state of the pavements is the issue. Too many repairs to roads and pavements. It makes it dangerous for older people.	7/6/2021 2:21 PM
19	I love the cobbles and paving that suggest times gone by but for wheels they can be a nightmare - getting around the cathedral was a nightmare with a pram	7/6/2021 12:54 PM
20	No	7/6/2021 9:04 AM
21	The pedestrian walkways along st.johns street are very narrow. Not great for social distancing or pushchairs	7/5/2021 10:21 PM
22	The Bowling Green is impossible to get to safely except by car.	7/5/2021 7:08 PM
23	No	7/5/2021 6:51 PM
24	The city centre, I feel, is accessible for prams and wheelchair users, however, access to some shops is not, and I can say this as someone who regularly takes my grandchildren for walks in the city. I use a double pushchair for the twins and access to some buildings is abysmal.	7/5/2021 2:18 PM
25	OK for walkers, cannot comment on other users experience.	7/5/2021 1:58 PM
26	not really	7/5/2021 1:55 PM
27	Where pavements are narrow, where many pedestrians e.g. end of minster pool / Beacon Street	7/5/2021 1:52 PM
28	Not really - other than the small listed buildings!	7/5/2021 12:29 PM

29	Town itself	7/5/2021 10:38 AM
30	Lots of places, mainly the old roads in which have very narrow pavements eg St John Street	7/4/2021 9:50 PM
31	Streets are too narrow or too many kerbs for disabled and pushchairs. As a parent in Lichfield you felt like an inconvenience if you tried to shop with your baby in the pushchair. Not enough clean changing environments for babies either, McDonald's can't always be the answer	7/4/2021 8:54 AM
32	Some of the shops have steep steps making it difficult for wheelchair users and prams/pushchairs	7/3/2021 6:00 PM
33	Disabled parking for wheelchair has been suspended on occasions. This is a poor choice and causes lots of inconvenience for less abled people.	7/3/2021 3:27 PM
34	Generally the older streets are narrow and hard to make truly accessible	7/3/2021 9:26 AM
35	Crossing at upper John st is awful and unsafe for pedestrians	7/3/2021 9:19 AM
36	No	7/3/2021 7:19 AM
37	Yes, plenty of cafes restaurants and some shops aren't easily accessible due to narrow entrances and/or steps.	7/2/2021 11:44 PM
38	n/a	7/2/2021 8:50 PM
39	N/A	7/2/2021 7:54 PM
40	Old buildings with steps	7/2/2021 7:21 PM
41	No	7/2/2021 7:12 PM
42	No	7/2/2021 5:32 PM
43	We have a double pushchair that is the same width as a wheelchair, its difficult pushing it down Bird Street when there are vehicles driving down it, which is quite often. Same goes for tamworth Street and the section that goes around St Mary's, I appreciate there needs to be disabled parking in the center but the pavements aren't wide enough for the amount of people who use Lichfield particularly on the weekends. The path around stowe pool could also do with being wider.	7/2/2021 5:31 PM
44	No	7/2/2021 5:14 PM
45	I didn't tick any of them as it was not a straightforward answer! There are some places that are easily accessible for walking, wheelchairs or pushchairs eg pedestrianised areas and Three Spires but others that are not good - St John Street goes very narrow on pavement and Wade St junction is too wide when crossing. The crossing area to Beacon Prk from Ego should be an actual ped. crossing and it is dangerous from other direction.	7/2/2021 4:00 PM
46	Wheelchair access is OK but could be improved	7/2/2021 3:48 PM
47	Beacon street (Gala Lane down to Minster Pool) is not safe for pushchairs or walking with small children. The footpath is too narrow and the cars go too fast.	7/2/2021 2:42 PM
48	No	7/2/2021 2:12 PM
49	No	7/2/2021 12:57 PM
50	Yes the traffic coming through the centre is a constant hazard to pedestrians. It should be pedestrianised at least during the day time to remove any risk and uncertainty	7/2/2021 12:43 PM
51	Not completely	7/2/2021 9:30 AM
52	My cousin uses a wheelchair and finds that dropped kerbs are not aligned. Street furniture blocking the pavements is also an issue.	7/2/2021 8:40 AM
53	Bridge by Beacon Park, to the Remembrance Gardens, round to the Cathedral Close. By Erasmus House.	7/2/2021 7:24 AM
54	N/A	7/1/2021 10:24 PM
55	Crossing st John / bhm road junction very difficult, particularly with pushchair	7/1/2021 9:06 PM
56	Crossing at Birmingham Rd. St / John St junction is extremely poor for pedestrians; and poor at the Friary / Swan Rd junction and across Beacon St into the park next to Ego.	7/1/2021 4:56 PM
57	state and width of pavements and paths	7/1/2021 2:59 PM
58	All the little changes of section in Market Square,dropped kerbs not obvious in places.	7/1/2021 2:39 PM
59	A lot of the pavements I walk over are uneven or broken; indeed a woman fell in front of me the other day having twisted her ankle on a broken slab. This makes it difficult for people with less mobility and I have helped older people navigate some of the pedestrianised areas in winter when the pavements are icy.	7/1/2021 12:55 PM
60	Accessible, but not findable.	7/1/2021 12:39 PM

61	I BELIEVE THAT THE LAST THING FOR THE CITY FOR BUSINESS IS TO MAKE THE CITY CENTRE COMPLETELY PEDESTRIANISED . A CLOSE EXAMPLE OF WHAT CAN HAPPEN IS TAMWORTH , IT IS DEAD IN THE TOWN . NO ONE WANTS TO OPEN A BUSINESS THERE . EVEN McDONALDS PULLED OUT THE TOWN CENTRE . THE ELDERLY NEED ACCESS TO LICHFIELD CENTRE . THEY HAVE MOBILITY DIFFICULTIES . THEY ALSO SPEND A LOT OF MONEY IN LICHFIELD . CAR PARKS ARE BEING SOLD OUT TO PRIVATE FIRMS . THEY DONT CARE ABOUT YOUR PLANS . SMALL BUSINESS WILL SUFFER . MONEY SPENT ON CYCLE LANES ALL OVER THE COUNTRY DIDNT WORK . WITH OUTLETS LIKE VENTURA AND THE ONE AT CANNOCK THE LAST THING YOU NEED IS TO MAKING UNDESIRABLE TO VISIT LICHFIELD . I AM SURE THAT CLEVERER PEOPLE KNOW BETTER . ! ONCE PEOPLE STOP COMING YOU WILL NOT GET THEM BACK .	7/1/2021 11:14 AM
62	Anywhere with obstructions such as A boards	7/1/2021 10:48 AM
63	Footbridge access from Lichfield City Station to the bus station opposite would be safer and more convenient for pedestrians and improve the flow of traffic on a key artery linking north and south lichfield and transport hubs. Traffic is only increasing due to the large amount of housing development around the periphery of Lichfield making this addition a priority.	7/1/2021 10:45 AM
64	Everywhere is accessible but parked vehicles can obstruct the view for people on foot when crossing roads. No vehicle parking should be allowed in the pedestrian area.	7/1/2021 9:43 AM
65	Cobbled streets & narrow pavements. Often see people walking in the road with prams.	6/30/2021 7:41 PM
66	The access road Trent Valley the pavements are too narrow and there is only one side at the top to walk on. In general the pavements are narrow because of hedges and trees blocking them.	6/30/2021 2:14 PM
67	Pedestrians have good access to the majority of locations.	6/30/2021 12:59 PM
68	None	6/30/2021 10:57 AM
69	Tamworth St pavements quite narrow Beacon St & Swan Rd junction - cars come down into the city far too fast NOT ENOUGH PUBLIC TOILETS	6/30/2021 10:34 AM
70	Under the arches outside the old corn exchange. Passing the bus stop outside the old library on the Friary can be difficult with wheelchairs due to congested pavements. Uneven cobbles at top of Bird Street is very uneven and difficult to pass over coming from the Friary towards Bore Street.	6/30/2021 10:25 AM
71	Talking to friends with electric wheelchairs, they say that the pathways are uneven, blocked with 'A Boards' and very narrow in places.	6/30/2021 10:14 AM
72	Curb heights need investigation - especially with number of trips/accidents involved.	6/30/2021 10:00 AM
73	n/a	6/30/2021 9:36 AM
74	The Greenhill, Tamworth Street, George Lane junction is also bad for pedestrians	6/30/2021 9:28 AM
75	I probably take accessibility for granted so defer to those with greater needs than me.	6/30/2021 8:46 AM
76	Clear and open walkways from some car parks. removing traffic from some routes could make it easier to open up safe access.	6/30/2021 7:50 AM
77	There are lots of uneven and different surfaces. Krebs are uneven and different sizes.	6/29/2021 11:31 PM
78	No, but I have never push a wheel chair around the city.	6/29/2021 9:33 PM
79	Bore Street	6/29/2021 4:10 PM
80	Some streets are too narrow for wheelchair users and pushchairs i.e. St Johns Street	6/29/2021 4:06 PM
81	N/A	6/29/2021 3:17 PM
82	The road by the side of Minster Pool is too narrow. Access from the city to Beacon Park is very difficult.	6/29/2021 3:11 PM
83	some points of pavements become 'pinch points' for prams etc. e.g. by Tudor Tea Rooms.	6/29/2021 2:59 PM
84	The main front entrance to the cathedral and close is difficult to manoeuvre for push chairs and wheel chairs due to its historic paving.	6/29/2021 2:56 PM
85	City centre can be a bit hairy with cars and Van's coming past...although it is supposed to be pedestrianised. This should be enforced more.	6/29/2021 12:57 PM
86	Pedestrians seem to be the lowest of the low. Pavements are cluttered with A boards; cars and vans park on them; cyclists, skateboarders and scooter users drive at pedestrians. PLEASE DO NOT INTRODUCE E-SCOOTERS INTO OUR CITY. USERS OF E-SCOOTERS DO NOT RESPECT THE RULES AND THEY WILL BE USED AND ABANDONED ON PAVEMENTS!!!	6/29/2021 12:21 PM
87	Disabled parking is poor	6/29/2021 11:17 AM
88	Na	6/29/2021 10:24 AM
89	Some areas aren't cycle friendly due to the material/nature of the footway/bricks etc.	6/29/2021 8:52 AM
90	pedestrian crossings are terrible when accessing the city centre and very dangerous especially upper st john street	6/29/2021 8:43 AM
91	No	6/28/2021 2:22 PM

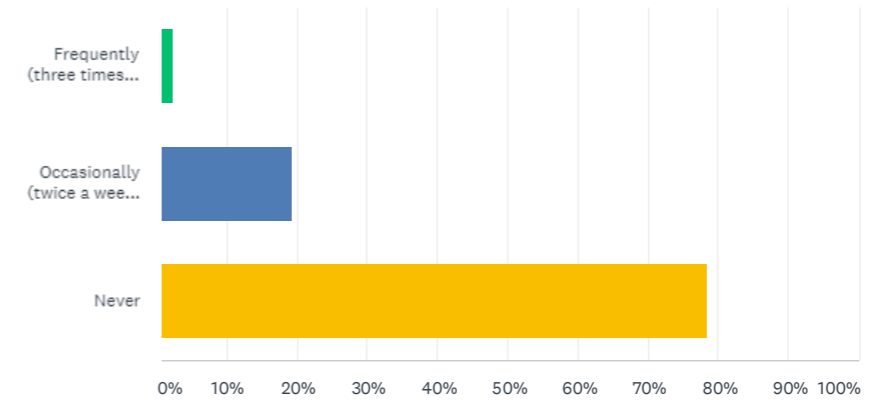
92	Town centre should be car free zone for all cars as unsafe for people using the town and pubs cafe could have more outdoor space	6/28/2021 10:22 AM	124	All the shops are useless for pushchair access, far too many steps, narrow entryways, not enough ramps, can't imagine how awful it would be to be a wheelchair user living in Lichfield.	6/23/2021 9:50 PM
93	unsure	6/28/2021 10:11 AM	125	No	6/23/2021 9:36 PM
94	no	6/27/2021 11:08 PM	126	N/a	6/23/2021 9:33 PM
95	As a pedestrian I feel there should be a separation between cycle lanes and footpaths. This would be safer for both pedestrians and cyclists. It may mean less space for cars.	6/27/2021 5:41 PM	127	Toilets	6/23/2021 3:37 PM
96	The areas where traffic is currently allowed are not fully accessible safely for these users.	6/27/2021 4:08 PM	128	VIRTUALLY ALL THE CITY CENTRE IS UNACCESSIBLE FOR WHEELCHAIR USERS AS SURFACES ARE POOR	6/23/2021 2:21 PM
97	Between the Bird Street car park and Market Street is poor with narrow alleyways. Tamworth Street footpaths are narrow, plus too many vehicles access shared space with pedestrians. The Birmingham Road/St John Street junction is highly dangerous for all users but particularly for wheelchairs and prams. There are no pedestrian crossings, no central refuge and no easy alternatives.	6/27/2021 11:10 AM	129	Areas where vans/ lorries are unloading. Also some vehicles parked on pavements and bit of a nightmare on bin day	6/23/2021 2:11 PM
98	The roads need pedestrianising	6/26/2021 6:40 PM	130	no	6/23/2021 12:40 PM
99	Not really	6/26/2021 10:24 AM	131	Snickets	6/23/2021 12:12 PM
100	No	6/26/2021 10:09 AM	132	No	6/23/2021 11:38 AM
101	Decision taken to remove disabled parking spaces from centre of town makes it inaccessible to some disabled users. There is a total lack of understanding and empathy towards disabled users, providing more spaces further from the centre does not provide access required for all disabled users. Removing the spaces from the centre of town to enable more walking space/ space for seating for cafes does not promote equality for all and shows lack of understanding of the breadth of disability. There are many shops inaccessible to disabled users do to steps into the shop, poor merchandising with narrow aisles. Disabled people do not want to live their lives stuck in their homes.	6/26/2021 12:01 AM	133	I am disabled and use my mobility scooter - while I enjoy and appreciate being able to park in the centre of the city - usually in Bore Street, I find it really difficult sometimes to drive through the supposed pedestrianised areas to reach the disabled parking. I also then find it more stressful than it should be to ride my scooter around the apparent pedestrianised areas as you have to watch for cars constantly. From the low vantage point of the scooter it is difficult to see vehicles. I think even for people who are walking it is not ideal to have cars drive through.	6/23/2021 10:26 AM
102	No	6/25/2021 6:52 PM	134	lots of kerbs to get pushchair up and down off due to the fact the main part of the town centre isnt pedestrianised!	6/23/2021 10:02 AM
103	Cobbles make it difficult for people using mobility aids and Prams-	6/25/2021 5:13 PM	135	Not at all i walk but as i look round every were seems easy to get to	6/23/2021 9:34 AM
104	Not for able bodied	6/25/2021 4:15 PM	136	Tamworth St.pparticularly but any areas with narrow pavements	6/23/2021 9:25 AM
105	No	6/25/2021 12:28 PM	137	If you are disabled you can't access quite a lot due to the stupid reduction of parking spaces in the main THROUGH ROAD not everyone is able bodied very bad for mental health as totally excluded	6/23/2021 9:00 AM
106	No	6/24/2021 11:16 PM	138	More blue badge parking please	6/23/2021 12:27 AM
107	Crossroads by city station is awful for pedestrians	6/24/2021 10:29 PM	139	-	6/23/2021 12:02 AM
108	Pavements aren't wide enough	6/24/2021 10:23 PM	140	It's not disabled friendly, lots of cobblestones and uneven ground. Disabled parking spaces withdrawn from the city centre. Shops put stands and sell goods on the small paths e.g under the archways so people in wheelchairs / with walking sticks / with guide dogs cannot get by	6/22/2021 11:21 PM
109	Crossing the road into Beacon park main entrance is a death trap	6/24/2021 9:41 PM	141	No	6/22/2021 11:04 PM
110	The route through from Dam St to the station is less straightforward than it could be	6/24/2021 7:28 PM	142	No	6/22/2021 10:47 PM
111	Now that the disabled parking has been suspended you have made it inaccessible for those with walking and breathing difficulties. That isnt promoting diverse access, its neglecting this in need	6/24/2021 6:51 PM	143	Not that I have noticed.	6/22/2021 7:59 PM
112	Older buildings such as Tudor Cafe and the restaurant under the arches by Boots.	6/24/2021 6:00 PM	144	More difficult around the cathedral	6/22/2021 7:56 PM
113	Tamworth street	6/24/2021 5:47 PM	145	Corner of abnalls lane before bypass is a nightmare to cross	6/22/2021 7:35 PM
114	Difficult for wheelchairs around Market Square	6/24/2021 5:02 PM	146	Junction of Birmingham Road and upper st John street	6/22/2021 7:04 PM
115	No	6/24/2021 4:54 PM	147	No comment I am not disabled.	6/22/2021 6:16 PM
116	No	6/24/2021 2:20 PM	148	Everywhere is accessible	6/22/2021 4:40 PM
117	Train station route is convoluted	6/24/2021 2:11 PM	149	Most shops are too narrow for wide wheelchairs and double buggies.	6/22/2021 4:36 PM
118	lack of disabled parking in bore street due to putting tables out makes it difficult for those with limited mobility - who probably are not wheelcahir users	6/24/2021 11:28 AM	150	Wheelchairs and prams would require more pedestrianised streets.	6/22/2021 4:12 PM
119	Very difficult for wheelchair users on cobbles, of which there are a lot in the centre	6/24/2021 8:26 AM	151	No pedestrian safe - parking through main 'drag' of town give priority to cars not people.	6/22/2021 4:10 PM
120	No but the city would be better for all categories if pedestrian only and no cars allowed in immediate centre	6/24/2021 7:55 AM	152	No	6/22/2021 3:58 PM
121	Dont know	6/24/2021 5:58 AM	153	The vault at HSBC, one of many many examples	6/22/2021 3:01 PM
122	No	6/23/2021 10:50 PM	154	Not enough experience to say.	6/22/2021 2:42 PM
123	Difficult to access some shops with a double buggy- but old buildings weren't built to be accessible	6/23/2021 10:24 PM	155	I don't think so	6/22/2021 2:12 PM
124	All the shops are useless for pushchair access, far too many steps, narrow entryways, not enough ramps, can't imagine how awful it would be to be a wheelchair user living in Lichfield.	6/23/2021 9:50 PM	156	n/a	6/22/2021 1:47 PM
125	No	6/23/2021 9:36 PM	157	Removal of disabled car parking spaces and random wooden planters and too many thoughtlessly placed cafe tables have made accessibility on Tamworth street, bore street conduit street and market square very difficult for both wheelchair users and ambulant disabled people and indeed anyone who wants to maintain social distancing. Lichfield should adopt a philosophy of 'accessibility city' and keep streets as clutter free as possible. Cars, cyclists and pedestrians can then coexist positively in the same space.	6/22/2021 1:07 PM
126	N/a	6/23/2021 9:33 PM	158	Theres no parent and child bays in the city centre so now i tend to avoid going	6/22/2021 12:57 PM
127	Toilets	6/23/2021 3:37 PM	159	Some of the paths are quite narrow, many buildings are inaccessible as have steps and no ramp available, along with narrow door ways (I appreciate the buildings are listed, but ramps should be easily available for each), any curb that doesn't have a drop and then a corresponding one on the other side of the road.	6/22/2021 12:36 PM
128	VIRTUALLY ALL THE CITY CENTRE IS UNACCESSIBLE FOR WHEELCHAIR USERS AS SURFACES ARE POOR	6/23/2021 2:21 PM			

160	Too many boards outside shops on pavements	6/22/2021 11:44 AM	208	No	6/21/2021 8:04 PM
161	Bowling Green Traffic Island	6/22/2021 11:19 AM	209	Signage is terrible we are always being asked where the cathedral is.	6/21/2021 8:01 PM
162	Toilets for disabled and pushchair. Not enough toilets facilities either	6/22/2021 10:39 AM	210	no	6/21/2021 7:52 PM
163	Cobble stone areas may prove challenging to wheelchair users.	6/22/2021 10:23 AM	211	The curbs around in the centre of town arent wheelchair friendly. I've seen many struggle, and a lot of kids with scooters fall and injure themselves	6/21/2021 7:50 PM
164	N/a	6/22/2021 10:04 AM	212	Could be more lowered pavements for both prams and wheelchairs	6/21/2021 7:45 PM
165	No	6/22/2021 9:53 AM	213	No	6/21/2021 7:42 PM
166	Uneven pavements around the market area and Bird Street	6/22/2021 9:35 AM	214	No	6/21/2021 7:42 PM
167	N/a	6/22/2021 9:10 AM	215	I'm not a wheelchair user so I don't know how accessible I would feel it is	6/21/2021 7:41 PM
168	N/A	6/22/2021 9:10 AM	216	No	6/21/2021 7:39 PM
169	Crossing towards Beacon Park from Bird street isn't great	6/22/2021 8:54 AM	217	No	6/21/2021 7:35 PM
170	No	6/22/2021 8:50 AM	218	No	6/21/2021 7:29 PM
171	No	6/22/2021 8:12 AM	219	Cathedral spire	6/21/2021 7:25 PM
172	No	6/22/2021 8:06 AM	220	Disabled access is poor, parking is hard	6/21/2021 7:20 PM
173	NO	6/22/2021 7:57 AM	221	Steps to some shops in Market St. No clear pedestrian route through Bird St car park	6/21/2021 7:19 PM
174	Not really noticed	6/22/2021 7:33 AM	222	No	6/21/2021 7:18 PM
175	no, but at night there's places you wouldn't go	6/22/2021 7:06 AM	223	Too many cars, vans, delivery vehicles. Also too many food delivery people and their transport. These combine to make the 'pedestrian' area feel inaccessible	6/21/2021 7:12 PM
176	No	6/22/2021 6:57 AM	224	No	6/21/2021 7:01 PM
177	No, I believe it's fully accessible for all.	6/22/2021 6:29 AM	225	No	6/21/2021 6:42 PM
178	No	6/22/2021 5:25 AM	226	Wheelchairs, walking aids are no good on the cobbles and its bloody worse now parking taken from town centre its too far to walk from the main car parks, no drop kerbs etc driven away so many from using the centre	6/21/2021 6:42 PM
179	Most of the City Centre isn't accessible to wheelchair users, because parking is abysmal	6/22/2021 3:13 AM	227	Only a wheel chair user can answer accessibility.	6/21/2021 6:39 PM
180	No	6/21/2021 11:38 PM	228	Spend some money in Burntwood	6/21/2021 6:37 PM
181	The public footpaths are always full of cars. Alot of the time I have to walk in the road as I cannot get past the cars using the footpath	6/21/2021 11:25 PM	229	The end part of Beacon St merging into Bird St 'bridge' is narrow in places. The traffic is heavy and fast. I am surprised there is noting in the consultation proposing traffic calming measures on Beacon St	6/21/2021 6:21 PM
182	Public toilets	6/21/2021 11:03 PM	230	Shortest way to centre is via the Lombard Street car park from Stowe Pool - not ideal or safest route but many use it	6/21/2021 6:12 PM
183	No	6/21/2021 10:50 PM	231	Antiques shop by monster pool	6/21/2021 6:08 PM
184	Walking in from beacon street with a push chair. Pavement is thin and traffic is way too fast	6/21/2021 10:46 PM	232	No	6/21/2021 6:05 PM
185	No	6/21/2021 10:35 PM	233	Allyways & lack of dropped kerbs	6/21/2021 6:03 PM
186	No	6/21/2021 10:17 PM	234	N/A	6/21/2021 5:55 PM
187	No	6/21/2021 10:14 PM	235	No	6/21/2021 5:44 PM
188	Stowe pool	6/21/2021 10:12 PM	236	Some paths are not wide enough, particularly with trying to safely distance due to covid.	6/21/2021 5:42 PM
189	Difficult with twin buggy to get in and out of shops	6/21/2021 10:09 PM	237	Greenhill is too narrow for pushchairs, as is St. John st.	6/21/2021 5:41 PM
190	Toilets. !!!!!!!!!!!	6/21/2021 10:07 PM	238	No	6/21/2021 5:39 PM
191	N/a	6/21/2021 9:59 PM	239	Not for me	6/21/2021 5:38 PM
192	No	6/21/2021 9:54 PM	240	No	6/21/2021 5:30 PM
193	No	6/21/2021 9:43 PM	241	Where inconsiderate people park there cars too far into the pavement	6/21/2021 5:24 PM
194	Some properties are difficult to access as have wheel chair bound family members	6/21/2021 9:29 PM	242	Due to the appalling state of the pavements it is dreadful for mobility scooter users	6/21/2021 5:21 PM
195	No	6/21/2021 9:19 PM	243	greenhill	6/21/2021 5:20 PM
196	No	6/21/2021 9:13 PM	244	Access could be improved for wheelchair users and pushchairs	6/21/2021 5:13 PM
197	Pavements walking into the city from Upper Street JOhn Street (particularly around St John's hospital) are not wide enough for pushchairs passing each other - somebody normally ends up stepping into the road.	6/21/2021 9:08 PM	245	Only areas that predate accessibility, I'm not sure what could be done about this.	6/21/2021 5:07 PM
198	Local toilets to the centre, disabled parking	6/21/2021 9:07 PM	246	Levers field	6/21/2021 5:05 PM
199	I think it's fine	6/21/2021 9:03 PM	247	B&M car park too dangerous to cross as drivers more focused on finding a space then on pedestrians	6/21/2021 5:04 PM
200	No	6/21/2021 8:36 PM	248	Beacon st	6/21/2021 4:57 PM
201	The corner junction by Ego/ Beacon Park is dangerous for pedestrians as you simply cannot see oncoming traffic well enough	6/21/2021 8:34 PM	249	N/a	6/21/2021 4:57 PM
202	No	6/21/2021 8:31 PM	250	No	6/21/2021 4:54 PM
203	Pavements are too narrow for volume forcing you often into the road	6/21/2021 8:28 PM	251	No	6/21/2021 4:42 PM
204	No	6/21/2021 8:22 PM	252	most of it, due to speed of cars	6/21/2021 4:41 PM
205	No	6/21/2021 8:22 PM	253	If the city centre was pedestrianised it would make it more accessible for all. Pathways are not always wide enough for wheelchairs nore prams.	6/21/2021 4:37 PM
206	No	6/21/2021 8:15 PM			
207	Most shops and streets are very uneven and not enough dropped kerbs for wheelchair users	6/21/2021 8:12 PM			

245	Only areas that predate accessibility, I'm not sure what could be done about this.	6/21/2021 5:07 PM
246	Levers field	6/21/2021 5:05 PM
247	B&M car park too dangerous to cross as drivers more focused on finding a space then on pedestrians	6/21/2021 5:04 PM
248	Beacon st	6/21/2021 4:57 PM
249	N/a	6/21/2021 4:57 PM
250	No	6/21/2021 4:54 PM
251	No	6/21/2021 4:42 PM
252	most of it, due to speed of cars	6/21/2021 4:41 PM
253	If the city centre was pedestrianised it would make it more accessible for all. Pathways are not always wide enough for wheelchairs nore prams.	6/21/2021 4:37 PM
254	It's not that it's not accessible but in the "pedestrianised" areas there are too many vehicles that drive too fast and it's nit Lways clear to pedestrians that cars are allowed . It should be completely pedestrianised between say 10am and 4 pm with no vehicular access at all	6/21/2021 4:35 PM
255	No	6/21/2021 4:34 PM
256	None	6/21/2021 4:33 PM
257	Market square	6/21/2021 4:33 PM
258	No	6/21/2021 4:30 PM
259	I don't know. You should disregard my responses to 13 as I am a fully able male.	6/21/2021 4:30 PM
260	No	6/21/2021 4:27 PM
261	N/a	6/21/2021 4:27 PM
262	If the centre is pedestrianised like you plan then there's no issues. I have twin boys and when they were in buggies vans and other vehicles parking on pavements and roads does make Lichfield city centre unsafe for pushchairs and wheel chairs	6/21/2021 4:14 PM
263	No	6/21/2021 4:13 PM
264	Very few parent and child parking spaces	6/21/2021 4:11 PM
265	It's hard with pushchair lots of pot holes around and not all kerb are drops	6/21/2021 4:09 PM
266	No but pedestrianisation would help	6/21/2021 4:06 PM
267	No	6/21/2021 4:06 PM
268	Narrow pavements on Tamworth St/George Lane and on parts of St John St	6/21/2021 4:05 PM
269	No	6/21/2021 3:53 PM
270	not wheel chair friendly down Tamworth St	6/21/2021 3:45 PM
271	The cobbled areas by the cathedral would be difficult for wheelchairs	6/21/2021 3:30 PM
272	Some streets are too narrow/congested for prams	6/21/2021 3:21 PM
273	No	6/21/2021 3:12 PM
274	Lots of narrow pavements for pushchairs eg on bird Street up to cathedral. Tudor Row. St John St.	6/21/2021 3:03 PM
275	The whole of the city centre is inaccessible to disabled people unless they are only going to one place.	6/21/2021 2:44 PM
276	Stowe pool from most directions is through a car park or over grass. Not great with a pushchair	6/21/2021 2:18 PM
277	No but would prefer less traffic	6/21/2021 2:15 PM
278	Most streets and shops aren't very accessible- small/ bollards	6/21/2021 1:55 PM
279	Anywhere with uneven surface	6/21/2021 1:46 PM
280	no	6/21/2021 12:11 PM
281	There is still a road through the centre, restricting available space on busy pavements. Greenhill is poor for walking due to narrow pavement.	6/21/2021 12:04 PM
282	City train station could do with an underpass to access from the bus station to assist traffic build up.	6/21/2021 11:48 AM
283	The "pedestrianised" streets are a joke. Bird Street especially - it needs bollards to stop the continuous traffic.	6/21/2021 11:42 AM
284	No	6/21/2021 11:35 AM
285	No but could be better inc more signposts	6/21/2021 11:24 AM
286	No	6/21/2021 11:16 AM

Q15 Do you cycle to the city centre?

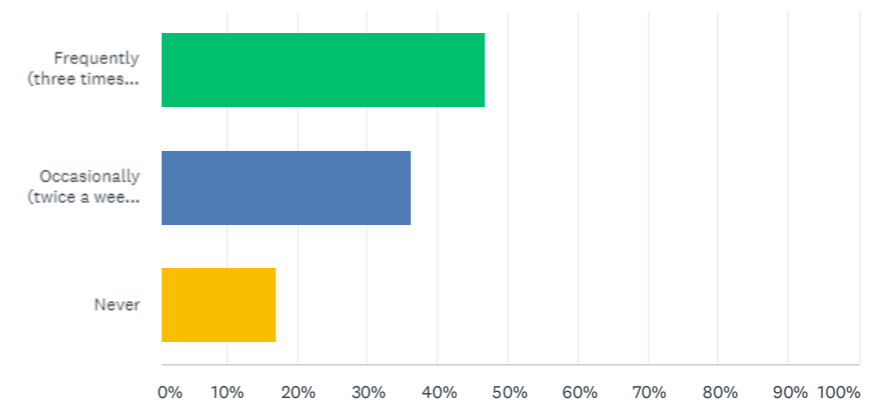
Answered: 596 Skipped: 9



ANSWER CHOICES	RESPONSES
Frequently (three times a week or more)	2.35% 14
Occasionally (twice a week or less)	19.30% 115
Never	78.36% 467
TOTAL	596

Q16 Do you walk to the city centre?

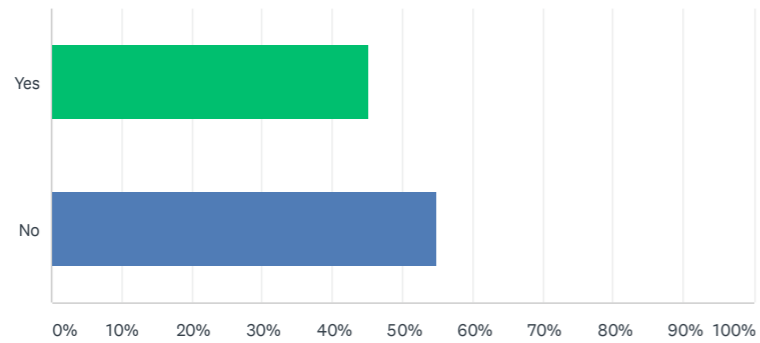
Answered: 598 Skipped: 7



ANSWER CHOICES	RESPONSES
Frequently (three times a week or more)	46.82% 280
Occasionally (twice a week or less)	36.29% 217
Never	16.89% 101
TOTAL	598

Q17 Are there any changes we could make that would encourage you to walk more or cycle?

Answered: 594 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	45.29%	269
No	54.71%	325
TOTAL		594

Q18 If you have answered 'yes' to question 17, what would these changes be?

Answered: 310 Skipped: 295

#	RESPONSES	DATE
1	A walking route from Boley park co-op that isn't the road	7/13/2021 9:54 AM
2	Increase in homeless, scammers and non-locals harrassing residents whilst seating to eat/drink outside of pubs/restaurants.	7/12/2021 8:47 PM
3	Nicer pavements for wheelchair users. some areas are really bad at the minute.	7/12/2021 4:03 PM
4	I didn't think you were allowed to cycle in the city centre?	7/12/2021 3:54 PM
5	Remove the sign that says no cycling in the city centre!	7/12/2021 3:48 PM
6	Remove the sign that stops people from cycling through the city centre.	7/12/2021 3:46 PM
7	Less cars allowed to drive through the city centre whenever they like!	7/12/2021 3:37 PM
8	Improvement to paved surfaces. Too many trip hazards	7/11/2021 5:41 PM
9	Better lighting after dark. More dedicated cycle lanes.	7/10/2021 6:15 PM
10	Better range of shopping facilities, especially a range of clothing shops now Debenhams has closed.	7/10/2021 4:43 PM
11	I have a great route to walk on the dedicated footpath off Netherstowe and round Stowe Pool but suspect that access from south of centre is harder to walk through	7/10/2021 11:53 AM
12	Include more cycle lanes BUT NOT at the expense of good pavement space and good road widths. Difficult in an historic city but not impossible in many areas. The motorist pays additional premiums to use the roads and should not be penalised. It is high time all modes of transport were regulated.	7/9/2021 4:28 PM
13	Better walk and cycle paths. I like the ideal to pedestrianise the whole city centre	7/8/2021 8:06 PM
14	Better routes	7/7/2021 11:35 PM
15	Limit speed on Beacon St from Gaia Lane as can't widen pavements	7/7/2021 8:14 PM
16	Ensure that the footways are maintained. There are loose paving flags and raised Aco drains in the footways along Tamworth Street together with surface box covers which have been replaced with steel plates which are frequently displaced creating a major trip hazard. Some of the block paviers are uneven and have sunk in places	7/7/2021 12:47 PM
17	A safer cycling infrastructure and safe monitored spaces for bicycles to be left once in the centre.	7/6/2021 11:39 PM
18	Improve pavements. Try to curb traffic in some way. St John Street is very busy & traffic does not keep to the speed limit. Lorries are also an issue here.	7/6/2021 4:05 PM
19	But changes to provision of cycle racks - near to shops.	7/6/2021 3:57 PM
20	Better variety of shops The traffic in and around the market area is too fast. May visitors are surprised to spot a car heading towards them while they are browsing or shopping. Chip/Ice cream vans should not be belting out diesel fumes. Is this actually LEGAL? Surely they should plug into a socket.	7/6/2021 3:41 PM
21	Better signage and more seating and accessible areas for my wife's wheelchair.	7/6/2021 3:21 PM
22	removal of parked cars-numerous other obstructions -boards etc	7/6/2021 3:04 PM
23	There is a problem with mixed/unclear pedestrian areas and traffic access around Market Square / Bore Street etc.	7/6/2021 3:03 PM
24	St John's Street mode more vehicle free, as dangerous crossing road.	7/6/2021 2:44 PM
25	Extra pedestrian crossings at key points e.g. at the corner of Beacon Park entrance opposite Minster Pool	7/6/2021 2:34 PM
26	More cycle lanes, especially through the city centre, Beacon Park and Stowe Pool areas.	7/6/2021 2:27 PM
27	Need more cycle routes clearly marked as they do on the Netherlands. In teh city centre it is a constant start and stop with people and cars. Cycle areas in the city centre by Dam St, Market St, Bore St do not exist.	7/6/2021 2:21 PM
28	n/a	7/6/2021 12:54 PM
29	Na	7/6/2021 9:04 AM
30	Better connected cycle routes, connecting the green spaces, and cycle routes along main roads (st.johns street and Birmingham road)	7/5/2021 10:21 PM
31	Trent Valley Rd is too narrow and busy to cycle safely, as is the traffic island at the Burton Rd end. Otherwise its a pleasing ride into town and out.	7/5/2021 7:08 PM

32	Safe cycle routes	7/5/2021 4:33 PM
33	More places to safely park your bicycle	7/5/2021 2:18 PM
34	More bike racks	7/5/2021 2:06 PM
35	Maintenance of walkways/short cuts. Traffic calming/Slower traffic	7/5/2021 1:52 PM
36	More places to safely leave a bicycle. More cycle paths	7/5/2021 12:29 PM
37	Better cycling routes from the all outskirting residential to town. The routes are limited and cycle crossing points are few. Also need safe and secure bike storage	7/5/2021 9:58 AM
38	Proper cycling routes in from all the different directions where people live, eg Upper St John Street, Birmingham Road, Bird Street (Lichfield has very poor bits of cycling routes with nothing joined up!) All the newer estates seem to be ok at this, but the older roads in, need MUCH BETTER access to encourage people to walk and cycle in more.	7/4/2021 9:50 PM
39	Better cycle provision off road, bike paths etc. Better lock up facilities as the two outside hsbcs are always full. Cleaning the stream by netherstowe more as it smells, overflows onto the path and has rats in it. Selling the land next to netherstowe would have taken out the main walking route for this side of town out.	7/4/2021 8:54 AM
40	Proper footpath/cycle path between Burntwood and Lichfield and good street lighting. Perhaps make some public footpaths into proper cycle paths e.g. disused railway	7/3/2021 7:40 PM
41	The centre must be vehicle free. This the number one priority for me. It is really unsafe at the moment	7/3/2021 4:55 PM
42	A logical and connected cycle route with dedicated cycle lanes. Dedicated pedestrian routes and safer crossings (eg the Birmingham Rd / St John's Street junction). There needs to be a safe pedestrian crossing by Ego to Beacon Park.	7/3/2021 9:26 AM
43	Wider path on Beacon Street by the cathedral school as it's very narrow in places.	7/3/2021 8:15 AM
44	The Walsall Road traffic leading into the city is terrifying. The volume has increased, the loads, the pavements are narrow and cars are constantly speeding, Make that a Boulevard and push traffic to the ring road or create a free hop & ride or encourage active travel	7/3/2021 7:19 AM
45	Communal cycle park areas	7/2/2021 9:04 PM
46	make it nearer to my house, make sure it never rains :)	7/2/2021 8:50 PM
47	A cycle route from Burntwood to Lichfield. It doesn't feel safe using the main Lichfield Road, due to traffic amount & speed; & alternative routes aren't convenient.	7/2/2021 7:54 PM
48	A footpath/cycle path from Burntwood	7/2/2021 7:53 PM
49	Cycle paths	7/2/2021 7:26 PM
50	Na	7/2/2021 7:21 PM
51	Lichfield Re:Cycle project free loan bicycle for people in Lichfield. Lichfield residents should be encouraged to donate and return bicycle they don't need	7/2/2021 7:12 PM
52	No	7/2/2021 5:32 PM
53	With having a pram it would be easier to go to town if the pavements were cleared to the edge ie hedges cut back to property boundaries and paths widened through parks as a lot of them were wide but are now mostly covered in grass.	7/2/2021 5:31 PM
54	More cycle safe and walking safe routes from Whittington. My son is expected to walk to	7/2/2021 5:14 PM
55	More secure parking places for cycles	7/2/2021 4:46 PM
56	I live within walking distance anyway but if I wanted to cycle more, I would want to feel safe and currently I don't. Cycle pathways are not continuous or well signed and cycling on road is scary, so better cycle paths needed.	7/2/2021 4:00 PM
57	Dedicated cycle lanes	7/2/2021 3:48 PM
58	We would be supportive of a strategy that seeks to better reveal the significance of heritage assets and the historic environment and creates positive links for the historic environment. We would be supportive of funds that sought to address heritage at risk or reinstated heritage assets/ historic townscape features etc. and welcome involvement in the next stages when we have more detail about the proposals.	7/2/2021 3:00 PM
59	Additional pedestrian crossing near minster pool, slow the traffic and widen the footpath on beacon street	7/2/2021 2:42 PM
60	Pedestrian phase on the traffic lights at the junction of Birmingham Road and St John Street	7/2/2021 2:12 PM
61	Na	7/2/2021 12:57 PM
62	Pedestrianisation of the city.	7/2/2021 12:50 PM
63	Enforce the traffic restrictions or completely pedestrianise the centre	7/2/2021 12:43 PM
64	Pedestrian phase at birmingham road st johns street traffic lights. Pedestrianised city centre	7/2/2021 9:30 AM
65	Wider pavements on Rotten Row/Sturgeons Hill and at the access between Burton Old Road West and Trent Valley Road. Clearer signage on Trent Valley Road of when pavements are about to expire. Public benches on Burton Old Road West, Roman Way and Trent Valley Road.	7/2/2021 8:40 AM

66	Safer walking between Roman Way and Rotten Row	7/2/2021 7:24 AM
67	N/A	7/1/2021 10:24 PM
68	Allow safe cycling in pedestrian areas and on dedicated routes into town e.g Frenchmans walk could be safely designed as shared use for bikes and pedestrians, rather than just banning bikes	7/1/2021 9:06 PM
69	Improvements to overcome problem sites listed above	7/1/2021 4:56 PM
70	See answer to Q14 better cycle paths that don't just peter out, are better signposted and a decent cycle route.	7/1/2021 2:39 PM
71	More outdoor social venues	7/1/2021 2:01 PM
72	More bike racks and extension to car free areas	7/1/2021 1:36 PM
73	More outdoor social venues	7/1/2021 1:33 PM
74	More police or security to stop cycling through pedestrian areas. They can also control anti social behaviour. Shoplifting & people openly smoking drugs while walking & driving around the city.	7/1/2021 1:22 PM
75	I would love to be able to park on the outskirts and then cycle into the centre.	7/1/2021 12:55 PM
76	CYCLING IN THE CENTRE IS A MORE OF A DANGER THAN CARS . CARS HAVE LEGAL RULES AND A CARE WHEN DRIVING INTO THE CENTRE . MANY PEOPLE HAVE BEEN HIT OR NEARLY BY BIKE . THEY HAVE LITTLE ROAD SENSE AND NO CONSEQUENCE TO THEIR ACTIONS . TO BAN CYCLING FROM THE CENTRE WOULD BE A SAFER OPTION .	7/1/2021 11:14 AM
77	Cycle routes need to be made clearer with road markings. Cycling through Bird Street car park is hazardous! minster Pool path is much safer.	7/1/2021 9:43 AM
78	better proportioned walkways	6/30/2021 2:14 PM
79	Please see Para 6 regarding the behaviour of most cyclists which is generally inconsiderate and a danger to pedestrians particularly the elderly and 'Mums with Prams'. Cycling, similar to most vehicles, should be banned in the city centre.....this would increase pedestrian footfall.	6/30/2021 12:59 PM
80	Keep the Bishops walk footpath free of overhanging plants and verges, cut regularly. Fewer cycles ridden in the centre	6/30/2021 10:55 AM
81	Levelling the pavements and roads. Curbs being the same height Take away all the cobbles. Too many differences regarding the roads & pavements.	6/30/2021 10:34 AM
82	Quicker response to pedestrian lights at the friary junction. Better crossing at premier inn roundabout For visitors try putting the times taken to walk showing it is all quick to get to.	6/30/2021 10:25 AM
83	Seating and pedestrian areas - get the city pedestrianised - deliveries before a set time. I note you used other European cities as examples - they ban deliveries after certain times.	6/30/2021 10:00 AM
84	1. All 'No Entry' signs converted with the addition of 'except cycles'. 2. Install pelican crossings: many needed throughout the city. Friary/Swan Road beside roundabout.	6/30/2021 9:51 AM
85	n/a	6/30/2021 9:36 AM
86	Places to securely store my bike.	6/30/2021 8:46 AM
87	More cycle routes from curborough/dimbles area	6/30/2021 7:56 AM
88	Pavement to be more consistent and level.More lighting and police presence	6/29/2021 11:31 PM
89	Ensure that roads and streets that are one way to vehicles (Tamworth Street to Bore Street, Lombard Street, the north end of Station Road) are two way for cyclists.	6/29/2021 9:33 PM
90	cycle lanes/designated cycle paths	6/29/2021 4:10 PM
91	cycling. More crossings, more cycle routes not just barrow lane on a busy road, but purpose built safe ones.	6/29/2021 4:06 PM
92	Discourage cycling around Stowe Pool	6/29/2021 3:17 PM
93	From Boley Park, the bridge, narrow poor footpath.	6/29/2021 3:11 PM
94	Better pavements	6/29/2021 3:02 PM
95	completely pedestrianise the city centre and make it traffic free. the proximity of car parking makes this completely feasible. e.g. cross keys/woolies car park.	6/29/2021 2:56 PM
96	Vehicle (cars , delivery, trucks) free city centre	6/29/2021 2:04 PM
97	better pedestrian crossings and a viaduct bridge	6/29/2021 1:58 PM
98	wider, level pavements in parts	6/29/2021 1:53 PM
99	City centre pedestrianisation (as above)	6/29/2021 12:57 PM
100	Clear pavements of all advertising boards and clutter; police the city centre no traffic zone so only blue badge holders can drive into the city centre - at present anyone who thinks the restriction does not apply to them drives past the sign without penalty; they should be stopped and fined. Stop vehicular traffic, i.e. takeaway delivery vehicles and taxis using Bird Street - they are ruining the block paving and there is no point in LDC spending vast sums of money on high quality paving for it only to be broken by vehicles driving through a pedestrian zone. Taxis should collect passengers either at the rear of properties, e.g. The George Hotel or at either end of Bird Street.	6/29/2021 12:21 PM

101	Na	6/29/2021 10:24 AM	136	Designated cycle lanes separated from traffic. Better ability to move through the city by bicycle e.g. Allow bicycles to travel both ways on one way streets as in many European cities. Increased and better quality bicycle parking.	6/24/2021 4:54 PM
102	More cycle parking and safer cycleways to the city centre.	6/29/2021 8:52 AM	137	I walk or cycle to Lichfield to shop not for pleasure. I would suggest the council's priority should be to fill the large number of empty shops and give people a reason to visit the city centre.	6/24/2021 2:20 PM
103	cycle storage	6/29/2021 8:43 AM	138	N/A	6/24/2021 5:58 AM
104	Better cycle pathways linked into highways would assist the cyclist entering the City. The current cycle route through the city is poorly signposted and only allows one route in and out. Better provision on surrounding roads for cyclists would encourage more trips. Public footpaths need better signage from outer ring roads.	6/28/2021 2:22 PM	139	Reduce traffic in "pedestrian areas" they do not seem safe to me with cars driving through, often at speed I. E. Market Square.	6/23/2021 10:50 PM
105	i'm disabled with mobility issues the state of the pavements are terrible and i'm on constant alert because of tripping and falling	6/28/2021 12:58 PM	140	Make city centre a traffic free zone between 10am and 4pm daily - stop Uber eats etc collecting from Hindleys and McDonalds etc Stop traffic using Bird Street	6/23/2021 10:24 PM
106	No cars and more outdoor space to enjoy and more local produce and crafts	6/28/2021 10:22 AM	141	More safe cycle parking in the centre, not on the edges of town where may have increased risk of being stolen	6/23/2021 9:36 PM
107	improved connectivity, wayfinding, surfacing	6/28/2021 10:11 AM	142	Safe cycle routes. The idea of making the old train line into a cycle/ running path is a fantastic idea.	6/23/2021 9:33 PM
108	answered no	6/27/2021 11:08 PM	143	Any provision for cycling!	6/23/2021 5:07 PM
109	As above - separate cycle ways and footpaths. Also more pedestrianisation.	6/27/2021 5:41 PM	144	Provide proper cycle paths and stop cyclists using footpaths.	6/23/2021 3:37 PM
110	Complete ban on traffic in the city centre area. Real pedestrianisation or cycle access rather than what we have now which is a half measure.	6/27/2021 4:08 PM	145	Severely restrict commercial vehicles, increase pedestrian streets and improve disabled parking	6/23/2021 3:01 PM
111	More cycle lanes and places to secure cycles	6/27/2021 11:37 AM	146	Resurface existing cycle paths leading to the city centre particularly the national cycle route from Netherstowe	6/23/2021 2:57 PM
112	Increase pedestrianisation. Reduce "delay time" on all pedestrian crossings. Introduce one-way routes on The Friary and St John Street. Bar HGVs from St John Street. Remove traffic entirely from the section of road that passes between Minster Pool and Beacon Park. Introduce a cycle hire scheme. Close the bus station and have busses use stops placed outside on roads outside the core.	6/27/2021 11:10 AM	147	Some of the traffic crossings feel unsafe in spite of them being modernised. Must be difficult in a wheelchair	6/23/2021 2:11 PM
113	More cycle paths especially from Burntwood to city . More cycle parking stands around the city centre.	6/27/2021 8:35 AM	148	More pedesrian only places	6/23/2021 12:40 PM
114	Improve pedestrian and the cycling routes not just in the town centre but also surrounding areas to encourage walking and cycling.	6/26/2021 7:34 PM	149	Greater control of traffic to city centre	6/23/2021 12:12 PM
115	Na	6/26/2021 6:40 PM	150	I live on Stafford Road and the Beacon Street section of the route is extremely narrow at times and the speed that cars travel always cause me concern when walking with my children.	6/23/2021 11:32 AM
116	Continuous footpath from Burntwood to Lichfield	6/26/2021 2:59 PM	151	Full pedestrianisation of lower Tamworth St, Market St & Bore st. Full being the removal of blue badge access given there is strong access to the town centre via the central car parks and a limited delivery window of say 7-9am and 4.30-5.30pm	6/23/2021 11:09 AM
117	Improved cycle routes, the existing ones are in disrepair and limited. Better secure cycle storage	6/26/2021 10:24 AM	152	Easy parking on the periphery of the city centre.	6/23/2021 10:26 AM
118	Crossing on StJohn/Birmingham road junction	6/26/2021 10:09 AM	153	Cycle paths from the south side of the city to the centre	6/23/2021 10:14 AM
119	-	6/26/2021 12:01 AM	154	Enforce the Highway Code for cyclists in particular , I.e. adhering to one way streets. Compliance with pedestrian areas for cyclists,skateboarders.	6/23/2021 9:25 AM
120	Cycle lanes are a must around Lichfield. It's very Car heavy and their needs to be safer ways for people to get into town.	6/25/2021 7:10 PM	155	- Pedestrianisation of the city centre (specifically Bird Street, Bore Street/lower part of Tamworth Street, Market Street) - More priority should be given to pedestrians at key junctions	6/23/2021 8:41 AM
121	Darwin park to Lichfield city centre could beautiful through the park by the stream but then behind the car park to premier inn really let's it down. Boley park to city centre has no sense of arrival and the crossing from train station, citizens advice or green hill is busy with traffic	6/25/2021 6:52 PM	156	Cheaper bus fares Bring back the young persons bus ticket ... it's cheaper for my children to go to Birmingham than Lichfield on public transport!	6/23/2021 12:27 AM
122	Reduce vehicle traffic outside Lichfield city station. Pollution and air quality unbearable	6/25/2021 5:18 PM	157	More Cycle paths - cars do not care about cyclists. If There are no pedestrians I will cycle on the pavement, but otherwise the road - but I don't feel safe. Also in city centre a cycle path would be useful just trying to walk / push your bike through town can be impossible when it's busy. Just a few more bike lock up stations - there's only like 2 to three bars and it only takes 2 bikes before there isn't really enough space for another bike.	6/23/2021 12:02 AM
123	More trees on roads into city centre -at the moment you have to walk down busy roads-trees will soften the asthetic	6/25/2021 5:13 PM	158	If I were to cycle, I would need more spaces to lock up a bike. Walking is no problem for me.	6/22/2021 11:30 PM
124	Pavement parking is beyond a joke now and drivers do not keep to speed limits	6/25/2021 3:39 PM	159	More wider cycle paths	6/22/2021 11:04 PM
125	Keep pathways to the city centre clear of overgrown hedges/trees. Enforcement of traffic restrictions through the city centre.	6/25/2021 10:52 AM	160	Potholes all along cycle route 54 ignoring od vehical access on abnalls lane	6/22/2021 9:02 PM
126	More cycle paths would encourage more cyclists. However, I have frequently seen cyclists still using roads when there are cycle paths available! This is a nuisance to motorists. There are also roads where cycle lanes exist but are obstructed by parked vehicles - Walsall Road.	6/25/2021 10:01 AM	161	N/A	6/22/2021 7:59 PM
127	Seperate cycling paths throughout the entire city centre and along all main roads. As per European cities... eg Germany, Holland	6/25/2021 7:15 AM	162	Better cycle lanes, separate from the road	6/22/2021 7:57 PM
128	Safe roads	6/24/2021 11:16 PM	163	Na	6/22/2021 7:56 PM
129	Crossroads by city station improved for pedestrians	6/24/2021 10:29 PM	164	More high street shops it's like a ghost town ☹️☹️☹️	6/22/2021 7:51 PM
130	Not applicable	6/24/2021 10:23 PM	165	Better cycle lanes especially that children can use for school etc	6/22/2021 7:35 PM
131	Safer bike parking Foldable bike hire Cycle lanes City centre to start where friarsgate/bus station is, feels like its walled in when entering from the south. Road crossing feels unsafe and un welcoming at upper St John Street end and Tamworth St end	6/24/2021 9:41 PM	166	Contraflow cycling permitted on all one way streets in the city centre. Contraflow cycling is very common in places like Ghent and increasingly common in London, Bristol and Brighton. The one way system makes the centre difficult to navigate by bicycle. Points of access to the civy centre by bicycle and foot from the north and in particular south are poor.	6/22/2021 7:04 PM
132	More cycling routes	6/24/2021 8:46 PM	167	Fully pedestrianise the City Centre	6/22/2021 6:09 PM
133	Safer routes	6/24/2021 8:37 PM	168	Stop cars parking on red Cycle paths on roads, extend cycle paths and make Centre pedestrian friendly	6/22/2021 6:02 PM
134	Clear cycle routes Confidence that there are safe places to lock the bike up	6/24/2021 7:28 PM			
135	Cycle parks, where you can park your bike safely without fear of it being stolen or damaged.	6/24/2021 6:00 PM			

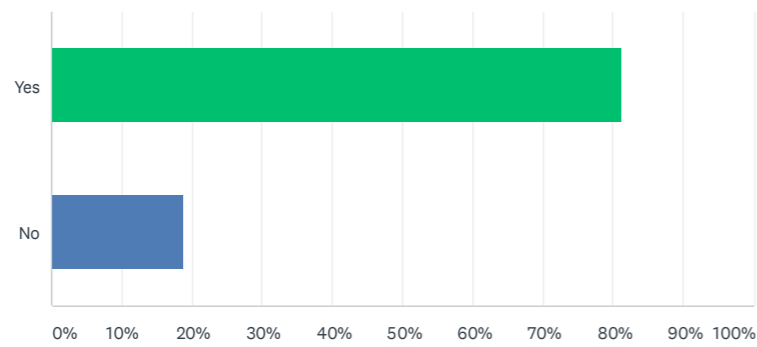
169	More and better cycle parking. Sheffield racks and CCTV coverage	6/22/2021 5:23 PM	207	More secure bike stands.	6/21/2021 10:46 PM
170	More cycles racks around the centre. Completely pedestrianised streets.	6/22/2021 5:05 PM	208	Improved and more cycling routes/paths/lanes that cannot be parked in (like the Walsall road which is littered with parked cars). Maintenance of them is also required	6/21/2021 10:36 PM
171	Free bikes. Tell people 'oi, you should walk'	6/22/2021 3:01 PM	209	Reduce or eliminate city centre traffic	6/21/2021 10:35 PM
172	Secure cycle parking	6/22/2021 2:42 PM	210	Make bike safe routes	6/21/2021 10:17 PM
173	greater pedestrianisation within the city centre area, allowing traffic to move to where there is car parks	6/22/2021 1:42 PM	211	N/A	6/21/2021 10:14 PM
174	Remove clutter from streets - random wooden planters, A boards, untidy cafe tables, random red and white barriers on Greenhill etc. Re instate disabled on street parking. Fewer food festivals	6/22/2021 1:07 PM	212	More green space, nicer walkways with attractive green areas.	6/21/2021 10:12 PM
175	Fully pedestrianize the city centre streets. This would allow for greater access for everyone and alesco drinking/dining	6/22/2021 12:44 PM	213	N/a	6/21/2021 9:59 PM
176	Cycle routes!! Please give us cycle routes!!! Also don't close the walk ways for half a year so one person can do building work! And stop putting up such high fences- what was wrong with what was there already? Now no light can get into the walk ways- not to mention the pointless expense!	6/22/2021 12:36 PM	214	N/a	6/21/2021 9:54 PM
177	By sorting out the awful spires shopping centre to make it more appealing to come into Lichfield	6/22/2021 12:30 PM	215	There are not enough continuous cycle lanes. When I cycle from Darwin Park with my young daughter in places we have to go onto the road. This is unsafe for us both due to the speed and volume of traffic. I would like more cycle lanes and not just markings on the road for cycle lanes	6/21/2021 9:48 PM
178	Open up the disused railway line from hammerwich...for safe walking and cycling	6/22/2021 11:44 AM	216	No	6/21/2021 9:43 PM
179	Connect the footpaths to other footpaths rather than car parks (Lombard Street). Maintain rights of way (the closure of Bishops Walk for a single household was outrageous!)	6/22/2021 11:19 AM	217	Pedestrianised more in and around the centre and reduced speed on roads, especially likes of Trent Valley Road as dangerous to walk in as a family and many cyclists have to use the pavements through fear.	6/21/2021 9:29 PM
180	Cycle lanes. Just not safe on roads currently	6/22/2021 10:39 AM	218	More cycle lanes	6/21/2021 9:19 PM
181	Designated cycle routes (with separation from the road), less traffic on the main roads (large vehicles at times)	6/22/2021 10:26 AM	219	I would cycle in more if there were more cycle stations to lock bikes to and less traffic on Upper St John Street where lorrys travel. The road isn't wide enough to feel safe on a bike travelling in via this route.	6/21/2021 9:08 PM
182	We need more cycle lanes. And less pot holes leading into the city centre. Maybe free parking on the outskirts of the city to encourage people to park and walk. With free public toilets too.	6/22/2021 10:23 AM	220	N/a	6/21/2021 9:03 PM
183	Police the traffic passing central areas. There are many cars without blue badges driving through all the time which makes the semi- pedestrianised areas a farce.	6/22/2021 10:09 AM	221	More cycle and walking routes, maybe utilise more abandoned railway lines.	6/21/2021 8:55 PM
184	N/a	6/22/2021 10:04 AM	222	Cycle routes/lanes roads are busy around Lichfield and I feel unsafe on my bike	6/21/2021 8:31 PM
185	Cycle paths or routes	6/22/2021 9:56 AM	223	More public toilets and update ones we have.	6/21/2021 8:28 PM
186	Cutting back the greenery down the alleyways from Dimbles hill, Bulldog lane	6/22/2021 9:40 AM	224	Better parking on the outskirts	6/21/2021 8:04 PM
187	More traffic free areas	6/22/2021 9:35 AM	225	Better paving. But please it needs to be kept in keeping with our beautiful Cathedral city, and not modern	6/21/2021 8:01 PM
188	Better network of cycle paths that are dedicated to cyclists rather than on walkways or roads. Safe places to leave bikes when shopping etc.	6/22/2021 9:10 AM	226	Pedestrianise the centre	6/21/2021 8:00 PM
189	N/A	6/22/2021 9:10 AM	227	Reduce traffic levels on the main routes into Lichfield, e.g. Trent Valley Road, Upper St. John Street. Make key points at which pedestrians have to cross busy routes safer. Perhaps consider more park and ride to keep more cars out of the city centre.	6/21/2021 7:52 PM
190	Secure places to leave bike. Wider footpaths for pedestrians. Linked up footpaths and crossing places.	6/22/2021 8:56 AM	228	Improve width of pavement and reduce flow of traffic in Beacon Street	6/21/2021 7:52 PM
191	N/a	6/22/2021 8:50 AM	229	Have speed limits for cars in the centre and enforce the pedestrian areas more e g put bollards up to prevent cars driving through bird street at night	6/21/2021 7:50 PM
192	Enforcement of pedestrian zone	6/22/2021 8:38 AM	230	More pedestrian crossings	6/21/2021 7:48 PM
193	None	6/22/2021 8:06 AM	231	Too far for me, but improved cycle lanes separate from people on foot or with prams etc. Secure places to leave bikes	6/21/2021 7:45 PM
194	Allow dogs on the bus. It's 7 miles walk into Lichfield so we usually go back by taxi	6/22/2021 7:51 AM	232	N/a	6/21/2021 7:42 PM
195	Incentive to use bike instead of car	6/22/2021 7:33 AM	233	Cycle lanes, secure bike lock ups and cycle incentives	6/21/2021 7:42 PM
196	link from burntwood via the unused railway do it!	6/22/2021 7:06 AM	234	Have better and clearer marked walkways, there are cycle paths	6/21/2021 7:41 PM
197	N/A	6/22/2021 6:29 AM	235	More clothes shops, more activities in the city centre for children/toddlers	6/21/2021 7:39 PM
198	Pedestrian traffic lights need to be placed at least two meters high with sound. The green light should enable you to cross rhe road in slow walking speed.	6/22/2021 4:20 AM	236	Na	6/21/2021 7:35 PM
199	I'm a person with severe disabilities walking & cycling aren't an option at all in any way	6/22/2021 3:13 AM	237	Although I'm not objective to where cars park necessarily people do often park in considerately, such as blocking walkways/paths making it difficult for pushchairs/wheelchairs to get passed but also makes it difficult to drive cars through, God forbid a fire engine has to get through in some places	6/21/2021 7:33 PM
200	Keep cars out of the city centre	6/21/2021 11:38 PM	238	Safe cycle routes from Burntwood	6/21/2021 7:30 PM
201	Widen the path opposite Trent Valley station	6/21/2021 11:23 PM	239	No	6/21/2021 7:29 PM
202	Secure bike store	6/21/2021 11:18 PM	240	Bike route from Burntwood to Lichfield down the old railway	6/21/2021 7:25 PM
203	Better underpass access	6/21/2021 11:16 PM	241	Pedestrian only area	6/21/2021 7:20 PM
204	Make city centre traffic free	6/21/2021 11:14 PM	242	Get rid of non-essential traffic from city centre. Put a bollard by former Kwik Save with link to CCTV control room. Lichfield has to be about the easiest city centre to control access to as this is the only vehicular route in. Why hasn't it been done years ago?	6/21/2021 7:19 PM
205	Trent valley road is unsafe for bikes which means many cyclists use the pavement. This makes it unsafe if your walking out of your own front gate, or on the pavement	6/21/2021 11:06 PM	243	Further restrict vehicular access. Secure bike locations, of particular importance for electric bikes	6/21/2021 7:12 PM
206	Ban HGVs from using routes through the city centre. Other than those HGVs that deliver. Make them use the bypasses!!	6/21/2021 10:50 PM	244	Cinema , something exciting apart from lots of restaurants	6/21/2021 7:05 PM
			245	Cut pushes back from covering the footpaths, make sure road gullies are emptied & stop so many people driving through pedestrian areas.	6/21/2021 7:03 PM

246	Cycle lanes	6/21/2021 6:51 PM
247	No	6/21/2021 6:42 PM
248	A cycle route connecting with no obstacles except crossings I guess going around Stowe Poole to minster pool and through into beacon Park. Same as a running route.	6/21/2021 6:38 PM
249	Spend some money in Burntwood	6/21/2021 6:37 PM
250	More public toilets in the city centre	6/21/2021 6:30 PM
251	As stated above traffic on Beacon St is heavy and fast. Traffic calming measures from Morrisons Island to the centre would go a long way to improve the area and make walking along the historic street safer and more pleasurable for residents and visitors	6/21/2021 6:21 PM
252	Bike stops/places to secure bikes outside shops.	6/21/2021 6:12 PM
253	More secure areas for cycle parking.	6/21/2021 6:07 PM
254	Footpath on the Lichfield to burntwood road	6/21/2021 6:05 PM
255	More footpaths from outside city (Eg Shenstone, Wall, Burntwood)	6/21/2021 6:03 PM
256	N/A	6/21/2021 5:55 PM
257	Stop cars been able to drive through the city centre and turn it into a cycle path so bikes, mobility and E scooters can travel through safely. It would be really good if it was laid out like Amsterdam.	6/21/2021 5:44 PM
258	Cycle lanes on bham road and upper St. John st	6/21/2021 5:41 PM
259	Better bus routes to the surrounding villages. For people who don't drive im sure they would visit lichfield more frequently if public transport was more widely available	6/21/2021 5:39 PM
260	n/a	6/21/2021 5:30 PM
261	Pedestrianised CC	6/21/2021 5:29 PM
262	Pedestrianise the city centre	6/21/2021 5:25 PM
263	I wouldnt know where to safely leave a bike	6/21/2021 5:24 PM
264	Better disabled parking	6/21/2021 5:21 PM
265	foot paths from Burntwood	6/21/2021 5:20 PM
266	Cycling trails	6/21/2021 5:17 PM
267	Cycle lanes. Pedestrianised centre increased	6/21/2021 5:14 PM
268	Better lit streets walkways especially by Stowe pool.	6/21/2021 5:13 PM
269	Lockable shelters for bikes under camera surveillance.	6/21/2021 5:11 PM
270	Better cycling routes from the furthest out parts of Lichfield and also from surrounding areas e.g. roads from Burntwood, Fradley, Whittington etc are heavily based towards cars and cycling surfaces are really unpleasent to ride on. Equally, more walking routes between neighbouring areas e.g. Lichfield to Burntwood and Whittington	6/21/2021 5:09 PM
271	Beacon street narrow pavement near Angel Croft	6/21/2021 5:04 PM
272	Designated cycle routes clearly marked	6/21/2021 4:57 PM
273	Cycle lanes	6/21/2021 4:57 PM
274	Wider pavements and scenic route	6/21/2021 4:49 PM
275	not applicable	6/21/2021 4:41 PM
276	Make Lichfield worth walking into....dreadful range of shops	6/21/2021 4:34 PM
277	More cycle paths and bikes added to the city like London and Birmingham	6/21/2021 4:33 PM
278	More pedestrian areas in the centre	6/21/2021 4:30 PM
279	Separate the cycle lanes from the road. MUCH more bike parking. Reduce traffic access to much of the city, especially from 5pm onwards. Only disabled persons need access after that.	6/21/2021 4:30 PM
280	Please Stop cyclist in pedestrian areas. There were 4 within 10 minutes today outside Cafe Nero, all at speed which is not safe for older people who cannot move quickly to get out the way.	6/21/2021 4:27 PM
281	A bike hyre scheme like in London	6/21/2021 4:27 PM
282	Bike lanes	6/21/2021 4:23 PM
283	I walk through town centre everyday Monday to Friday on my way to eork	6/21/2021 4:14 PM
284	Maybe more places put your bike that are under cover and safe	6/21/2021 4:13 PM
285	More dedicated cycle lanes	6/21/2021 4:09 PM
286	N/a	6/21/2021 4:06 PM

287	Improved routes round Stowe Pool to the South East	6/21/2021 4:05 PM
288	Cycles lanes from the more rural suburban parts of the city - Burntwood	6/21/2021 4:05 PM
289	Na	6/21/2021 3:53 PM
290	Completely pedestrianise city centre,no cars whatsoever	6/21/2021 3:45 PM
291	More clean public toulets	6/21/2021 3:25 PM
292	Safer cycle routes into and around city. Better and covered cycle parking	6/21/2021 3:03 PM
293	Enforce the vehicular access restrictions	6/21/2021 2:47 PM
294	Ban bicycles in pedestrian areas and or make them ride on the one way system as car drivers do.	6/21/2021 2:44 PM
295	Reduce the amount of traffic around the centre	6/21/2021 2:18 PM
296	Stop car access to the market place	6/21/2021 2:15 PM
297	Cycle lanes, cycle parking, cycle hire. Pedestrianisation of centre. Safe scenic walking routes to/from centre	6/21/2021 2:06 PM
298	More places to lock up bikes. Dedicated cycle routes	6/21/2021 1:55 PM
299	Bird street and cathedral close needs to be pedestrianised. There needs to be a proper, dedicated cycle lane network running out of the centre	6/21/2021 1:24 PM
300	Additional lighting at night	6/21/2021 12:45 PM
301	More secure bike stands in City Centre	6/21/2021 12:11 PM
302	The existing cycling infrastructure is poor to non existent. Paint is not infrastructure. There is no secure bike parking and little obvious culture for encouraging cyclists to visit and spend money. Abnalls lane is still overrun by SUVs every rush hour and makes use of it on a bike lethal. The gates are smashed and drivers are aggressive towards cyclists. The path along the main road from Burntwood does not completely cover the length of the route leaving you to cycle along with fast traffic. I cycle to Lichfield at 6am to avoid dying basically.	6/21/2021 12:04 PM
303	N/a	6/21/2021 11:48 AM
304	More zebra crossings. For example, the corner of Bird Street and SwanRd has a constant gathering of people waiting to cross the road from the park/beacon st towards the high street. Access to and from the train station is also very poor, particularly if headed south along the Birmingham Road	6/21/2021 11:47 AM
305	Safe cycle lanes. Proper pedestrianisation of streets.	6/21/2021 11:42 AM
306	Better cycle routes to city centre. Off road would be preferable. Secure cycle parking in better locations such as market square. Improved crossings into city centre particularly Birmingham road / St. John street junction	6/21/2021 11:35 AM
307	pedestrations priority not cars/vans etc	6/21/2021 11:24 AM
308	Cycle paths (and away from the road). The Walsall road ones never seem fit for purpose.	6/21/2021 11:16 AM
309	More pedestrian areas and designated footpaths so one doesn't have to walk along so many busy roads.	6/21/2021 11:14 AM
310	Pedestrianise the streets fully. There is a conflict between the car and the pedestrian and you never know who has the priority. I think it is even more dangerous with the electric vehicle and the quiet engines.	6/21/2021 9:14 AM

Q19 Do you agree with the proposal to adopt a selection of high quality, natural paving materials that could be used across the city centre (similar to Market Square and Tamworth Street)?

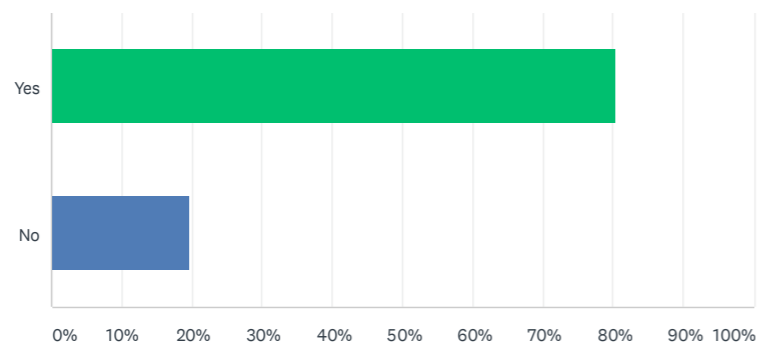
Answered: 587 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	81.26%	477
No	18.74%	110
TOTAL		587

Q20 Do you support the emphasis placed on the Bird Street car park area as an improved connection between Market Street and Minster Pool and the creation of a key central public space for the city?

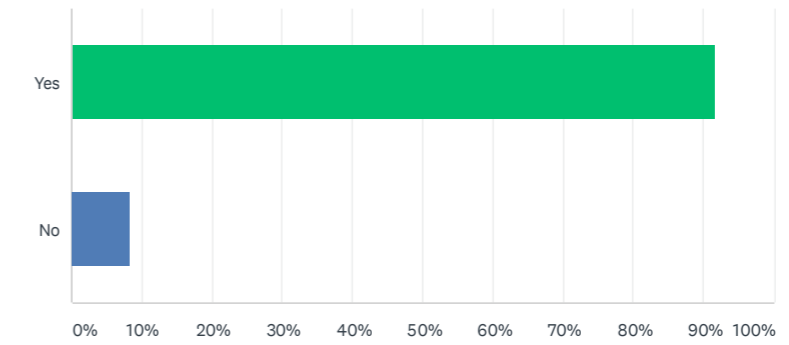
Answered: 585 Skipped: 20



ANSWER CHOICES	RESPONSES	
Yes	80.34%	470
No	19.66%	115
TOTAL		585

Q21 Would you be supportive of the key proposal for the development of a combined Lighting Plan that is suitable for the city centre?

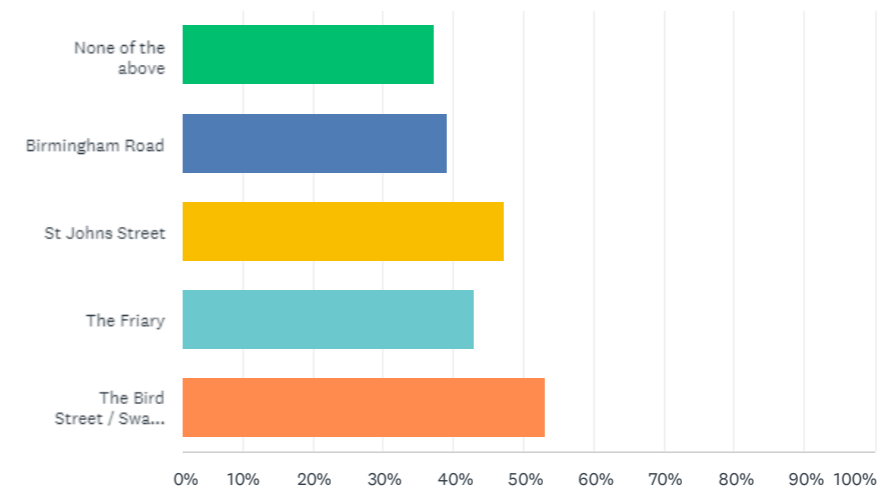
Answered: 586 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	91.64%	537
No	8.36%	49
TOTAL		586

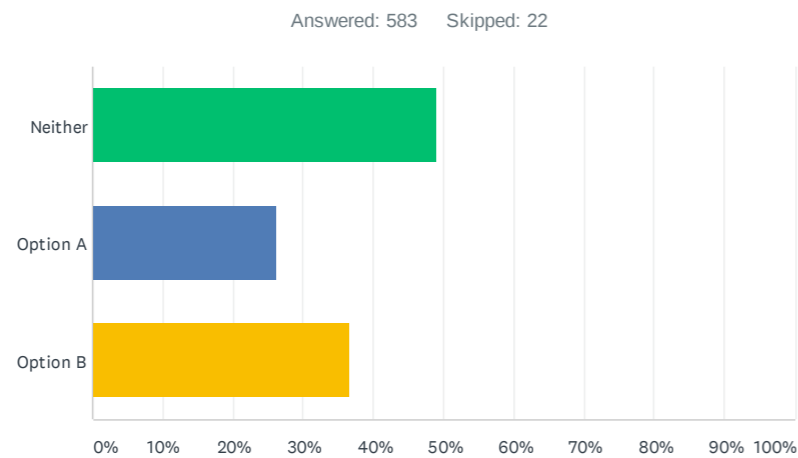
Q22 In conjunction with ongoing and planned highways improvements elsewhere around the city, some of our initial ideas involve reducing carriageway widths, reducing and slowing traffic. Would you support these concepts on: (please select those you would support)

Answered: 577 Skipped: 28



ANSWER CHOICES	RESPONSES	
None of the above	37.26%	215
Birmingham Road	39.17%	226
St Johns Street	47.31%	273
The Friary	42.98%	248
The Bird Street / Swan Road Junction	53.21%	307
Total Respondents: 577		

Q23 Enabled by city-wide highway improvements, including the completion of the Southern Bypass, we are looking to reduce the impact of heavy traffic on St John's Street and The Friary to create a safer and more comfortable environment for residents, the visitor, cyclists and pedestrians. Two options have been proposed (See Board 7). Option A – restricts access on St John's Street between Birmingham Road and Frog Lane to bus and key access only movements. Option B - restricts access on St John's Street between Birmingham Road and the roundabout by the Premier Inn to bus and key access only movements. Would you be in favour of either of these concepts? (please select any of the concepts that you would support)



ANSWER CHOICES	RESPONSES	
Neither	49.06%	286
Option A	26.24%	153
Option B	36.71%	214

Q24 If you wish to, please give more detail to your response to Question 23.

Answered: 245 Skipped: 360

#	RESPONSES	DATE
1	The two plans would render the city inaccessible to all private transport. How would disabled drivers get access to their own City, shops and essential facilities?	7/10/2021 4:43 PM
2	I assume Option B should read access on The Friary. Both of these options would appear to remove access to Wade St and Frog Lane street parking; important because 2 of the very few free parking streets left.	7/9/2021 5:25 PM
3	This is a small city and these are relatively short distances. You must not make the city inhospitable to motorists.	7/9/2021 4:28 PM
4	I don't see this part of the road system a major issue. Closing it will make Birmingham road even busier	7/8/2021 8:06 PM
5	From Walsall Road this route avoids the traffic in Birmingham Road caused by the queue waiting to turn right from Birmingham Road into Upper St John Street at Kenning's lights. The right turns from Birmingham Road, in both directions, have a high risk factor due to the traffic queue from the opposite side	7/7/2021 12:47 PM
6	The Southern bypass will not reduce the traffic to the extent envisaged and to reduce vehicle access into the city centre will cause complete deadlock	7/7/2021 10:15 AM
7	Restricting traffic on St John Street will be fantastic for me as my flat overlooks this street. Lorries regularly take the speed table very fast late at night and the pollution dirt that can accumulate on my windows is quite large. I think it would be good to maintain access for buses so they can still give a service to city centre but this is not a street for heavy traffic and am so very supportive of restrictions.	7/6/2021 8:49 PM
8	If this could be implemented it would be so beneficial. St John Street in particular is very busy. It is also a nightmare to cross the road at the traffic lights at the junction of St John Street and Birmingham Road.	7/6/2021 4:05 PM
9	But may be traffic movement problems give large new developments - Cricket Lane, Deans Slade, Streethay. These areas will want to use cars to access city centre. Unless big improvements in public transport.	7/6/2021 3:57 PM
10	There is heavy traffic around and in Lichfield. there needs to be a plan for traffic / parking as not everyone is going to walk/cycle.	7/6/2021 3:41 PM
11	We need traffic to run as well as possible. Not restrict road etc.	7/6/2021 3:25 PM
12	Easier access for buses if the bus stop is relocated.	7/6/2021 3:21 PM
13	reduce vehicle movement in the city centre	7/6/2021 3:04 PM
14	In principle yes, but as a resident of North Lichfield it is already difficult to enter/exit the city from the south.	7/6/2021 3:03 PM
15	I feel any restriction would cause more congestion that it would alleviate.	7/6/2021 2:55 PM
16	This needs to be done ASAP as at present it's the only part of Lichfield that lets it down. Heavy vehicles are so prominent.	7/6/2021 2:44 PM
17	Either one would be relevant	7/6/2021 2:34 PM
18	I do not believe these measures are necessary as improved and redeemed parking & costs (respectively) will be enough to encourage people without restricting access for those who cant walk a distance, emergency, taxi and delivery vehicles.	7/6/2021 2:14 PM
19	There should be an orbital route to avoid the city centre in the first place. There is limited roads around Lichfield - closing any off to cars will just cause more issues for car users. Why not have a park and ride.	7/6/2021 12:54 PM
20	I think it will cause major queues elsewhere. Perhaps you should trial it for a couple of weeks (not during school holidays) to measure impact.	7/6/2021 9:22 AM
21	It would increase journey time, create more pollution and congestion on other routes and increase emissions as there would be longer journeys.	7/6/2021 9:04 AM
22	No	7/5/2021 7:08 PM
23	Removing access on St John's Street means that the traffic lights at Birmingham Rd/St John's Street reduces the ways you can travel from 3 to 2. It is already difficult at times to travel that route due to congestion, this combined with the housing development at Shortbutts Lane will make matters considerably worse.	7/5/2021 2:18 PM
24	No comment - just so your best!	7/5/2021 2:06 PM
25	I would ask that Bus users (mainly elderly) are considered rather than cars.	7/5/2021 1:58 PM
26	whats the point of having university car park and the small one opposite if you cant access them?	7/5/2021 1:55 PM

27	Happy with either option as long as access to City Centre businesses is still accomodated	7/5/2021 12:29 PM	59	As St John Street is the main route to North Lichfield from Tamworth, Burton and Birmingham there needs to sufficient capacity on the alternative roads and roundabouts to handle this traffic eg Friary Avenue would need opening up from the Friary roundabout. also concerned about the extra pollution caused by diverting the traffic	7/1/2021 10:48 AM
28	It's not that busy there only rush hour occasionally also would build up queues to the college	7/5/2021 10:38 AM	60	Lichfield already has a large number of areas where traffic access is either prohibited or limited. This creates a pleasant and accessible city centre for pedestrians. However as a long-term resident I cannot see the need to expand this approach. The needs of pedestrian access need to be balanced against the ability to get around the city by car, particularly in light of the substantial development on the outskirts of Lichfield.	7/1/2021 10:45 AM
29	I don't commute to or visit Lichfield, I live here and sometimes you need to use your car. Access in/out and around the city is a nightmare because of new housing estates until you improve the ways in and out of the city you cannot restrict movement in and around the city. 20 mins to get from netherstowe lane to kwik fit roundabout each morning, in a wfh pandemic environment is a joke!	7/4/2021 8:54 AM	61	I have said neither because access to the Garrick for "drop off" would be stopped/more difficult. However, I do think better provision for pedestrians and cyclists in this area would be good, particularly at Birmingham Rd /St John's St traffic lights	7/1/2021 9:43 AM
30	This would stop traffic flow through the city and just move the traffic elsewhere making thins worse. The issue is the constant roadworks that are making St John's Street busy!	7/3/2021 6:00 PM	62	The proposal to use the Beacon Street Car Park area for leisure activities is very good but you must ensure that adequate Car Parking and access to the shops to take heavy goods away. Ensure that the routes from the car parks are wheel chair friendly. The outlying builder developments need to have public transport access to the City Centre. At present the bus companies make the rules which mean that a number of routes have been withdrawn - forcing the public to use their cars.	6/30/2021 2:14 PM
31	My only concern with this is that it would potentially stop the use of quick parking areas in Wade St unless this is key access?	7/3/2021 4:17 PM	63	I live at St John's Hospital which is a retirement complex in St John Street (NB - it isn't St John's Street..... as is quoted numerous times in this questionnaire) and these options would certainly make matters much safer for our elderly residents, for school children going to 2 schools in the vicinity and for travellers using the existing transport hubs. It would create a problem for motorists using St John Street to get to destinations but, no doubt, there are alternative means.	6/30/2021 12:59 PM
32	Lichfield has a traffic problem. I'm not sure closing off existing key routes will help. Lichfield needs more and better car parking, located outside the city centre to keep traffic out	7/3/2021 9:26 AM	64	what does this mean	6/30/2021 12:41 PM
33	Would need to sort junction at St. John's street as part of this	7/3/2021 9:19 AM	65	What does this mean?	6/30/2021 11:05 AM
34	Car routes through the city centre is vital. If you take this away people will simply go elsewhere to shop	7/3/2021 8:15 AM	66	i would like to see all HGV's and all heavy traffic use the roads around Lichfield. stopping heavy traffic going under the railways bridge. Introducing speeds and cameras to monitor all traffic and speeds.	6/30/2021 10:57 AM
35	As before - need to address active travel and make sure improvements do not impact the Walsall Road	7/3/2021 7:19 AM	67	The introduction of a 7.5 ton limit on these and other roads	6/30/2021 10:55 AM
36	St Johns Street is busy because it's a key route into town that people need to use; closing it off doesn't seem a sensible solution to the problem. Better road planning is needed. How about developing Shortbutts Lane as a proper through road?	7/2/2021 11:44 PM	68	I cannot see how restricting access would help local people travelling e.g. to work from Burntwood direction or helping mums busy on the school runs etc. Access for many apartments in this area too.	6/30/2021 10:25 AM
37	n/a	7/2/2021 8:50 PM	69	The traffic on Birmingham Road is very busy at all times of day. Narrowing the road would cause more holdups. however, if the new southern bypass is well signposted it may help to divert traffic away from the centre. Would park and rides on key entrance ways into the city centre help, as more homes are built on the outskirts of the city.	6/30/2021 10:14 AM
38	Restrictions will cause jams and pollution	7/2/2021 8:25 PM	70	Do not understand what this implies.	6/30/2021 10:04 AM
39	N/A	7/2/2021 7:54 PM	71	The importance of access for disabled visitors to the City needs to be acknowledged prior to supporting this proposal	6/30/2021 9:36 AM
40	NA	7/2/2021 7:21 PM	72	Whilst I would like to see a reduction/total removal of heavy good vehicles and through traffic from these areas it is important to be able to access residential properties and the cathedral by car.	6/30/2021 9:35 AM
41	Restricting access would just cause huge delays in other areas.	7/2/2021 5:50 PM	73	Whilst it would be good to keep through traffic and heavy vehicles off St John Street and the Friary there are important routes to parts of the city, e.g. the Multi-Storey car park at the Garrick, or travel from upper St John's street to the cathedral area. The housing developments on the south of the city will increase local traffic and alternative routes into the city aren't obvious.	6/30/2021 9:28 AM
42	Where I live affected considerably	7/2/2021 5:41 PM	74	Don't understand "Key access only"	6/30/2021 8:46 AM
43	No	7/2/2021 5:32 PM	75	As a visitor we would appreciate "Park and Ride". Perhaps small electric shuttle vehicles could be used.	6/30/2021 8:03 AM
44	Too many roadworks currently in place would make my journey much longer	7/2/2021 5:14 PM	76	Will need to create alternative access to Garrick	6/30/2021 7:50 AM
45	Option A is only a part solution to the problem of excess traffic . Restricting traffic on the whole of St John Street/Swan Road up to the Premier In island would increase footfall , help businesses and improve the amenity for pedestrians whether visitos or residents. amenity	7/2/2021 4:46 PM	77	The area is becoming grid locked especially at Rush hour when Residents are trying to leave the city for work or return home.The new housebuilding is going to make the traffic heavier so I cant see how making the road widths smaller and slowing the traffic down can help ?	6/29/2021 11:31 PM
46	Accessing the city centre is important due to my sons disability	7/2/2021 3:48 PM	78	St John's Street should be a one way street north bound towards the junction with Bore Street for buses and key access movements. Buses bound for the city from the Bowling Green would circle the Premier Inn roundabout to allow passengers to alight. Castle Dyke should be closed and made a pedestrian area. Wade Street should become a two way cul de sac with a turning circle at the north end. Frog Lane should be a two way cul de sac with traffic enabled to pass through the multi story car park or circle the new car park to exit back on to St.John's Street. Traffic leaving both Wade Street and Frog Lane would turn right on to St John's Street.	6/29/2021 9:33 PM
47	We would be interested to hear more detail about the proposals in questions 22 and 23 in order to make a judgement regarding options and to understand how impacts to the historic environment have been considered within the proposals. We would welcome the opportunity to work with you as the strategy emerges.	7/2/2021 3:00 PM	79	St Johns lights are awful. No right turn filters can take only one car to turn right, knock on effects of other roads. Same problem at Greenhill lights. Trent Valley roundabout is awful.	6/29/2021 4:06 PM
48	N/a	7/2/2021 2:42 PM	80	Improve access to the train station and also St John Street	6/29/2021 3:11 PM
49	Option A is really quite pointless. It does nothing useful	7/2/2021 9:30 AM	81	need access for cars to park etc.	6/29/2021 2:59 PM
50	No	7/1/2021 10:24 PM			
51	Be bold! No real reason for through Traffic on these streets, would make much more pleasant city centre	7/1/2021 9:06 PM			
52	These changes should be accompanied by improvements to the pedestrianisation in the adjacent core streets.	7/1/2021 4:56 PM			
53	The junction with Bore street, bird street and St John's is a nightmare, when there is a problem on the A38, lorries come round here, in addition to the problem of crossing the road.	7/1/2021 2:39 PM			
54	Believe through motor traffic should be maintained.	7/1/2021 1:23 PM			
55	I wonder if these restrictions should apply during working hours only.	7/1/2021 1:17 PM			
56	I would worry about people with mobility issues being able to access the city centre easily. Especially those going to the Garrick and needing drop-off points. I would only support any of these measures if there were other routes available which had been improved. In other words, each of these ideas is dependent on other routes being improved.	7/1/2021 12:55 PM			
57	pedestrian access is already good within the city centre. The site intended for the new shopping centre which was never built could be used to widen the pavement on st johns street.	7/1/2021 11:33 AM			
58	PLEASE SEE MY NOTE PREVIOUSLY . REDUCING THE WAY PEOPLE COME TO THE CITY IS , I BELIEVE , MADNESS . NO ONE LIKES PUBLIC TRANSPORT AT THE MOMENT COVID MEANS LOTS OF PEOPLE DO NOT WANT TO USE PUBLIC TRANSPORT IF THEY DONT HAVE TO . I DO BELIEVE THAT WHAT EVER IS SAID AGAINST PLANS OF SPENDING MONEY ON PROJECTS THAT ARE NOT GREAT WILL FALL ON DEAF EARS ANYWAY .	7/1/2021 11:14 AM			

81	need access for cars to park etc.	6/29/2021 2:59 PM	111	No	6/24/2021 5:58 AM
82	Deliveries to retail and businesses needs to be facilitated	6/29/2021 1:53 PM	112	This questionnaire does not lend itself to a qualitative response. In short, any vehicle restrictions have to be thought out as they will cause issues on other routes.	6/23/2021 11:40 PM
83	Pavements along St John's street are very narrow and could do with being widened. The junction at bird street and minster pool is awful.	6/29/2021 12:57 PM	113	The alternative routes cannot cope with increasing volume of traffic. Bringing more restrictions will cause more delays in and out of the city centre.	6/23/2021 10:50 PM
84	You need to consider the knock-on effects and increase in traffic in other areas that this would cause. In the past five years Lichfield has seen too many housing estates with little or no consideration for its impact on the road infrastructure, doctors surgeries, schools etc. I am concerned about the noticeable increase in traffic congestion across Lichfield, e.g. Cappers Lane, Eastern Avenue, Roman Way. Making the City Centre a traffic-free zone will merely exacerbate already high levels of traffic congestion elsewhere.	6/29/2021 12:21 PM	114	My elderly father-in-law lives in Wade St. we are his careers and the only way he remains living independently- how could we support him without transport able to collect him and return him home? There are many very elderly people dependant on support in this way that you seem to totally ignore. Look at the properties in Wade St / castle Dyke ! You are allowing more and more old people's homes without the infrastructure to support them Make St John Street one way only rather than closing to traffic	6/23/2021 10:24 PM
85	The infrastructure does not support traffic now so can't be reduced	6/29/2021 11:17 AM	115	Reducing traffic in the city centre will help reduce pollution. Need to have continued access by road to centre for elderly/ impaired to visit centre / other amenities.	6/23/2021 9:33 PM
86	Na	6/29/2021 10:24 AM	116	What about access to the 30 minute parking spaces though? We do use those regularly	6/23/2021 7:21 PM
87	.	6/29/2021 8:43 AM	117	It is not clear how option A could be implemented, since traffic on the Friary would need a through route, otherwise it would increase traffic there.	6/23/2021 3:37 PM
88	Redirecting traffic away from these hot spots is essential if we want to reduce the traffic flows within the inner city areas. We need to educate drivers to become used to this alternative route around the city.	6/28/2021 2:22 PM	118	Considerable thought must be given to out of centre parking if either scheme adopted	6/23/2021 3:01 PM
89	I am in favour of keeping all traffic out of town	6/28/2021 10:22 AM	119	It will cause bad congestion elsewhere, particularly around the Bowling Green Island. Greater need to restrict HGV access.	6/23/2021 2:57 PM
90	options require full assessment	6/28/2021 10:11 AM	120	THESE OPTIONS WOULD PUNISH WHEELCHAIR USERS FOR THE OBSESSION WITH CYCLISTS	6/23/2021 2:21 PM
91	If traffic were encouraged to use the Friary to the Sainte Foy/Birmingham Rd Island and Birmingham Road rather than The Friary and St John St it would mean only access traffic	6/27/2021 5:41 PM	121	Aren't these two proposals concerning the entrance to the city? If so could it put visitors off coming?Also with the gigantic number of new housing developments, the infa-structure should be thought out.	6/23/2021 2:11 PM
92	Option B is preferred as the entire stretch of St. John Street is unsafe for pedestrians, a fact highlighted during the pandemic by the crushing of all of the safety bollards!! The Friary stretch by the old library is fine and should be used by more bus services. The Frog Lane car park will be redeveloped as part of the Birmingham Road Site anyway.	6/27/2021 11:10 AM	122	no	6/23/2021 12:40 PM
93	Make one way around The Friary , Birmingham Road circle	6/27/2021 8:35 AM	123	I object to any restrictions to my freedom to drive or ride motorcycles where I choose. I frequently use these roads to access local businesses and services within my city.	6/23/2021 11:38 AM
94	Pedestrianise all of the city centre	6/26/2021 6:40 PM	124	This street is a key access artery to the core centre and keeps vehicle movement moving around the core. The focus should be on removing any vehicle access in the core market st area bar a very tight delivery window	6/23/2021 11:09 AM
95	Na	6/26/2021 10:24 AM	125	Restricting access will only create more bottlenecks on other routes. Traffic is a big problem in Lichfield	6/23/2021 10:14 AM
96	Stupid idea the roads are already congested you will deter people from coming to Lichfield! Bunch of idiots, last thing we want or need!	6/26/2021 10:19 AM	126	Living outside the city centre in Fisherwick we have to drive to get in (3 miles to nearest bus stop as public transport so poor), so restricting access to roads we need to use to get to parking areas not greatest. However the central part of city centre by the new library should all be car free	6/23/2021 10:02 AM
97	Need to cut traffic in city centre	6/26/2021 10:09 AM	127	I think you need to look at the crossings at the lights as you turn left by train station to go in bus station. For padestrians it is terable to cross there	6/23/2021 9:34 AM
98	Be realistic, people need to use cars because not all passengers can walk/ride a bike, time is limited and shooing can't always be carried home. Your issue is you are allowing too many houses to be built for the road capacity, reducing that capacity isn't the answer	6/26/2021 12:01 AM	128	Movement of traffic at busy times is already difficult, without restricting flow.	6/23/2021 9:25 AM
99	I don't think either option has a viable alternative for shifting the traffic elsewhere. I do agree with better traffic management in the city centre but how people can move from one side of the city to the other needs more careful consideration.	6/25/2021 6:52 PM	129	How the hell to older people get around, you have no idea what you are doing excluding older people, we are not all young fit bike riding people for goodness sake done make further botch ups. You have wasted thousands od pounds of our money making Tempest Ford move, and loosing jobs to PAY to keep the land safe, any idiot would have left it as it was until it was needed. You are out of touch with a lot of residents. How about building more doctors surgeries, and facilities (non eating and drinking) for all the people you have brought into our tiny city with all the new houses. You cant possibly stop us travelling through our city just because you have increased the residents by thousands. We need bigger, better roads that are pop hole free and people who live within two miles of the centre working working on the scheme.	6/23/2021 9:00 AM
100	Reduce vehicle traffic - air pollution and quality unbearable	6/25/2021 5:18 PM	130	I believe both options (especially option B) would make it difficult for people who rely on cars to access local businesses (e.g. by using the parking spaces on Wade Street or Frog Lane), negatively impacting trade. This is also likely to cause more congestion on other busy routes like Birmingham Road.	6/23/2021 8:41 AM
101	The areas you describe are the main areas of the city where many business premises and schools exist. Businesses need to be accessed easily, as do schools. By restricting moving the effect is likely to be detrimental to any business in the area.	6/25/2021 10:01 AM	131	I need to be able to get close to the city centre and railway station due to mobility issues	6/23/2021 12:27 AM
102	Don't fully understand what you are suggesting and it's impact	6/24/2021 11:16 PM	132	Lived in lich for 20 years - couldn't tell you the names of half the streets can neither approve or disapprove of schemes that I don't fully understand.	6/23/2021 12:02 AM
103	Lichfield had enough of my ridiculously high council tax I would like it spent on burntwood please	6/24/2021 10:23 PM	133	I would welcome an expansion of walking space on Birmingham road. Footpaths are too small for walking with children and a pushchair.	6/22/2021 11:30 PM
104	You are restricting access and that will affect disabled people who have difficulty walking or breathing. You are parking is inadequate now let alone if you reduce accessibility to the town centre	6/24/2021 6:51 PM	134	Traffic is a huge issue at peak and non peak times, I would not put any 'calming' measures in or anything that would increase traffic more.	6/22/2021 11:21 PM
105	Restricting traffic in as much of this area as possible would create a much more pleasant route between the train station and the St Johns St side of town for bicycles and pedestrians,thus encouraging active travel. It would improve the area around some of Lichfield's impressive buildings on St John's St and near the friary	6/24/2021 4:54 PM	135	Not necessary to restrict traffic will only create more traffic build up in other areas around city.	6/22/2021 11:04 PM
106	Making the city pretty and hoping that this brings people in to spend money appears to be an indirect approach. People need a reason to visit the city; either for shopping or leisure and that should be the council's priority. Take Tamworth for example; they have a pedestrianised town centre but nobody goes there; they all go to Ventura Park.	6/24/2021 2:20 PM	136	-	6/22/2021 7:59 PM
107	This should be supported by a Transport Assessment. Welcome greater pedestrianisation but only if congestion isn't unacceptable at outlying junctions such as the Bowling Green and The Friary.	6/24/2021 2:11 PM	137	Na	6/22/2021 7:56 PM
108	It is important to maintain some traffic access to the city - and blocking these ways through town just increases the traffic in other places	6/24/2021 11:28 AM			
109	If you narrow the streets, especially The Friary, you would cause even more traffic disruption than there is at present. DO NOT narrow the streets	6/24/2021 8:26 AM			
110	Need to keep traffic flowing and accessibility around the outside of city to access what could be car parks which are definitely needed	6/24/2021 7:55 AM			

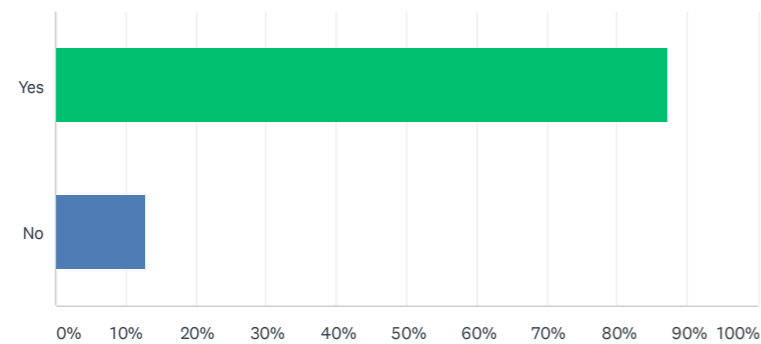
138	Prefer it as it is a longer stretch of road. Really support lichfield district council considering either of these forward thinking traffic management measures. Well done to the enlightened elected members and officers involved.	6/22/2021 7:04 PM	169	There is no need for traffic to flow down this road especially HGVs. I also you put traffic calming on Friary Av. To reduce people taking short cuts	6/21/2021 10:35 PM
139	Given the poor provision of facilities within the city it would be better to do nothing and reduce the council tax.	6/22/2021 6:16 PM	170	The needs of disabled, elderly or restricted mobility need to be addressed. It's no good putting these people too far from the city centre as they just can't walk far.	6/21/2021 10:17 PM
140	There is always too much traffic so using it for buses & key access would be a very good idea	6/22/2021 4:40 PM	171	It's a key link between the city for residents	6/21/2021 10:14 PM
141	The new road will need to be used as access to the massive number of houses you have allowed to be built. Existing traffic will have no where to go. If the new road is blocked, how do you expect people to access town?	6/22/2021 4:36 PM	172	.	6/21/2021 10:12 PM
142	Very narrow for Buses	6/22/2021 4:12 PM	173	Lichfield would become bottle neck in other areas unable get residents to get around their city	6/21/2021 10:09 PM
143	The restrictions on traffic movement just move the problem elsewhere	6/22/2021 3:46 PM	174	Need to sort out the junction on eastern avenue and grange lane before sorting out any highway restrictions in the town center	6/21/2021 10:02 PM
144	Too long a question	6/22/2021 3:01 PM	175	N/a	6/21/2021 9:59 PM
145	Adequate parking still needs to be available for the Garrick Theatre etc	6/22/2021 2:42 PM	176	As a resident it is incredibly difficult to commute to work or to school because of the sheer volume of traffic. This has been caused by continuous house building but without the appropriate infrastructure to support it. Narrow streets will not help Lichfield residents	6/21/2021 9:54 PM
146	These are poor proposals which will negatively impact on accessibility and trade in city centre. Clearing clutter and better planning of street furniture would allow pedestrians, cyclists and car users (with a focus on disabled car users) to coexist and share the space in the city centre. The 'accessibility city' would be a successful USP for Lichfield	6/22/2021 1:07 PM	177	I don't see the point in restrictions.	6/21/2021 9:43 PM
147	If you restrict access then you'll bottleneck everywhere else- you can't stick a sticking plaster on a broken bone and expect it to be fixed!	6/22/2021 12:36 PM	178	Common sense approach	6/21/2021 9:29 PM
148	There must be clear alternative routes for the flow of traffic that will be diverted away	6/22/2021 11:44 AM	179	We need to encourage people into city with new affordable rent shops and get visitors in and out by providing car parking	6/21/2021 9:19 PM
149	The completion of the southern bypass link road between Birmingham Road and London Road is designed to take traffic out of the city centre. This should be delivered within the next year or so. It would be reasonable to let this bed in to see the real time impact before committing to additional infrastructure costs and potentially moving the problem elsewhere.	6/22/2021 10:56 AM	180	.	6/21/2021 9:08 PM
150	Birmingham road must not be restricted as a major highway across the city, if anything its capacity needs to be expanded.	6/22/2021 10:29 AM	181	I use the old police station car park daily, it would make it difficult to get too	6/21/2021 9:07 PM
151	N/a	6/22/2021 10:23 AM	182	I think the roads are hard enough to get round, making them slower, closing some of them or restricting them more is just going to make it so much worse. I have 2 children under 2 I can't park miles away in the rain to get into town for dentist appointments and food etc	6/21/2021 9:03 PM
152	Anything to discourage traffic and noisy vehicles in the town centre would be very welcome in my view.	6/22/2021 10:09 AM	183	Routes are often busy, and without alternatives the city will be a grid lock. I see no benefit to reducing traffic on St. John street	6/21/2021 8:59 PM
153	I feel that traffic calming rather than restricted access is more appropriate.	6/22/2021 10:08 AM	184	You'll be cutting off casual shoppers.	6/21/2021 8:55 PM
154	N/a	6/22/2021 10:04 AM	185	I support this as it would make the City centre far more pedestrian friendly, however I am concerned that with so much additional housing currently being built, any such changes would have a huge impact on traffic queues elsewhere	6/21/2021 8:34 PM
155	There is so much traffic already that implementing either of these options will only cause further congestion	6/22/2021 10:02 AM	186	City businesses only thrive if they are accessible on demand.	6/21/2021 8:12 PM
156	The restriction should be extended to stop lorries hitting the low bridge on upper st John street, the repairs must cost an lot for the council.	6/22/2021 9:10 AM	187	Not certain why this is even being considered. What heavy traffic???	6/21/2021 8:07 PM
157	This would need to be backed by improved parking arrangements outside this area especially for short stay one hour parking	6/22/2021 8:56 AM	188	No	6/21/2021 8:04 PM
158	n/a	6/22/2021 8:50 AM	189	I would prefer if Lichfield was pedestrianised	6/21/2021 8:01 PM
159	Sounds like a nice plan but for those of us that live close to the centre (Gaia lane) would limit our options when travelling to and from home. Don't try to fix what isn't broken. Stop randomly digging up the streets and the traffic will find its own way.	6/22/2021 8:06 AM	190	Unless there is a suitable alternative provided	6/21/2021 7:45 PM
160	IF you restrict traffic in either option, the whole of lichfield will be gridlocked. The volume of cars in Lichfield due to over development means reducing capacity for cars will create more problems that is solves. the area under review is such a critical road the above actions are going to cause major problems. Its proven in London where similar ill thought through ideas have caused major issues. Cars might be unpopular with LDC but they arent with the people that need them to get around the city. You cant take peoples choice away. You need to cater for the majority not the minority.	6/22/2021 7:57 AM	191	It would cause bottle necks elsewhere	6/21/2021 7:42 PM
161	I travel into Lichfield by car from Burntwood and the traffic can already be bad. These proposals seem as though they would make traffic issues worse rather than better.	6/22/2021 7:33 AM	192	Not applicable	6/21/2021 7:41 PM
162	Make parking by restaurants free for collections	6/22/2021 7:33 AM	193	Less traffic in town will make a big difference to air quality and noise. Just build better car parks and improve rail and bus links.	6/21/2021 7:35 PM
163	just sort out non disabled using pedestrian areas... needs enforcing, otherwise stop punishing car users. Already Birmingham has alienated shoppers!!!	6/22/2021 7:06 AM	194	I very much feel that the sea side town aspect of Lichfield is being lost, the everyday holiday feel to the place is why we love Lichfield and we're losing that feel, I appreciate the need to stop heavy traffic but as a resident this would make our travel around the town quite frustrating, surely we can redirect traffic in other ways who are just simply passing through	6/21/2021 7:33 PM
164	N/A	6/22/2021 6:29 AM	195	No	6/21/2021 7:29 PM
165	So you've decided to restrict more access for the disabled residents of Lichfield, so no more access to Wade St? Only access to the precinct from Backcester Lane at the top?	6/22/2021 3:13 AM	196	Before doing anything in the city centre you have to provide an adequate bypass to get traffic away. A lot of traffic from Burntwood to A38 towards Burton has to go through the city centre even though they don't want to.	6/21/2021 7:25 PM
166	You will kill the city centre if you stop people visiting by car.	6/22/2021 12:33 AM	197	I have to drive through these areas to access my work place and so do our suppliers and customers making donations of stock to us.	6/21/2021 7:18 PM
167	Again ban all HGVs using the town centre route A5127. Make them use the bypasses around Lichfield. Other than deliveries. Far too many use it as a rat run rather than use the trunk roads and bypasses. Especially waste management / Skip lorries.	6/21/2021 10:50 PM	198	The roads that would end up taking the displaced traffic do not offer sufficient capacity.	6/21/2021 7:12 PM
168	If either of these plans were to go ahead the whole road network around Lichfield needs to be seriously improved. Travelling from one side of the city to the other is now so congested. I'm not convinced the council have a clue what they are doing.	6/21/2021 10:46 PM	199	These options remove access to car park entrances close to city centre.	6/21/2021 7:03 PM
			200	Disabled people are being pushed out	6/21/2021 6:42 PM
			201	Option A will be it's very nature create option B for majority of users. I imagine only residents and business users would prefer A to B.	6/21/2021 6:39 PM
			202	I would need to see an artists impression to understand what it is you are trying to achieve.	6/21/2021 6:38 PM
			203	Spend some money in Burntwood	6/21/2021 6:37 PM
			204	This would allow better access to the ruins of the Friary for visitors. It would be lovely to have Bird St car free and enable cafe culture to grow.	6/21/2021 6:30 PM
			205	With the caveat that residents can still use the road (even when living outside the area, for instance living in the north of the city but traveling from the south) I support Option B	6/21/2021 6:21 PM
			206	Welcome any measures which reduce traffic flow within Lichfield.	6/21/2021 6:07 PM

207	Cars are the most practical way to Lichfield. Punishing car users will drive people away.	6/21/2021 6:05 PM
208	Lights Birmingham Rd / StJohn St traffic delays due to lights along Birmingham Rd not in sync	6/21/2021 6:03 PM
209	It would force the traffic else where, maybe causing yet more traffic on the Walsall rd.	6/21/2021 5:59 PM
210	N/A	6/21/2021 5:55 PM
211	N/A	6/21/2021 5:39 PM
212	n/a	6/21/2021 5:30 PM
213	Anything to refuse the traffic through St John's street would be better	6/21/2021 5:21 PM
214	I live on Gaia Lane which is used as a rat run now. If you close off at John street in any capacity it will massively increase the already high volume of traffic down our small, narrow lane.	6/21/2021 5:14 PM
215	Just make sure there is enough parking on the outskirts as while I agree to restrictions traffic in the centre. You will make it more of a ghost town than it already is. !!!	6/21/2021 5:13 PM
216	I'm not sure I understand the benefit either would give vs the actual issue. Would they just move the issue to make other routes busier? Restricting central access also surely needs relocation of parking etc to end the requirement to travel in with your car? That way the use of buses would also increase.	6/21/2021 5:09 PM
217	N/a	6/21/2021 4:57 PM
218	Implementing a bus only route would only send the congestion to other routes..so I feel this is pointless	6/21/2021 4:56 PM
219	I think this would add to more congestion on other roads into Lichfield city centre. Traffic is a nightmare already	6/21/2021 4:54 PM
220	Would make it very difficult to get anywhere and increase congestion	6/21/2021 4:49 PM
221	Will simply increase traffic on other routes, extend journey distances leading to more pollution, there is no upside	6/21/2021 4:46 PM
222	The council should have taken this traffic into consideration before allowing so many housing and commercial building in the city centre and are therefore at fault for failing to take into account to growing population and the needs of commuters to use the A51 to go through Lichfield. Poor planning which is completely TYPICAL of the council.	6/21/2021 4:42 PM
223	ban lorries between certain hours	6/21/2021 4:41 PM
224	Access is needed for vehicles. As a voluntary driver I have frequently collected clients from these areas and taken them to hairdressers and dentists.	6/21/2021 4:33 PM
225	N/A	6/21/2021 4:30 PM
226	I feel this would reduce the amount of people wanting to come into lichfield	6/21/2021 4:30 PM
227	Heavy Traffic is too frequent on that road	6/21/2021 4:27 PM
228	Make it set out easier so that the town centre is for padestrians. Think of park and ride instead	6/21/2021 4:14 PM
229	It would cause chaos on the surrounding streets especially the Friary where I live	6/21/2021 4:06 PM
230	I feel the southern bypass will ensure these routes will become less hampered by traffic	6/21/2021 4:06 PM
231	Lichfield is a Doughnut - increasing pinch points doesn't help make the City a good place to navigate - we need new routes to do that on	6/21/2021 4:05 PM
232	It's a town that requires people outside to drive into. Restricting vehicle access causes awful traffic and puts off visitors. I'd be more inclined to go out of town shopping eg Tamworth if it's easier to park and access	6/21/2021 4:05 PM
233	Absolutely ridiculous! This will add to congestion and is the last thing you should spend money on!	6/21/2021 3:58 PM
234	Na	6/21/2021 3:53 PM
235	I'm a car user and all roads should be open, bus services are so infrequent the road would be empty. A completely stupid idea	6/21/2021 3:44 PM
236	Make area less busy with cars	6/21/2021 3:03 PM
237	Reducing speed is good but by reducing traffic people will go elsewhere so they can park close to where they are visiting	6/21/2021 1:46 PM
238	The traffic trying to get around Lichfield is bad enough without giving less access to people	6/21/2021 1:19 PM
239	no	6/21/2021 12:11 PM
240	Anything that reduces traffic is good. There is plenty of research evidence showing people arriving by public transport, walking, cycling stay longer and spend more. As long as there are viable alternatives to car use then anything is possible.	6/21/2021 12:04 PM

240	Anything that reduces traffic is good. There is plenty of research evidence showing people arriving by public transport, walking, cycling stay longer and spend more. As long as there are viable alternatives to car use then anything is possible.	6/21/2021 12:04 PM
241	Anything that pushes traffic from StJohn Street onto Birmingham Road is a bad idea. Urgent- 1) pedestrian sequence into lights StJohn Street at Birmingham Road. 2) Speed cameras Birmingham Road. Please - no more retirement flats in the city. Make the long term pile of rubble opposite the City station into a park - do not build on here - it could be such a lovely inner city green space. Pressure on our existing green spaces increases with every new house.	6/21/2021 11:42 AM
242	will cause more congestion bizarre ideas	6/21/2021 11:24 AM
243	N/A	6/21/2021 11:16 AM
244	As a bus operator any initiatives to improve journey times in the city centre will make bus travel more attractive to local resident and those living outside of the city to make bus travel a viable alternative than using the car.	6/21/2021 9:53 AM
245	It would be nice to widen the pavements in that area and make it restricted to traffic to quieten the area down a little.	6/21/2021 9:14 AM

Q25 The removal of clutter within the streets is a key objective for us. Would you be in favour of removing obstacles such as excess signage or bollards?

Answered: 588 Skipped: 17



ANSWER CHOICES	RESPONSES	
Yes	87.24%	513
No	12.76%	75
TOTAL		588

Q26 Are there any further comments or ideas relating to the design of the public realm that you would like us to consider?

Answered: 320 Skipped: 285

#	RESPONSES	DATE
1	Stop building new homes.	7/12/2021 8:47 PM
2	The public realm would benefit from an artistic input, there are a number of things such as the public seating, that could really benefit from being implemented artistically, Loughborough have recently run a similar initiative and it has proven very successful, there's ample opportunity for using local art to brighten up the city centre. Use it.	7/12/2021 4:14 PM
3	Question 20. I don't think there needs to be any link to Minster pool from the city centre. If B&M left that shop then I think you need to try and fill the space with another retailer or perhaps a small cinema. There should be a better path around the car park that takes you around the car park to Minster Pool - that'll be much safer.	7/12/2021 3:54 PM
4	I really like the recycling bins throughout the city centre, and think these should be used more around other areas.	7/12/2021 3:48 PM
5	At the start of this project, many years ago, I suggested scrapping the proposed development and creating a city centre park. Since that time a great deal of money has been spent on consultants fees and creating a building site. The public consultation, possibly three or four years ago, revealed a transport hub (bus station), southern gateway (a road) and language such as public realm. I was told the consultants' fees were in the region of a quarter of a million pounds. I suggest my initial suggestion of a park holds good and would suggest it is implemented before the whole of the city is completely smothered in concrete and bricks.	7/11/2021 8:39 PM
6	No water features proposed - why is that not considered	7/11/2021 5:41 PM
7	Removal of all street clutter- advertising boards for shops and businesses etc.	7/10/2021 6:15 PM
8	Please listen to residents who live and love Lichfield as it is. Current maintenance of all roads and footpaths needs improving. Some pot-holes have recently been filled but others are still inches deep and extremely dangerous.	7/10/2021 4:43 PM
9	Perhaps consider building the leisure centre in the city rather than Stychbrook Park	7/10/2021 11:53 AM
10	If parking is removed from Bird St ground level parking in favour of a piazza then an underground car park there with at least as many spaces is essential, as was first proposed many years ago. Lichfield centre needs more car parking spaces, preferably free, to attract both residents and tourists to businesses and attractions. Slowing down city centre traffic will cause increased jams and pollution. The roads radiating out from Market Square should all be completely pedestrianised, again as first mooted many years ago. We need to stop proposing to reinvent the wheel and get on and do it.	7/9/2021 5:25 PM
11	I would like to see any historic signage retained where it is still useful and it should not be replaced with bland signage. I like the information boards situated in key areas of the city centre. Cyclists should be mandated to dismount through pedestrianised areas and this should be monitored. Traffic should not be allowed through pedestrianised areas except for access and then properly monitored with evidence provided. More outside space for cafes etc would be most welcome.	7/9/2021 4:28 PM
12	A priority should be building a pedestrian tunnel or bridge across Birmingham street to replace the busy zebra crossing at the train station. A bridge could be built all the way from the train platform and have access both sides of the road. A great foot bridge design could be a major feature.	7/8/2021 8:06 PM
13	I would like to see whether Lichfield could support a park and ride. Perhaps a street survey of tourists?	7/7/2021 8:14 PM
14	To allow disabled parking again in the area from the old kiwk save to Bore street	7/7/2021 3:35 PM
15	Remove all clutter from the pedestrian areas to ensure that walking routes are unobstructed. Pedestrians tend to walk in straightish lines .	7/7/2021 12:47 PM
16	Keep the character of the city rather than trying to compete with larger towns in the vicinity. This includes actively encouraging our individual shops by worthwhile financial support.	7/7/2021 10:15 AM
17	I/we would like to see something done with the "dump" of ground at the corner of St John Street and B'ham Road. What an eyesore it is for residents and visitors alike. This is a prime area of Lichfield which seems to be neglected, and there are some lovely listed buildings in St John Street, especially, which would benefit with an improved look. Lots of visitors take photos of several buildings along here.	7/6/2021 4:05 PM

18	I assume there will be a number of consultee organisations (i.e. BID, Civic Society, Transition Lichfield, Shop Owners) in addition to residents and tourist representatives will continue to be involved and encouraged to monitor maintenance of the city centre, promoting a sense of community involvement. AVOID TOO MUCH UNIFICATION. Create integration with historic element which makes a place memorable and reflect the evolution of the city. In the past elements of Art Deco and Art Nouveau. Create a trail with pavement art - proposed many years ago with Johnson Pavement art - see Redditch, Burton - reflecting past/present industry - or Stratford with Shakespeare. Involve children/youth in designing (as Burton). Bollards may be retained if historic as protection. Replace wood with metal for longer life. N.B. Need for new central surgery - with current large number of developments. Current provision is totally inadequate. A community centre in central area also i.e. not a swimming pool/sports centre on periphery of Lichfield. Living walls could be incorporated, possible garden roofs, in addition to landscaping of small spaces, Trees etc.	7/6/2021 3:57 PM	34	Any changes have to ensure equal access and usage to people with all disabilities - this is why the use of natural materials, although looking nice are often difficult for those with visual impairment to walk safely on. Braille should be used on all information boards and font, size and colours should be considered for all people to have equal access and usage. Lighting needs to ensure safety for those with visual or mobility issues and not developed for aesthetic alone.	7/5/2021 4:33 PM
19	Visitors come to Lichfield to see our magnificent Cathedral and medieval/Georgian streets. Any attempt to modernise our city may ruin them. One thing which could be done is to reinstate the museum. Some years ago we had a fantastic display in St Mary's telling the story of Lichfield, it was wonderful.	7/6/2021 3:45 PM	35	If you wish to make Lichfield more pedestrian friendly then I think you need to develop plans to direct traffic from utilising Upper St John's Street as a means of entering Lichfield. At present traffic congestion is a problem, you proposals will, in my opinion, make matters much worse. One of the things which needs looking at - which could improve the flow of traffic - is the number of traffic signals we have across the city. For example between Shortbutts Lane and access to the A38 at Streethay you have a total of 14 traffic lights in a space of 3 miles, that is ridiculous amount of traffic controls in such a small distance.	7/5/2021 2:18 PM
20	1. Where does the bus station go? One person has already been killed waiting for bus opposite the park on Beacon Street. It is very useful to alight from train and catch bus (if you are serious about reducing the no of cars). I already use the bus to go to Burton hospital for appointments thus reducing car use. I [prefer to wait in designated bus waiting area where BUSES, TRAFFIC and pedestrians are in a safe area. (The bus station in Newry, N. Ireland, is like a transport hub, bays for all the buses, cafe, toilets, internet, board with all bus travel information and very very helpful ticket office). Maybe look it up on the internet, MANY people use buses, it's a necessity if you want to reduce car use. Not everyone has a car or access to one. But above all that bus transport needs to be integrated into the city plan. Coaches visiting also need to park up. If shops in city centre close, people will shop on Eastern Avenue, the centre will be a ghost town, like Tamworth, and no amount of new lighting and paving will make any difference.	7/6/2021 3:41 PM	36	I like what is being considered - go for it!	7/5/2021 2:06 PM
21	Lichfield needs small and many improvements, not large scale intervention. New signage is a good idea, but please do bear in mind that the basic character of the city is historic - please keep them clear but elegant. No neon colours please!	7/6/2021 3:29 PM	37	Fully support the plans and feel it would significantly improve the city for local residents and attract outside visitors.	7/5/2021 2:01 PM
22	Concentrate on Birmingham Road site, remove the hoardings and grass over provide seats etc. As soon as possible, but do not rush any development until we can see the future possibilities that will benefit the city and residents visitors alike. But NO residential houses - save us from over developing houses in the city centre.	7/6/2021 3:25 PM	38	I am concerned about the area near the memorial gardens be over developed. During covid that area has been very popular both from the gardens and from the opposite bench area where people can enjoy the view of the trees, heron calling and also (by memorial wall) large carp live. Any attempt for a walkway or cycle track development will spoil this Natural area. With regards to felling the trees along that area it will just show the back gardens not the cathedral as suggested. We don't need another Stowe Pool with clean lines. Proposed cinema needs close access to car park.	7/5/2021 1:58 PM
23	linkage between major and potential new links	7/6/2021 3:04 PM	39	With emphasis on health, and links to lifestyle etc. strongly believe leisure centre should be situated in city centre. Have young people been asked about their views? Facilities for young people? (under 18s) I don't think we have any youth facilities in the town centre.	7/5/2021 1:52 PM
24	There is no comment about on consultation with major landowners and how the city council is going to respond to the vast changing retail environment. The potential further loss of retail needs to be addressed. No strategy mentioned in this consultation. Loss of daytime footfall will lead to a very quiet period in the week. Not mentioned parking policy to encourage non-Lichfield residents to use city centre and maybe help promotion of retail.	7/6/2021 2:53 PM	40	Restrict deliveries by large lorries to certain times of the day to keep the pedestrian areas safe. But discussion with businesses is critical to ensure their needs can be met as well as making Lichfield safer and more attractive to visitors	7/5/2021 12:29 PM
25	I am very concerned with the state of the roads in Lichfield. Potholes everywhere plus large vehicles using St John St on a poor road surface makes so much noise. St Johns Street should only be used for buses and people living there.	7/6/2021 2:44 PM	41	Making the centre properly pedestrianised so people can walk freely around the centre, too many people are driving through claiming they are disabled every day, this is ruining the area for everyone, access to delivery need to either be made a different way or access before 9am etc	7/4/2021 9:50 PM
26	The core city centre should be completely pedestrianised, with goods vehicles only permitted early/late in the day. Disabled parking on perimeters only and not allowed to drive through the centre.	7/6/2021 2:27 PM	42	All for removing clutter as long as it doesn't make it easier for the travelling communities to set up camp. As a local tax payer, I've had enough of their inconvenience	7/4/2021 8:54 AM
27	I would also like to see a ban on traffic down Bird St & Market St. Both these areas are full of takeaway outlets and are full of cars and vans in the evening + in the day. I don't see any reason why people should need to drive down these roads. It has got much worse since covid. I also don't think people should drive down Tamworth Ste & Market St, it is used as a short cut. There seems to be a problem in Lichfield that the pedestrian areas always have options for cars and vans. I get that people need deliveries, but maybe it should have smart bollards like in Burton upon Trent for deliveries and buses etc.	7/6/2021 2:21 PM	43	Keep all the trails around the city centre and improve the signage. Using a common style would help too	7/3/2021 2:57 PM
28	I have concerns about reducing mobility access and parking in the city centre for those less mobile, but not using wheelchairs or motorised chairs. Those who ca walk 150-200 yards with aides, will not be able to access the city centre if they have to park in car parks further away from current disabled sites.	7/6/2021 2:14 PM	44	Improving public realm is positive however my bigger issue is improving road network and access into city with the significant growth in housing and people. Lichfield is fast becoming overrun without the infrastructure lot support this	7/3/2021 10:06 AM
29	Unless there is something to come into Lichfield for there is no point spending money putting in new lights and pretty paving. Focus on why people come into Lichfield and build from there - lack of shops / lack of facilities - these need tackling first	7/6/2021 12:54 PM	45	Connect spaces with logical routes to make it an accessible and enjoyable public realm. Parking needs to be addressed. I agree with losing the Bird Street car park but ONLY if better parking is provided elsewhere. I said I feel safe on the streets but I'm a 6'1" man. I don't think my response would be the same if I was wasn't.	7/3/2021 9:26 AM
30	More colour, sympathetic planting to enhance people's experiences	7/6/2021 9:04 AM	46	Would like more in beacon park for the children and community - particular a splash park or lido Make more of the square by st Mary's as a community space	7/3/2021 9:19 AM
31	Sustainability and maximising effective nature friendly planting (wildflower meadow mix) and living pillars (scotscape group)	7/5/2021 10:21 PM	47	Consider how the city encourages retail start ups and independents. A growth hub in one of the empty shops?	7/3/2021 7:19 AM
32	I love the extra pedestrianisation but too many cars and vehicles still drive through the city centre and markets at times when shoppers are ambling around and many of them far too quickly than the busy streets warrant.	7/5/2021 7:08 PM	48	Design needs to meet the needs of residents, many of whom are older than average, so flatness and accessibility are key. Stop people driving through the town centre, and parking in the centre (eg opposite Wilkos). Many drivers with disabled badges park on each side of the road next to the Garrick. Either provide extra parking there for disabled or stop double parking.	7/2/2021 11:44 PM
33	Hoping to move to Lichfield in the near future and am encouraged to see that there is a plan to enhance what is already a beautiful city. Can't wait to live here and will be following the progress with these proposals with interest from Coventry! Thanks to all involved.	7/5/2021 6:51 PM	49	n/a	7/2/2021 8:50 PM
			50	I don't.	7/2/2021 7:54 PM
			51	Na	7/2/2021 7:21 PM
			52	Reducing blue badge parking in Bore St was not thought through or consulted on. There is little point encouraging more visitors to Lichfield if there are no businesses to visit. We have excellent history & landmarks which are not well promoted like other historical cities	7/2/2021 6:45 PM
			53	City maps / you are here at key access points for visitors. Clear consistent finger post signage.	7/2/2021 5:41 PM
			54	No	7/2/2021 5:32 PM
			55	My father was in a wheelchair for a while before he died, during that period it really made me see how Lichfield isn't a friendly place for people who are disabled and with an aging population I would think this needs addressing. Not just mobility issues but also sight. There is too much street furniture (obstacles), not enough dropped curbs, in the centre the cobbles aren't comfortable to ride on for many wheelchair users. They need to be able to park near the centre and there really needs to be a changing space in the center (apologies if there already is one).	7/2/2021 5:31 PM

56	Pedestrianise the complete centre of Lichfield. Absolutely no need for any driving within the centre	7/2/2021 5:29 PM	74	1. Traffic free between 10am - 6pm 2. Encourage more outdoor social areas cafes, bars restaurants. 3. reduce costs for larger retailers to improve shopping & food shopping	7/1/2021 2:01 PM
57	No	7/2/2021 5:14 PM	75	Surprised not to see more on retail and hospitality in the city. Need to think about replacing debenhams site housing appropriate independent businesses. Needs a greater input from the public sector.	7/1/2021 1:36 PM
58	Further encouraging a cafe culture in for example Bird Street and allowing certain food and non alcoholic drink to be consumed outside community premises such as the old M&S store would make the City centre more attractive to visitors and residents.	7/2/2021 4:46 PM	76	Traffic free centre More outdoor permanent eating areas for restaurants, bars and cafes Incentives to encourage quality, large dept stores & food stores.	7/1/2021 1:33 PM
59	Although it is difficult to get younger people/young families engaged with this research, it is important that their views are included as they are the ones who will benefit. Generally, it is the older population whose views get heard.	7/2/2021 4:00 PM	77	Please preserve the track bed of the old Burntwood - Lichfield railway line so that it could be restored to traffic, (member of Lichfield Rail Promotion Groups). Please avoid any developments along the path of the proposed restored Lichfield and Hatherton canal, and give funding to the restoration plans. (Member of Lichfield & Hatherton Canal restoration trust).	7/1/2021 1:23 PM
60	Question 19. relates to the use of natural paving stones. We would welcome consideration of the historic townscape and heritage assets and how these areas could be enhanced to better reveal the historic significance of the area. We would welcome further discussions on specifics and what materials may be the most appropriate to use. Question 20. we would welcome further discussion on the proposals affecting Bird Street. As you will be aware there are a number of heritage assets within this specific area, including but not exhaustive to, Cathedral Close and Linear Park and Garden (GI), a number of Grade II assets within the RPG, a significant number of heritage assets along Bird Street, Market Street, Sandford Street, Grade II* George Hotel, Grey Friars SAM. Any public realm strategy will need to consider what impacts there are for the historic environment, are there opportunities for enhancements or to address heritage at risk, are there opportunities to better reveal the significance of heritage assets. There is no reference currently on the Bird Street design board to heritage. Question 21. we would be supportive of a lighting strategy for the area and one that is sensitive to the historic environment and looks at opportunities to better reveal heritage assets through lighting. We would be keen to understand more about the proposals and ensure any strategy was not detrimental to the historic environment. Question 22/23. we would be supportive of proposals that seek to reduce traffic from these areas, and reduce pollution and encourage other types of transportation such as walking which could better reveal the significance of heritage assets. However, we would be keen to engage further to understand how the proposals may affect or benefit the historic environment and ensure that it is fully considered. We are grateful of the opportunity to comment on this strategy at the outset and are willing to work with you to offer our advice as needed.	7/2/2021 3:00 PM	78	Improving CCTV. Making the public aware of it's use. I see a lot of camera's in the city with anti social behavior & driving offences.	7/1/2021 1:22 PM
61	I've seen Friel Homes proposals to develop the beacon street car park and think it looks fab - can this be incorporated with the master plans?	7/2/2021 2:42 PM	79	In the masterplan I can see no mention of the school/library building on the friary. I realise repurposed as an art gallery and museum possibly with some spaces for artists and crafts people. This would enhance the city centre and be another tourist attraction. If public transport between Lichfield and Birmingham airport and between Lichfield and the National Memorial Arboretum is improved Lichfield could become a destination for city breaks.	7/1/2021 1:17 PM
62	Shop signage on Upper St John Street is ugly and too obtrusive (eg Boozeking frontage), there is currently graffiti under the rail bridge- the section of Upper St John Street, from Cherry Orchard to Birmingham Road is a very ugly, unwelcoming approach to the city	7/2/2021 2:12 PM	80	I believe that with the historic nature of the city, the use of boring, standard public realm furniture and signage will detract from the character of the city. I would encourage and support using local communities, local artists and local creative organisations to enhance character and distinction in the city; engaging with community groups will build social cohesion, social responsibility towards the public realm items and will create an additional attraction to lead the visitor/tourist into other parts of the city. Lichfield has a great history of innovation and creativity; why not leave an equally exciting legacy of our current times to future generations?	7/1/2021 12:55 PM
63	I can't see the point of spending money to attract people to visit Lichfield, charging ridiculous parking fees whilst robbing a place like Lichfield of its character. People can park for free down the road at venture park for cheap shopping and fast food.	7/2/2021 12:56 PM	81	SEE PREVIOUS STATEMENTS	7/1/2021 11:14 AM
64	Improve signage to prevent cyclists racing through market street and up to the old debenhams	7/2/2021 12:50 PM	82	Although I do not support the narrowing of carriageways which would only exacerbate the existing congestion issue, the corner of the road in front of City station and St John Street is currently hazardous for pedestrians and particularly anyone with a disability owing to the narrow access and lack of visibility. This has been caused by the removal of Tempest Ford and the continued presence of a large pile of rubble which the council has (unsuccessfully) tried to hide with hoardings. This should be removed as soon as possible for reasons of safety (not to mention because it is an eyesore for both residents and visitors). On redevelopment of this site the pavement should be widened by repurposing part of the old Tempest Ford site rather than narrowing the carriageways.	7/1/2021 10:45 AM
65	Encourage smaller independent shops and the ability to browse and walk around without constantly having to check for traffic	7/2/2021 12:43 PM	83	There is a very shallow kerb in streets around the Market square which IS A SERIOUS TRIPPING HAZARD. Either have a proper kerb or BETTER STILL remove the kerb completely.	7/1/2021 9:43 AM
66	Bollards ok in moderation. Signage clutter - particularly A boards should controlled better. Promoting a "pavement culture" in the summer could cause problems if the centre is not fully pedestrianised	7/2/2021 9:30 AM	84	Remove outside shop advertising boards which block pavements	7/1/2021 9:11 AM
67	Clear walk through signage for wheelchair access and planning to align dropped kerbs. Clearer signage throughout the city on where pavements are about to expire and pedestrians need to cross. Planning of public benches and spaces to place shopping to encourage walking into the centre from residential areas.	7/2/2021 8:40 AM	85	Think blind or partially sighted when designing the footways. Cut back vegetation and open the footpaths up to allow two people to pass comfortably. The Brimingham Road into Trent Valley Road is very narrow and is used at the present as a through route. This should be closed to HGV unless access to the stores. We should encourage the through traffic to use the Bypasses.	6/30/2021 2:14 PM
68	Restrictions on outside restaurant setting on Tamworth Street	7/2/2021 7:24 AM	86	It has been mentioned that Lichfield is well placed for access by road, rail, air etc. The problem is that it is so well placed that potential casual visitors can easily by pass the city unless having a specific reason to visit. Consequently, as mentioned in the Masterplan, the city needs a 'signature'....there are already niche shops, it is well catered for students of history but what it doesn't cater for is any sort of facility for a family who may wish to visit or for the benefit of existing residents (apart from Drayton Manor which is miles away). Perhaps more research could be done to identify what parents want and what children want and arrive at an idea which would encourage longer stays meaning extra income. The area around Stowe Pool would be an ideal location for 'something' as opposed to the bog standard description of 'commercial or residential use' or, God forbid., a temporary camping site for ravers visiting concerts/festivals. How about something simple such as a dedicated picnic area with plenty of seating and supported by mobile retail units providing good, affordable food and drink...Beacon Park isn't really set up for such facilities.....this isn't a solution but it something to consider perhaps as a support to some other facility. Those benefiting would include both family visitors and residents. It would also offer a lunchtime venue for city worker.	6/30/2021 12:59 PM
69	No	7/1/2021 10:24 PM	87	Bird Street car park is essential: It is the only one on that side of the city. It is extremely well used. It is very central and therefore good for people with disability problems and parents with children/prams. it is close to the cathedral and city centre so particularly important for tourists. if you build on it we cant see the cathedral. It should be left as it is. I understand that the Birmingham Rd site is being looked at by consultants with regard to shops, offices and residential area. None of the above will improve the centre of Lichfield. High Street throughout the country have changed. We have difficulty in filling empty shops. Something special is required to bring people into the city. the swimming pool will do this and people may well use it and then stay for lunch, coffee or to shop. Houses and offices will not bring people in. The swimming pool would also be accessible to Lichfield residents wherever they live. Situated on Eastern Avenue makes is impossible for some residents, especially young people, to get there. More and more retail units are being built on Eastern Avenue. That takes people away from the centre which may eventually become a 'dead centre' like many towns. The Swimming pool - and a cinema - should be an option to be looked at by the consultants.	6/30/2021 12:41 PM
70	Far too many bollards, pleased that has been noted!	7/1/2021 9:06 PM			
71	Two issues 1. Increased protection of the established open space areas in the City Centre, eg no removal / loss for development as M/plan proposes at University West. 2. Improvements to pedestrian conditions by removal of all disabled spaces and movements in core ped. streets and no servicing between 9.30 and 4.30. Finally, consistency in the approach to planning the public realm in the City. Enter is significantly hampered by there being 3 local authorities acting there.	7/1/2021 4:56 PM			
72	With new / different housing developments happening in Lichfield, more pressure is going to be put on doctors surgeries which are already difficult to get appointments. Can a new health centre be included on the plans of new developments or at least the site allocation of a health centre.621	7/1/2021 2:59 PM			
73	1. Wheelchair bound people and the blue badge holders are an important consideration in the design of the public realm for parking, access etc. 2. the developments, particularly to the south and west of the city are going to alter the traffic flows. most of them are too far to walk with young children, so unless there is a decent local (mini) bus services, these people will come to the city in their cars. At the moment, Streethay population parks in the (free) Tesco car park to nip into town.	7/1/2021 2:39 PM			

88	Bird Street car park is essential: 1. It is the only one that side of the city 2. It is extremely well used. 3. It is very good for people with mobility issues and parents with children/prams. 4. It is close to the cathedral and city centre so particularly important for tourists. 5. If you build on it you won't see the cathedral. 6. It should be left as it is. I understand that the Birmingham Road site is being looked at by consultants with regard to shops, offices and residential area. None of the above will improve the centre of Lichfield. High Streets throughout the country have changed. We have difficulty in filling empty shops. Something special is required to bring people into the city. The swimming pool will do this and people may well use it and then stay for lunch, coffee or shopping. Houses and offices will not bring people in. It would also be accessible to Lichfield residents wherever they live. Situated on Eastern Avenue makes it impossible for some residents, especially young people, to get there. More and more retail units are being built on Eastern Avenue. That takes people away from the city centre which may eventually become a 'dead centre' like many towns. The swimming pool - and a cinema - should be an option to be looked at by the consultants.	6/30/2021 11:05 AM	97	All car parks should be phased out with the exception of the multi-storeys. It is said that the friary car park is unpopular because it is more than 3 minute walk from the city. I think this car park is unpopular as none or very few positions on the ground floor are available to non-residents. The electric charging places are not much used because they are not well signed and advertised. Maybe by year 2040 every ground floor position should be one for charging electric cars and other vehicles. BIRD STREET CAR PARK Change this car park and build suken layers (at least two). proposed open space must be on the roof of this car park. DO	6/30/2021 9:51 AM
89	no	6/30/2021 10:57 AM	98	The flooring is some areas such as Bird St, Dam St, whilst appearing quality did not last sufficiently long and cracked. Bird St road has patches of brick paving unstable.	6/30/2021 9:36 AM
90	The Lichfield city economy and district council revenue depends on visitor footfall to spend in our shops, use our restaurants and cafes, visit our cinemas and theatres and stay in our hotels. To attract visitors to these facilities they must have a different offering from what is available in other town centres. This means small boutique shops that offer up-market goods in an attractive setting in covered arcades. Sufficient car parking places at affordable prices is essential for both the day and evening economies to compete effectively with shopping centres elsewhere. The district council has a specification for the number of car parking spaces required for different types and sizes of public facility; it should be adhered to with consideration for multiple EV charging points that are well signposted. It will be difficult to encourage the present owners of commercial property to make necessary changes so the council must seize every opportunity to purchase vacant properties and plan to build attractive facilities on existing council property, such as B&M store that could be rebuilt as a quality arcade connecting Market Street to the Bird Street car park. This car park is a key resource for the city and need urgent redevelopment retaining at least the present number of car parking spaces underground, probably in at least 2 levels to secure a clear view of the cathedral from the exit from the arcade. The development of the Birmingham Road site should start with the construction of 2 levels of underground car park in the area of the old FORD garage to accommodate the lost parking places when the old multi-storey car park is demolished. the car park can then be extended to the north as the developments at the street level are constructed. Depending on the facilities built on this site, this car park will probably require 750 car parking places with double height first lower floor to accommodate delivery vehicles, as well as a second floor below that. This size of car park will then permit the construction on the temporary car park adjacent to Frog Lane. Consideration should be given for a pedestrian access below Birmingham Road from the train station directly into the first lower floor of the car park, with a pedestrian route through the car park to exit near the Garrick theatre. A multi-screen cinema has previously been planned for the Birmingham Road site and should be recognised as well as quality residential flats and a large open events space and gardens.	6/30/2021 10:55 AM	99	If Bird Street car park is to be closed then other parking provision MUST be made. Providing car parking with first 30 minutes free and then pay on exit would improve the experience of resident and visitors. Many of us aren't able to cycle or walk long distances and are reliant on our cars. Our local bus service was withdrawn in 2019(?) making us more reliant on our car. Public transport to estates such as the Valley Lane area, Boley Park, Darwin Park and it's extension area, the new developments at Streethay, Curborough, Cricket Lane and Birmingham Road are essential if traffic in the city is to be reduced.	6/30/2021 9:35 AM
91	Swan road going into Beacon Street should be restricted to 20mph. It is a nightmare for wheelchair, prams and pushchairs, elderly pedestrians crossing to get to our lovely park. Coming out of the park crossing over Beacon Street is a dangerous hazard as it is a 'Blind Spot' to cars coming round from Swan Road or vice versa. It is a miracle that there isn't an accident, as it is a diabolical situation to cross either to the park or to Minster Pool. Hardly any vehicles stop which means everyone then is in the middle of the road....disgraceful.	6/30/2021 10:34 AM	100	The city is at a critical moment because of the decline in town centre retail. At present market street is dominated by charity shops, good in themselves, but not a sign of a thriving town centre. The B&M store and Iceland are key to preserving any retail trade in this part of the city. Although the buildings they occupy aren't good, the loss of these shops would damage the city. car parking in the city is an important issue. not everybody is able to access the centre on foot or by cycle. It is no mystery why bird street car park is over busy, while other car parks are underused. It is the car park best situated to visit cafes and restaurants in Bird Street, shops in the centre, and the Cathedral, as well as being good for the parks and pools In bad weather, if dealing with young children, if carrying shopping , if having any difficulties walking, the other car parks are too far from the places people want to go. Losing Bird Street car park would probably put people off visiting the city to eat, to shop or to visit the cathedral. The criticisms of the area are probably valid, but proposals to lose car park and also to lose shops like B&M have too many disadvantages: a) an improved transport hub/interchange for trains and buses and coaches at the station with attractive, well signed walking routes into the city and with good, well maintained public toilets. b) A better (and better lit) pedestrian route from the Lombard Street car park to the city centre. c) A cinema - preferably in the style of the red carpet. d) encouraging a continuation, after covid) of the outside seating cafes, perhaps with more permanent weatherproof provision. The city centre should be a centre for visitors. The parks are very well used and good for wildlife as well as people. The cathedral is a major attraction and needs to continue to be accessible. The centre provides meeting places for many clubs and societies. these need access, including parking at night. people visit for cultured events like the festivals, theatre or concerts - evening parking is needed. The same applies to eating out and visiting bar. There is continuing business in the centre. People still need to use banks, visit the market and shop. The future is probably more independent shops rather than chain stores. there is continuing need for personal services such as hairdressers, opticians, dentists, etc. The experience of Lichfield would be improved is, over time, the attractive historic buildings could have more sympathetic shop fronts restored to replace the unattractive, inappropriate style of the late 20th century. This would reserve the trend for all towns to look alike.	6/30/2021 9:28 AM
92	Priority should be given to the terrible eyesore at the corner of St John Street lights. this should be open/grassed with trees and seats and a coffee bar and made attractive NOW even if at a later stage a cinema or similar is there. A stranger driving through Lichfield from the A38 must get the impression of a run down city. More trees e.g. on the road outside Tesco, bus station and the corner I have mentioned previously would enhance the area.	6/30/2021 10:25 AM	101	Strategy Board 6 - Improving the lighting along Lloyds walk. Art installation incorporating heritage aspects, such as St Chad's cross or books for Samuel Johnson. Contact the City Tour Guide Team, run by Aileen Beasley for more heritage themed ideas.	6/30/2021 8:55 AM
93	I'm glad you are dropping the proposed walkway on the north/cathedral side of minster pool. Signage does need de-cluttering, and better signage put up, as traffic is constantly driving the wrong way up Bore Street and Bird Street, especially with the rise of internet shopping. more delivery vehicles, many of whom are not local, are getting lost on the one way system. I'm all for st John Street being restricted, but residential properties on there, and there is a lot, would need access as there is no other way in. Also, Birmingham Road from Greenhill to the Island on the Friary/Chesterfield Road is becoming a race track in the evening and Sundays as well. Could traffic calming measures be introduced, as the school is there as well. I have seen cars doing well over 70mph at times.	6/30/2021 10:14 AM	102	Please consider pedestrianising the city centre. we have so many old buildings with limited space for dining. Why not encourage more outdoor seating Taxi and deliveries to be banned after 6pm. Let's celebrate the eating out culture in Lichfield.	6/30/2021 8:46 AM
94	A cycle lane near minster pool would be potentially dangerous and inappropriate. It is essential that Lichfield retains a bus station on the present site so people can change buses there and access information about Bus travel. it needs to be integrated with rail travel. Cycling & walking are not the only ways to impact climate change and reduce pollution.	6/30/2021 10:04 AM	103	Large elderly population including many disabled - must have their access to city centre considered. i.e. disabled parking spaces.	6/30/2021 8:40 AM
95	Moveable shop notices are major hazard as are sign posts placed in pavement areas	6/30/2021 10:00 AM	104	Please consider easy read signage using principle adopted by 'vision impaired' advisors. (i.e. avoid historic script/coloured backgrounds other than white or yellow). Hopefully, the paved areas will be robust enough to cope with regular disturbance by utility companies. Shared spaces (vehicles/pedestrian) are notorious for becoming uneven and producing trip hazards. We have appreciated combined lighting plans in other cities.	6/30/2021 8:03 AM
96	Signage in Lichfield is dreadful whether it be for places of interest or car parks. Much clearer signage is needed and should be far more visible.	6/30/2021 9:55 AM	105	More local sports clubs in the outer city area. A cinema please, it's much overdue or a creative arts space at least with activities for younger generations. Please less retirement homes. The city needs young people to stay but the Council keeps favouring families and the elderly. You are pushing young people out of the city like me and we generate economy and revenue for the city. Let's not turn the city completely into to an old folks home.	6/30/2021 7:56 AM
			106	Please get rid of the red tiles in the city centre. When wet they are lethal.	6/30/2021 7:50 AM
			107	More green spaces , more seating areas, more litter bins around the town centre.	6/29/2021 11:31 PM
			108	Give due consideration to electric vehicle charging points for visitors and those who cannot charge an electric vehicle at their own property.	6/29/2021 9:33 PM
			109	As a 90 year old, still very active (walking, swimming, gardening), I would like to point out that over 25 years ago, Lichfield had a very thriving ART CENTRE, namely the POST OFFICE, demolished due to being unsafe. the residents were promised a new ART CENTRE, unfortunately this never materialised, although "plans" were drawn-up these were eventually - "DISCARDED" and apartments now occupy the site. My question is: Are we ever going to get a "NEW ART CENTRE".	6/29/2021 4:24 PM

110	A creditable attempt to brighten up the city and renaming the friarsgate ruins as the Southern Gateway Quarter is a masterstroke of style over substance. The combination is to be admired, I hope some of it is realised through section 106 money which must be coming in from the housing developments springing up around the Southern bypass. However, as it seems impossible to reopen the public toilets at the corner of Swan Rd by the main pedestrian route to/from the park i don't have a lot of confidence in the sustainability of this project. Good plan - uncertain execution. P.S. When are you going to let Friels Develop the Angel Croft/Elizabeth House site?	6/29/2021 4:01 PM	134	There are too many unused buildings. There should be a more comprehensive approach to ensuring old / vacant / abandoned buildings and units are put to use. The historic areas of Lichfield don't stand out as a place to go and explore or simply be. Stowe Pool could and should be a jewel in Lichfield's crown but there is little to no consideration of how to join it with the city. In fact most of the green / open space in Lichfield is borderline unusable - they don't link places and there is little there to make them "destinations"	6/25/2021 6:52 PM
111	Prevent shops using A-boards on the street.	6/29/2021 3:45 PM	135	More trees better air quality	6/25/2021 5:18 PM
112	I feel that the city centre (Bore St, Market St,Dam St, Bird St stretch) should be fully pedestrianised. Deliveries should be limited times only. Shop Mobility could be improved. Increased cycle parking places would be helpful in places easily secured. The paving needs to improving as much of it is,at present, broken and is therefore a trip hazard. I do like the flower planters and it is good to allow the cafes to have outside seating. It makes the city look attractive and busy. Would it be possible to provide covered seating in places? Could seating be provided in the arcade?	6/29/2021 3:11 PM	136	Access permissions in the area around the market square and up to the friary via the guildhall are unclear - Lichfield needs more cheap very short stay parking (30mins) and we'll signposted disabled parking. Also there seems to be a lot of cars around McDonald's. Parking needs to accommodate the size of modern cars	6/25/2021 5:13 PM
113	Please see other cities... e.g. Stroud.	6/29/2021 3:02 PM	137	More small green spaces, gardens in the city centre. Better provision for pedestrians and cyclists	6/25/2021 7:15 AM
114	The complete pedestrianisation is essential if this concept is likely to succeed. NO through traffic. Pedestrian access through the "Tanneries" permissive right of way is also essential.	6/29/2021 2:56 PM	138	Control over litter louts	6/24/2021 11:16 PM
115	More cycling posts - to lock your bike up. Cycling scheme whereby the district council give grants to individuals to cycle, thereby reducing car usage.	6/29/2021 2:48 PM	139	Look outside the box	6/24/2021 10:23 PM
116	Bird Street car park and Birmingham road site should both become community hub spaces with, in general, fewer buildings and more open space.	6/29/2021 2:04 PM	140	'GATEWAY' to centre from Lichfield city station to be considered . Must flow seamlessly and give the impression that have arrived in a beautiful place. More trees lining routes and little cubby holes of greenery and seating. Perhaps with different themes relating to the history in its vicinity or generally of Lichfield. Grass area next to Stowe pool park and pool itself can be created to encourage more use for public summer events and picnics, natural gatherings of families etc	6/24/2021 9:41 PM
117	more litter and recycling bins including food waste only. Caravan parking sites Land reserved for modular self-build, both residential and commercial plus public sector services.	6/29/2021 1:58 PM	141	The appearance of shopfronts eg the B&M, Iceland stretch looks scruffy whereas Dam Street looks appealing. The nature of shops affects the appearance of the public realm-there has been talk of, say, Primark, in the old Debenhams which would be a disaster in terms of the appearance of the area. The old Debenhams and abandoned development site adjacent need to be considered in terms of the long term appeal of Lichfield, not just short term rent maximisation. Altrincham is a good example with its market which has positively impacted so many aspects of the area.	6/24/2021 7:28 PM
118	any design work needs to consider Lichfield as a whole NOT just the city centre. The impact of any work could cascade to other streets (particularly residential) which may not prove beneficial. i.e. additional on street parking, heightened vehicle levels etc. there are numerous buildings of historical interest/listed buildings outside of the city centre and due consideration should be given to this. caution needs to be given when removing bollards as this can lead to trespass issues as seen recently (travellers). it is also key to ensure that improving walking and cycling into the city centre doesn't set a precedent for cyclists to cycle through pedestrianised shopping streets.	6/29/2021 1:53 PM	142	Those that have restricted access have suffered a decline in shoppers, we already have an issue with big companies leaving the city centre	6/24/2021 6:51 PM
119	Underground car parks such as that proposed behind Bird Street are disasters for women. They create unsafe environments, dens for anti-social behaviour, drug taking and the homeless. I would never drive into the city centre and park in an underground park.	6/29/2021 12:21 PM	143	More trees and wildflower areas. Make Lichfield more 'green', encouraging nature in.	6/24/2021 6:00 PM
120	Parking for the Cathedral quarter could be improved, especially if Bird Street car parking is to be reduced.	6/29/2021 10:33 AM	144	The materials used for the road around the pedestrianised area (Still Mary's) seemed to deteriorate quickly. Have not been very suitable for disabled with poor mobility or wheelchair users. Would not like to see the same used throughout the city. We expected a big improvement after the original cobbles.	6/24/2021 5:02 PM
121	Na	6/29/2021 10:24 AM	145	Central should be reducing car traffic and encouraging walking and cycling by appropriately designating space for the latter, making clear that the space is intended as such in the case of bicycles and discouraging car traffic as much as possible	6/24/2021 4:54 PM
122	Bespoke performance spaces (eg bandstands or stages would be good for the street entertainers).	6/28/2021 2:22 PM	146	I would suggest that you are careful when removing signage; bollards, obstacles etc as some of these are historical and add to the character of the city. Your posters in town promote uniformity of paving signage etc. Uniformity is not always a good thing; think of the former communist states.	6/24/2021 2:20 PM
123	the bollards and signage plus tables and chairs on the pavement are a nuisance as well as a hazzard making people with disabilities and people with pushchairs etc having to walk in the road !!!	6/28/2021 12:58 PM	147	50 Kw+ Rapid chargers for electric vehicles are missing from the plans.These would encourage green electric vehicles to visit the city and more visitors & trade to stop over in Lichfield.You should encourage zero emission vehicles including public transport & taxis to be zero emissions and create a zero emission zone.	6/24/2021 2:00 PM
124	More relaxing coffee shops etc with outdoor space or covered areas with green space and flower displays and local art and crafts on display	6/28/2021 10:22 AM	148	Keep open spaces, and provide more. provide plenty of car parks at a reasonable price. maintain disabled access to the city centre. stop building so many flats in miniscule spaces	6/24/2021 11:28 AM
125	More planting of trees and bushes where appropriate.	6/27/2021 5:41 PM	149	Narrowing streets is not the answer. Please do not do it	6/24/2021 8:26 AM
126	Where cycling provision is envisaged this should be completely separated from motor traffic. Not a painted strip as currently exists on the Walsall Road.	6/27/2021 4:08 PM	150	Better car parking for visitors i live within 10 minute walk of centre so never drive but visitors need easy parking and this is very poor in Lichfield which is why many visit Tamworth	6/24/2021 7:55 AM
127	Yes, more greenery wherever possible. Picnic spots alongside Minster Pool. Wayfinding and direction signage should incorporate WiFi to encourage interaction with key attractions and independent venues included to prolong visitor stays by flagging up options. Cruise ships have introduced this technology with great success.	6/27/2021 11:10 AM	151	No	6/24/2021 5:58 AM
128	Further restrict traffic on roads around city centre	6/27/2021 8:35 AM	152	This questionnaire does not lend itself to a qualitative response. In short, any increase in land devoted to public realm may be at the expense of other facilities (e.g. parking and throughways).	6/23/2021 11:40 PM
129	Create more defined walking and cycling routes throughout the district. Limit motor vehicle use and give priority to pedestrians and cyclists.	6/26/2021 7:34 PM	153	If roads are pedestrianised.it should exclude.all but essential traffic. When roads look pedestrianised they should have little or no traffic. Current arrangements are not safe for pedestrians.	6/23/2021 10:50 PM
130	Pedestrianise the city centre reduce business rates to attract more businesses. Offer deals on the unused buildings particularly those which have been unused or are considered derelict	6/26/2021 6:40 PM	154	Remove the traffic instead of the ridiculous hybrid situation you have at the moment which is easily abused	6/23/2021 10:24 PM
131	Not sure if this the correct domain, but the city centre needs improved facilities for teenagers and children (ie cinema, appropriate food/entertainment, children's clothing stores, live music/entertainment venue)	6/26/2021 10:24 AM	155	Fully pedestrianising the centre of Lichfield would go a long way to making it safer for pushchairs, pedestrians and wheelchair users. Currently too many cars use the centre as a cut through even though it is supposed to be only essential access.	6/23/2021 9:50 PM
132	I would like to improve signage for visitors coming in by public transport and make a start on the ground opposite the station. It needs crossing on the Birmingham road/ St John's done as priority as pedestrians could be killed or seriously injured	6/26/2021 10:09 AM	156	Make more of the area opposite the old library	6/23/2021 9:36 PM
133	-	6/26/2021 12:01 AM	157	No	6/23/2021 9:33 PM

158	Provide well-maintained public toilets. Take action to control Rents and business rates to make it profitable for national companies -e.g. Marks and Spencer - as well as independents to have shops in the centre. M&S didn't leave because of Covid, they left due to excessive rent.	6/23/2021 3:37 PM	180	I understand the idea of consistent natural stone paving but I actually like the Staffordshire blue clay on bird street. This is locally appropriate and distinctive. I have only seen it in staffs. It is also robust and cheaper than stone. I think this should be specified as part of the materials strategy particularly for paving streets. Natural stone in small setts also always looks good though I appreciate it take a lot of skill to lay. You see this very commonly in French, German and Belgian cities. Using clay shouldn't be discounted, very common in the Netherlands and achieves a good finish at a fraction of the price	6/22/2021 7:04 PM
159	Access to City centre for car occupants must be available. Is a park and ride service possible with FREE shuttle buses (electric of course)	6/23/2021 3:01 PM	181	Stop traffic using the City Centre as a short cut.	6/22/2021 6:09 PM
160	Restrict HGVs except for access and during restricted hours. Better placed seating facing each other which is common in a lot of public squares in London. More comfortable seating. Metal seats in the Market Square, Minster Walk and Market St are terrible. Have a covered space for use by groups, such as a larger version of a band stand? Attractive planters	6/23/2021 2:57 PM	182	Care and plant trees for the future, have less residential flats for elderly and provide services and areas suitable for young people for their future, underground car parks would be ideal, maintain view of cathedral from all aspects, create flow and ease from railway station to cathedral for visitors and tourists to easily follow, create entertainment and leisure facilities at site near bus station for young people or open public park space for people to enjoy.	6/22/2021 6:02 PM
161	CONSIDER HOW WHEELCHAIR USERS WOULD GET ACCESS TO THE CITY IF THEY ARE "THROWN OUT" TO THE EDGES OF THE CITY. THEY ARE BEING SACRIFICED TO THE PLAN.	6/23/2021 2:21 PM	183	It needs to serve existing residents not just be some waste of money tick box exercise. You have taken away disabled parking and put massive bollards in them-someone fell over one yesterday. How is this beneficial?	6/22/2021 4:36 PM
162	Thought to rent/rates for retailers. Shops in the city centre rather than in out-of-town shopping malls.	6/23/2021 2:11 PM	184	Bollards are a prevention. Some car parks need far better signage. The building on the corner of Bird Street and Bore Street is a dreadful eyesore and should be demolished. Birmingham Road from Tesco to Trent Valley station is a nightmare to drive on	6/22/2021 4:12 PM
163	Public Art reflecting the history of the city/area	6/23/2021 12:40 PM	185	Remove the cockwomble of an MP	6/22/2021 3:01 PM
164	Opening up the access and flow from the City station to the core centre by removing the scale of the concrete dominance of the bus station as envisioned in the artist's impression is key. As part of the 'night life' this must be able to accommodate a multi screen national cinema chain (not a boutique chain)	6/23/2021 11:09 AM	186	consider how traffic will move and concentrate when it comes to narrowing carriageways and restricting access to the roads listed earlier they are busy through roads and traffic has to go somewhere. consider where it will move to elsewhere in Lichfield	6/22/2021 1:42 PM
165	Cost always plays a part in these schemes. Whatever the outcome it must be sustainable in the long run and user friendly. Car users need to be supported not dismissed.	6/23/2021 10:35 AM	187	Disabled on street parking is essential. Operation of pavement licences is a problem causing unattractive clutter and hampering accessibility. Likewise too many identikit food festivals.	6/22/2021 1:07 PM
166	Signage and street furniture need to 'softer' not so harsh -	6/23/2021 10:26 AM	188	We need something to make Lichfield a destination. We need to use the Debernams space as a food hall, food market, artisan market. This would make Lichfield stand out from the crowd and other local towns and would make us a destination city. We also need to make more of the links with history and the past eg. like York or Durham and have attractions which celebrate this. Finally, we need to ensure that we focus on independent businesses as this is very much the future.	6/22/2021 12:44 PM
167	We definitely need a cinema hear also a waterstones book shop. I know we have to move with the times but dont change Lichfield too much. Its the history of it that brings people hear.	6/23/2021 9:34 AM	189	Just cycle access and try going round in a wheel chair for a day and see what you can and can't do	6/22/2021 12:36 PM
168	Consider residents who need periodic vehicle access to their property in the city centre where the only access is from the street.	6/23/2021 9:25 AM	190	Demolishing all or part of the shopping centre and making into a nice open space with pop up shops and eateries. Lots of forward thinking towns are doing this. Lichfield is unique and a beautiful place we need to get people coming in to Lichfield and spending money sadly basic shops is not the way forward for a vibrant city like Lichfield	6/22/2021 12:30 PM
169	Make it accessible to all not just the young and fit.	6/23/2021 9:00 AM	191	After consideration of access, Always, always consider the most sustainable solution	6/22/2021 11:44 AM
170	I fully support the harmonisation of the public realm within the city centre, with a number of areas looking increasingly dated. Maintenance should also remain a priority, sadly in a number of areas this is lacking even if the paving is more recent (e.g. southern end of Bore Street), with uneven surfaces in places.	6/23/2021 8:41 AM	192	Ensure that road pot holes are filled as soon as possible	6/22/2021 11:40 AM
171	Safe Cycle storage area like they have in cities like Manchester Outdoor performances The library square being used for nighttime economy	6/23/2021 12:27 AM	193	Improved pedestrian access to the City Centre from Lichfield City Railway Station would be helpful for visitors. It's currently not a great first impression!	6/22/2021 11:19 AM
172	Fill the shops! With decent shops - big names or artisan small businesses - lower your rates! More low cost things for young people to do especially teenagers who aren't old enough for the pubs. Otherwise they'll do what we did as teens and just hang around the parks / Mac Donald's/ town in large groups - where they a. irritate and intimidate old folks b. are vulnerable to being accosted by weirdos and drunk people or worse c. Get bored and do stupid shit like lynx can flame throwers and vandalising phone boxes - do phone boxes still even exist? Plants and art work. Something accessible inclusive and good for young people with disabilities to do.	6/23/2021 12:02 AM	194	The restrictions on existing pedestrianised and restricted access zones should be enforced. Currently they are not. Bird St in particular has a number of vehicle movements of a night-time which are contrary to the rules and create pedestrian risk. Bird St and Market St should be controlled through rising bollards to prevent this and create a much safer environment for the night-time economy. Sandford St from Bird St has single- and double-yellow lines all the way along it but has vehicles parked there all day very day. Parking restrictions should be enforced.	6/22/2021 10:56 AM
173	More public toilets and places to change babies or toddlers would be welcomed. I love how Lichfield has markets, food festivals etc. If there was a possibility for pop-up food / drink stalls or craft stalls, that would be nice. This would help to bring variety to what is in the city for residents who visit of a weekend. I would like there to be plants and mainly trees involved in the design. The aim should be to provide tree cover and allow people to interact with 'green' at every opportunity. This would help Lichfield to feel clean and uplifting.	6/22/2021 11:30 PM	195	Bollards should be increased	6/22/2021 10:39 AM
174	No	6/22/2021 11:21 PM	196	If you are pedestrianising some areas, some covered areas might be beneficial too. So outdoor spaces can still be used even in inclement weather.	6/22/2021 10:23 AM
175	Traffic lights on trent Valley Island to help congestion and reduce accidents.	6/22/2021 11:04 PM	197	Traffic noise reduction - strict policing to reduce the amount of cars fitted with noisy / popping / backfiring exhaust systems. They are extremely annoying and I believe illegal, so what are they not being tackled? Oh hang on, I know why - there aren't any police in Lichfield anymore (unless they're hiding somewhere) ;)	6/22/2021 10:09 AM
176	Be aware that wheelchair users can be jolted a lot by going over pathways that you seem to want to use. Lot in this scheme. They look beautiful, but unless they are always level, they are cruel on the person sitting in their wheelchair. Best to get real advice from people that do use one. Block paving can also be difficult for the person pushing the wheelchair. So, if there is to be a lot, I would suggest a smoothish surface. I like the idea of lots of careful lighting in Lichfield. While doing it, give some thought to permanent Christmas lighting that can be left in place somehow on buildings, instead of cross crossing across the streets. Let's have some imaginative lights for Lichfield, not boring...	6/22/2021 7:59 PM	198	I think the timing of this survey is not appropriate as we don't know what effect from the new roads currently under construction will be.	6/22/2021 10:08 AM
177	Please stop excessive residential development in and around city centre. Instead, we need more attractions and infrastructure. Need a retro style attractive cinema and leisure facility, i.e. bowling/ice skating etc.	6/22/2021 7:57 PM	199	N/a	6/22/2021 10:04 AM
178	More plants. Not able to drive around market Square. Even for disabled parking. Make it accessible from the friary only	6/22/2021 7:56 PM	200	Speed cameras on 30 roads especially Trent valley road (between Tesco and the tip) and burton old road	6/22/2021 9:56 AM
179	Yes more shops	6/22/2021 7:51 PM	201	The state of roads and pavements around the outside of the city centre are appalling and dangerous. These too are part of "the public realm"	6/22/2021 9:35 AM
			202	I would like to see any new developments to be in keeping with the history of the city and promote individuality rather than a carbon copy of other city centres. I'd like to see it promote independent businesses	6/22/2021 9:10 AM

203	Encourage more independent business to reside in the city centre at the moment the high street is quite generic and doesn't bring any new business to the city	6/22/2021 9:10 AM
204	Bollards can provide some key structure and safety in pedestrian areas. Please don't allow any more domestic dwelling at street level within the central area, there is currently enough and will restrict potential for new uses in the future.	6/22/2021 8:56 AM
205	N/a	6/22/2021 8:50 AM
206	A park area at kennings corner with small cafe and seating dotted around as a welcome for visitors arriving by train and bus to lichfield.	6/22/2021 8:12 AM
207	You need to encourage businesses particularly retail to come to lichfield. There are so many empty shops it is in danger of becoming a ghost town. All other improvements then become irrelevant. I sometimes feel the council hinders retail development. Also we need to be sure that this plan does not become a very expensive white elephant like most of this council's grand plans.	6/22/2021 8:11 AM
208	Reduce the rents in the town so that shop owners see having a business here as a more viable proposition. Get Friarsgate back on track. Don't worry about the design of the town until that has been sorted out. Get some business minded people on the committee who can secure realistic investment. Gilding the Lilley through over ambitious design principles cost the town dearly with friarsgate, don't let that happen again. Be realistic and develop within your means.	6/22/2021 8:06 AM
209	This survey shows that LDC dont have a clear plan, its completely free of actual detail and just ideas that dont have any creditability once actually thought through.	6/22/2021 7:57 AM
210	Pedestrianise city centre	6/22/2021 7:51 AM
211	More greenery - small trees, bushes, flowers in the city centre.	6/22/2021 7:33 AM
212	More adult focussed shops and facilities to streethay cathedral view site	6/22/2021 7:33 AM
213	I'm sure there are, but we only get to hear about these things in burntwood on social media. sort your comms out to all council tax and rate payers to LDC!	6/22/2021 7:06 AM
214	Less concrete, more entertainment spaces.	6/22/2021 6:29 AM
215	Create a free parking area outside of Lichfield with free busses to the city centre every 30 minutes and a a free shopping storage possibility in the city centre.	6/22/2021 4:20 AM
216	There isn't any excess signage, there is signage that's supposed to be there by law, or are you saying all of the disabled parking spaces within the City Centre are gone for good, I therefore have no access to my opticians or dentist or bank?	6/22/2021 3:13 AM
217	Car parking is critical as public transport is appalling. If you make parking more difficult you will drive people to Tamworth and the new shopping village in Cannock. Building on Bird Street car park is just farcical. Please stop destroying our city.	6/22/2021 12:33 AM
218	We need far better pedestrian surfaces. Too many uneven surfaces probably a result of cutting costs. Bird street, in particular, is an absolute disgrace.	6/21/2021 11:38 PM
219	Yes, disabled spaces should be put to use again and outdoor dining removed	6/21/2021 11:25 PM
220	Lichfield is in dire need of a cinema even it is a smaller independent cinema such as an Everyman cinema.	6/21/2021 11:23 PM
221	Stop approving awful housing boxes in the city centre	6/21/2021 11:16 PM
222	Full pedestrian AdditionsI green planting & promote cafe culture	6/21/2021 11:14 PM
223	Pedestrianisation of the town where possible.	6/21/2021 10:50 PM
224	There needs to be a greater amount of marked cycle lanes. Public EV charging HAS to be considered in this plan. 2 token chargers tucked away in a multi story are not sufficient. 7Kw destination chargers need to be fitted in each car park ready for the transition. More green spaces in the centre would also be welcome. And stop approving so many retirement apartments and build something for the younger generation!	6/21/2021 10:46 PM
225	I but I do fully support any action to force traffic round the city and not through it	6/21/2021 10:35 PM
226	No	6/21/2021 10:17 PM
227	Illuminate the cathedral at night	6/21/2021 10:14 PM
228	Some shop fronts including signage look awful. They should be restricted to size and be more attractive. Many unpleasant retail buildings are out of keeping with nearby historical buildings, they need redesign and maintenance.	6/21/2021 10:12 PM
229	Plant some trees. Hide the monstrosity that developers and the council call progress. Buildings lacking soul. le premier inn and the lines. Reduce heights if these buildings. Architecture mistakes that have ruined the look of the city. Create open spaces . Get rid of the car park behind b&m . Remove fencing looking to Stowe pool and place this more towards the rear entrance of this shop. Open green space . With seating benches/ tables and perhaps a small play area. Stop building retirement complex's and invest in our youth!!! Cinema fir a start. Return Lichfield to a quaint city not a poor resemblance of a concrete after thought. Brick buildings with carefully designed frontages reminiscent of Georgian architecture. And finally, again, please more trees	6/21/2021 10:07 PM
230	N/a	6/21/2021 9:59 PM

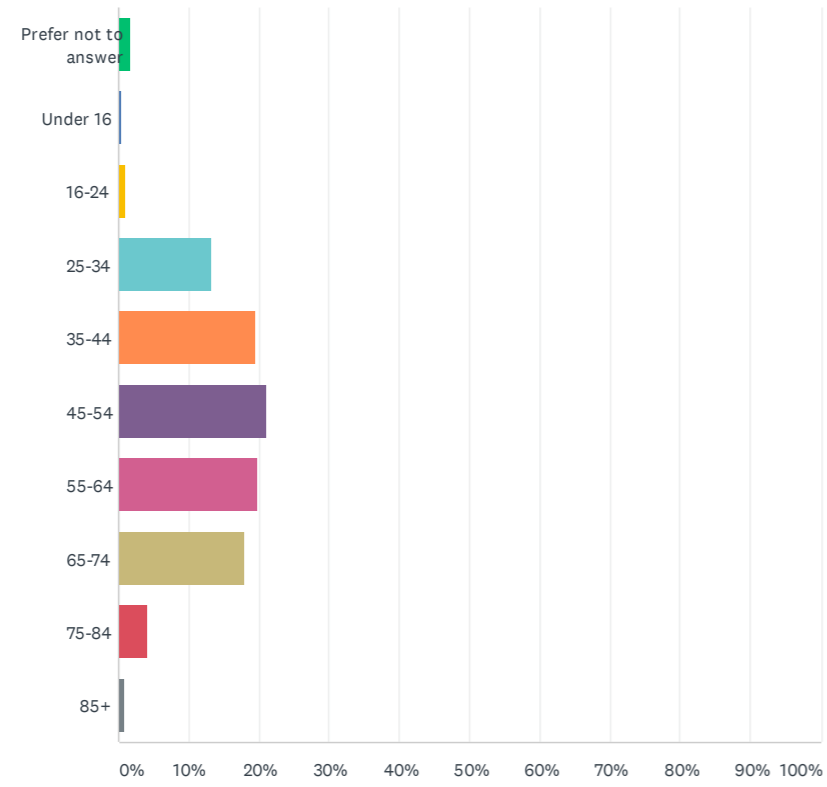
231	The council needs to ensure that the rapid house building programme is support by appropriate services such as doctors and schools. Spending money on developing the city centre will not help residents to obtain a doctors appointment. The increase in council tax should be more than adequate to support the development of the cities infer structure.	6/21/2021 9:54 PM
232	More cycle lanes, secure bike parking and child friendly play areas. How about a splash pool for children or bring back a lido to Lichfield City.	6/21/2021 9:48 PM
233	Pedestrian area desparately need with AI fresco ding and small boutiques a pretty area	6/21/2021 9:19 PM
234	If you remove excess signage it would be a good idea to have a central 'map' of the city in a central area or by tourist information.	6/21/2021 9:08 PM
235	No	6/21/2021 9:03 PM
236	No more housing developments	6/21/2021 8:59 PM
237	Do something with that eyesore that used to be Kennings before spending wasteful money elsewhere.	6/21/2021 8:55 PM
238	Green space needs to be considered, natural play zones can be incorporated into seating areas and we also need to consider wildlife and the impact of paving/concrete on the environment - are we leaving enough open space to allow for ground water to soak away for example	6/21/2021 8:34 PM
239	Cinemas are huge ugly buildings by default, so im not interested in one taking up space that would be better suited for independent traders. Fabricant only wants a underground carpark as its opposite his luxury flat and will improve his view from cathedral Close! I'm sure tory councillors will do whatever suits them best, as always.	6/21/2021 8:29 PM
240	I think Bird street car park should be removed & redeveloped as an open park/ community space . It is the best location in Lichfield & wasted as a car park. Alternative car parking could be provided on the site of the old garage opposite the station or by demolishing part of the very unattractive and increasingly unused to part of the spires shopping centre .	6/21/2021 8:22 PM
241	Please do not build on bird street car park. If you do you will decimate business footfall, and heavily impact both those with disabilities and those older residents who wish to visit the cathedral.	6/21/2021 8:12 PM
242	Think about what is needed. Lower rents to encourage more retailers to come back. Better infrastructure for the endless housing estates that seem to be everywhere. Practical things I.e. BINS FOR LITTER.	6/21/2021 8:07 PM
243	No	6/21/2021 8:04 PM
244	Please, please, please keep it In keeping with historic architecture, we have an OLD beautiful cathedral city, please don't ruin it and put in modern monstrosity's. I am all for improving if it is done sympathetically.	6/21/2021 8:01 PM
245	Add more street trees and planting. Maybe informal seating areas. Pedestrianising the centre is key	6/21/2021 8:00 PM
246	The former Kennings Garage site is a grotesque public eyesore in the public domain that could be developed as a multi-purpose leisure centre instead of developing the leisure centre on the city fringe. It would be an accessible focal point for healthy community activity attracting users of all ages into the city centre using public transport.	6/21/2021 7:52 PM
247	Stop the use of cheap, tacky shop name boards that cheapen the look of the shops. Encourage more outdoor Mediterranean style cafe culture. I love the idea of a cinema. We have been promised this for years but it has never happened. I would love Lichfield to enter the Britain In Bloom competition and have more attractive planting. Greater enforcement for dog fouling and littering is needed.	6/21/2021 7:50 PM
248	Put more bins around lichfield as a whole	6/21/2021 7:50 PM
249	More greenery.	6/21/2021 7:48 PM
250	No	6/21/2021 7:45 PM
251	stop building so many new houses	6/21/2021 7:43 PM
252	How to fill empty retail units. Turn unsightly area opposite city train station into grass area for now. Why on earth the council chucked out the garage - it's ridiculous! At least they had lovely flower beds!	6/21/2021 7:42 PM
253	Traffic calming one way Beacon St Morrison's round about towards eastern avenue. Bird st car park completely pedestrian no car park open up as city piazza	6/21/2021 7:42 PM
254	As said in other answers I feel the spirit and feel of Lichfield is being lost, I moved here from Tamworth 20 years ago because basically I fell in love with Lichfield, but honestly I feel it is an over priced city with very little to offer now, yes I'm all up for improvement but building huge housing estates all round the city is going to swallow up the true essence of the city and just become over crowded and the opinion of the average working class residents gets ignored, basically its a rich looking after the rich attitude, sort out the roads, fix pot holes, improve dangerous junctions such as where that poor lad died on Grange Lane junction instead of worrying about lining your pockets, there's so much that needs improvement before we start build new and overcrowding what used to be a beautiful place to live	6/21/2021 7:33 PM
255	Keep with the historic past. Modern takes away the charm of the city	6/21/2021 7:29 PM

256	Allow small kiosks, mobile vendors, food stands etc around the city to create more usable space outside. Eg Stowe Pool area.	6/21/2021 7:25 PM	286	The area at the end of Bird street and Minster Pool where people think it's a pedestrian crossing, make it clear...either add a crossing or do something with the bollards in the middle of the road as people just step out and cross the road as if it's a crossing area	6/21/2021 4:57 PM
257	The B&M carpark is an eyesore and the space could be much better used as a plaza style meeting and seating area with a cafe culture, space for open air music and theatre etc Beacon Street desperately needs traffic calming measures and/or being made one way to reduce speed and the number of boy racers A cinema would also be desirable, perhaps in the style of the red carpet at Barton. No huge multiplex but something for the younger generation which doesn't involve drinking in local parks	6/21/2021 7:23 PM	287	It would be nice if the council would consider what the younger people of Lichfield NEED. Such as basic shops to buy affordable clothing, youth groups to stop the young hanging around McDonalds! The lack of support for young people in this city is quite shocking given the wealth of the city.	6/21/2021 4:56 PM
258	Closure of Bird Street car park and a quality development including substantial urban space with open views from Markt St to Minster Pool. Not the tat that is currently being propped.	6/21/2021 7:19 PM	288	Lots of trees and were grass is (especially the car park where the old police station is) why not scatter bee bombs and encourage wild flowers ?	6/21/2021 4:54 PM
259	Encourage more street use, building on the growing cafe culture to include other social and commercial activities. Too much consumer based activity will ultimately be limiting	6/21/2021 7:12 PM	289	Ensure all environmentally friendly decisions.	6/21/2021 4:49 PM
260	Replace the Ford dealership & jobs lost during the last planned redevelopment of the town centre.	6/21/2021 7:03 PM	290	Make central shopping streets wholly pedestrian and remove disabled parking bays	6/21/2021 4:46 PM
261	Disabled eile need to be able to park and walk in the centre	6/21/2021 6:42 PM	291	Lichfield attracts dog lovers to enjoy the open areas but there are not enough poo bins throughout the city centre which result in littered poo bags. Leamonsley Wood attracts youths which camp and drink alcohol and take drugs, this antisocial behaviour is cleaned up after regularly by the Lichfield Litter Legends but is never addressed or monitored and is harming the wood.	6/21/2021 4:42 PM
262	I personally think there needs to be less focus on streets and flow, and more around what's going g l to the city centre. Once we know that, then then the above becomes more meaningful this change by itself will bear little fruit back into the town centre.	6/21/2021 6:39 PM	292	a proper, well thought out plan not using expensive self motivated, publicity merchants	6/21/2021 4:41 PM
263	Big idea - that a few people have talked about, expand water ways width within beacon park, minster Poole and lemonsley, to produce a scenic walk/cycle way along a wide stream which starts by re-installing the arch ways and bridges at minster poole & dam Street following the water way from Stowe poole through to minster poole leading to beacon and joining lemonsley together forming a large nature & beauty park which starts with a sleuce at stowe Poole. Lichfield having part of it's historical Moat back with a beautiful long walk and ride which can be used in the Lichfield half marathon too etc.	6/21/2021 6:38 PM	293	Make clear areas for pedestrians and outdoor dining - the current levels of outdoor dining (perhaps with enhanced wet weather provision) give a lovely vibe and more lively look to the city centre.	6/21/2021 4:35 PM
264	Spend some money in Burntwood	6/21/2021 6:37 PM	294	I'd like to see the area from the bottom of Tamworth street to Bird street by the old library pedestrianised and a cafe culture encouraged in the streets	6/21/2021 4:30 PM
265	It would be nice for the restaurants in the city centre to be able to have an outside space created by making the city centre pedestrian. Similar to what was allowed during the COVID pandemic when they were only allowed to operate outside.	6/21/2021 6:30 PM	295	get rid of cars, they are an ugly inclusion in an otherwise lovely city	6/21/2021 4:30 PM
266	More planters with flowers.	6/21/2021 6:30 PM	296	More public transport that is affordable to reduce traffic in and out during peak times and evenings to support late workers without personal transport	6/21/2021 4:27 PM
267	Parkin g for disabled people.	6/21/2021 6:29 PM	297	Remove Ballards and signage and have padestrian zones to make it safer for all	6/21/2021 4:14 PM
268	I have noticed a disturbing increase in the level of litter and graffiti in the city centre. I think a focus on this would be money well spent rather than matching signs. I don't care if sing doesn't match, I want to know that walls will be cleaned and streets swept. A clean city IS a safe city.	6/21/2021 6:21 PM	298	No	6/21/2021 4:13 PM
269	More trees and planted areas, also make use of vacant commercial property	6/21/2021 6:07 PM	299	Pedestrianisation of city centre	6/21/2021 4:06 PM
270	It needs a lot of work to sound like a comprehensive plan	6/21/2021 6:05 PM	300	Old Ford site needs developing as in eye sore for the city and has been for a while now	6/21/2021 4:06 PM
271	Introduce stricter pedestrian area, too many drivers using Market Sq and the Bird St as parking - inc disabled	6/21/2021 6:03 PM	301	Create areas that allow people to congregate	6/21/2021 4:05 PM
272	N/A	6/21/2021 5:55 PM	302	The pavements that we're out in a few years ago are more dangerous as they are not quite a step and not visible. They should either be removed or raised. Business rates and shops. Reduce charity shops and increase independent stores.	6/21/2021 4:05 PM
273	Please more open green spaces	6/21/2021 5:49 PM	303	Nq	6/21/2021 3:53 PM
274	Better bus service including Sunday	6/21/2021 5:40 PM	304	Greater enforcement of existing restrictions	6/21/2021 3:45 PM
275	No	6/21/2021 5:39 PM	305	business need to be promoted, more rubbish bins needed	6/21/2021 3:45 PM
276	More green more flower more hanging baskets	6/21/2021 5:38 PM	306	More greenery, less boarded up areas like the old Kennings Garage in Birmingham road. Make it a recreation area with flower beds seating, a water feature Anything would be better than it is know.	6/21/2021 3:44 PM
277	Have a free parking day on Saturday or Sunday	6/21/2021 5:30 PM	307	Parking of cars along the road where the George hotel is. Uber drivers picking up takeaways. It should be stopped and just be delivery's only at certain times and be pedestrian only	6/21/2021 3:30 PM
278	Answer to 25 only yes re bollards if fully pedestrianised	6/21/2021 5:25 PM	308	More natural meadows, less mowing. Allowing wild swimming in Stowe pool	6/21/2021 3:25 PM
279	There are effective ways of doing bollards/anti vehicle impact measures...take a look at London bridge train station bench/plant pot anti terror blocks	6/21/2021 5:24 PM	309	The expenses incurred by the council for what are simple initiatives that they should have done themselves rather than waste money on expensive consultants to tell them.	6/21/2021 3:12 PM
280	Put the disabled parking back outside the banks	6/21/2021 5:21 PM	310	Make vehicular signage clearer in the entrance to the city centre	6/21/2021 2:47 PM
281	Out of town park and ride system from somewhere along eastern avenue	6/21/2021 5:14 PM	311	Please educate yourselves on the needs of the disabled before making your plans. The majority of disabled people do not use wheelchairs!	6/21/2021 2:44 PM
282	Whatever you decide please do something quickly. Our city is outdated and needs something more than the Cathedral to bring in visitors. Our young folk and families in all the new housing need something to entertain and shop in Lichfield. Tamworth is becoming head and shoulders better value. Especially since they've won government bid to improve their centre.	6/21/2021 5:13 PM	312	More outdoor seating areas for food and drink. Less car parking and access for cars	6/21/2021 2:18 PM
283	Be more Cambridge with the design. Encourage outskirts parking and a bus network that serves the needs of visitors and workers who travel in. Then make the central areas cycling and walking focussed.....and maintain those roads and routes!	6/21/2021 5:09 PM	313	Whatever additions made should be in keeping with Lichfield's heritage	6/21/2021 2:15 PM
284	Needs better signage from train station to cathedral and beacon park etc	6/21/2021 5:04 PM	314	Make surfaces easy for all users. Do not destroy unique features in the name of development	6/21/2021 1:46 PM
285	Keep vehicles out of the pedestrian areas, at the moment far too much traffic drives through the town	6/21/2021 4:57 PM	315	For some questions I would like to have answered "Don't know"	6/21/2021 12:44 PM
			316	Pedestrianise the area around market square and up past Wilkinsons.	6/21/2021 12:11 PM
			317	Create a space for people to live in. Stop just engineering stuff. It's about community and wellbeing, not about how quickly a driver can park up, buy a greeting card and leave as efficiently as possible.	6/21/2021 12:04 PM
			318	How about a clean air zone, speed cameras, EV charging points, out of town parking with trams, cycle route along the canal. Have you consulted with existing attractions specifically? The Cathedral, thd theatre, the Restraunt businesses?	6/21/2021 11:42 AM
			319	Artwork and feature lighting	6/21/2021 11:35 AM
			320	Removing excess signage will assist in reducing graphic pollution, helping to give a much cleaner look to the city centre.	6/21/2021 9:53 AM

2.0 About Survey Responses

Q27 Age

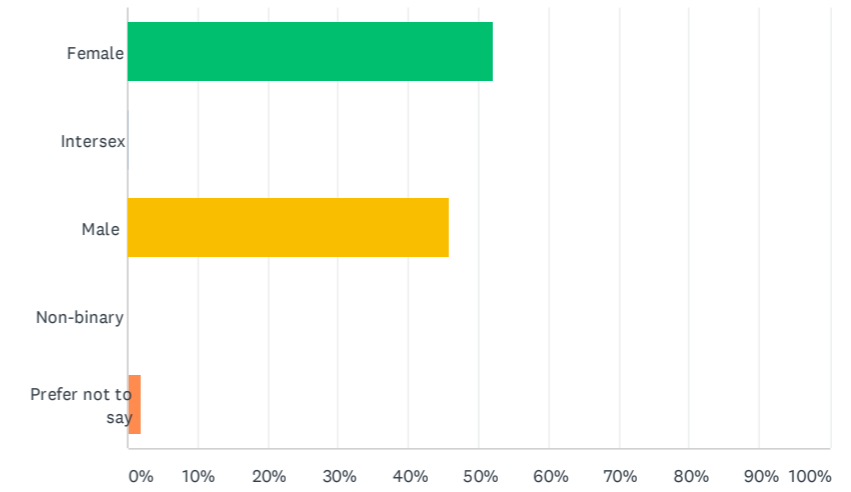
Answered: 522 Skipped: 83



ANSWER CHOICES	RESPONSES	
Prefer not to answer	1.72%	9
Under 16	0.38%	2
16-24	1.15%	6
25-34	13.22%	69
35-44	19.54%	102
45-54	21.07%	110
55-64	19.92%	104
65-74	18.01%	94
75-84	4.21%	22
85+	0.77%	4
TOTAL		522

Q28 Gender

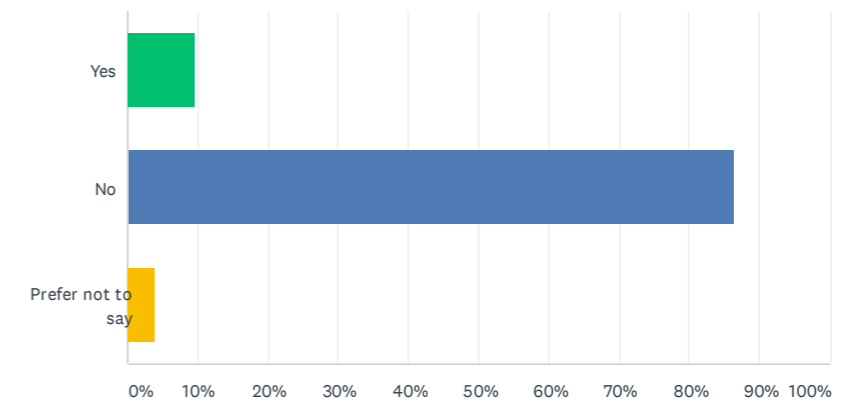
Answered: 519 Skipped: 86



ANSWER CHOICES	RESPONSES	
Female	52.02%	270
Intersex	0.19%	1
Male	45.86%	238
Non-binary	0.00%	0
Prefer not to say	1.93%	10
TOTAL		519

Q29 Disability

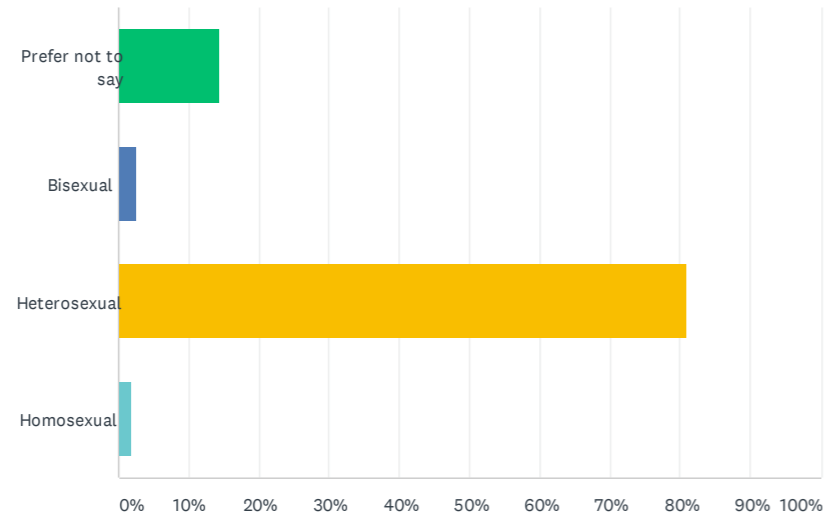
Answered: 522 Skipped: 83



ANSWER CHOICES	RESPONSES	
Yes	9.58%	50
No	86.40%	451
Prefer not to say	4.02%	21
TOTAL		522

Q30 Sexuality

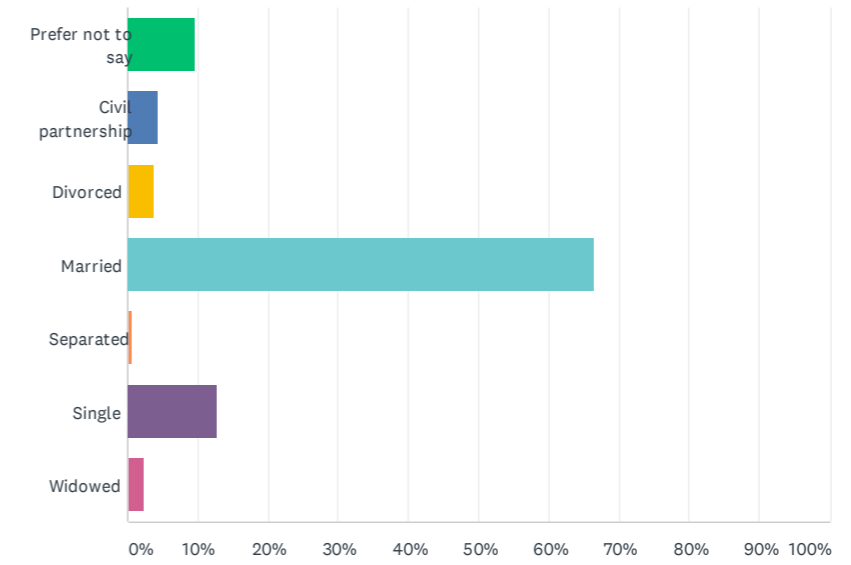
Answered: 511 Skipped: 94



ANSWER CHOICES	RESPONSES	
Prefer not to say	14.48%	74
Bisexual	2.54%	13
Heterosexual	81.02%	414
Homosexual	1.96%	10
TOTAL		511

Q31 Marital Status

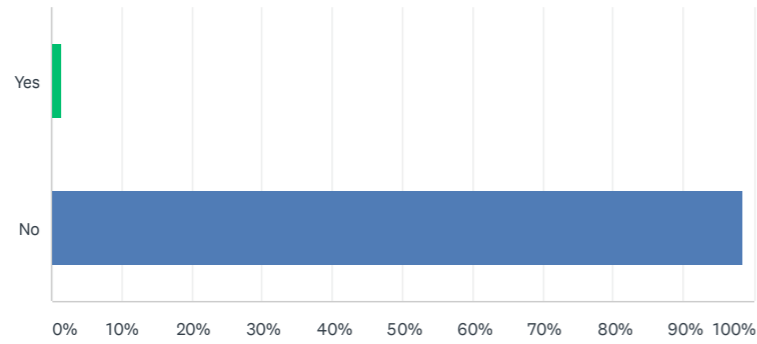
Answered: 521 Skipped: 84



ANSWER CHOICES	RESPONSES	
Prefer not to say	9.60%	50
Civil partnership	4.41%	23
Divorced	3.84%	20
Married	66.60%	347
Separated	0.58%	3
Single	12.67%	66
Widowed	2.30%	12
TOTAL		521

Q32 Are you currently on maternity leave

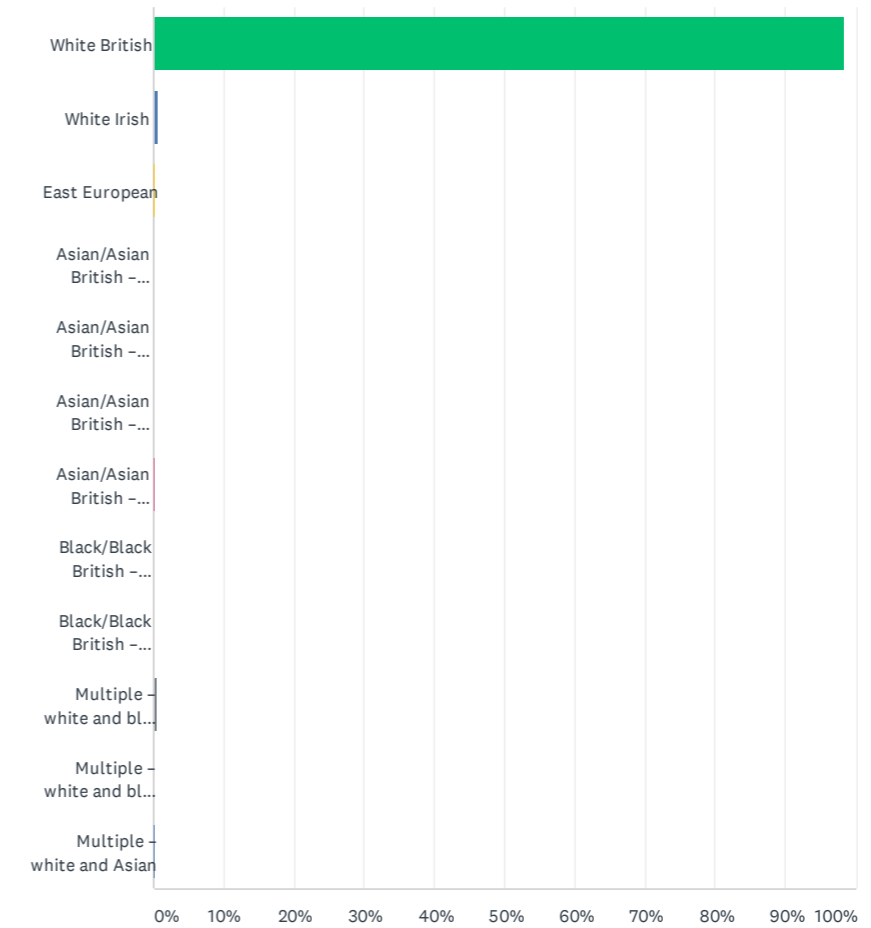
Answered: 513 Skipped: 92



ANSWER CHOICES	RESPONSES	
Yes	1.36%	7
No	98.64%	506
TOTAL		513

Q34 What do you consider your race/nationality to be?

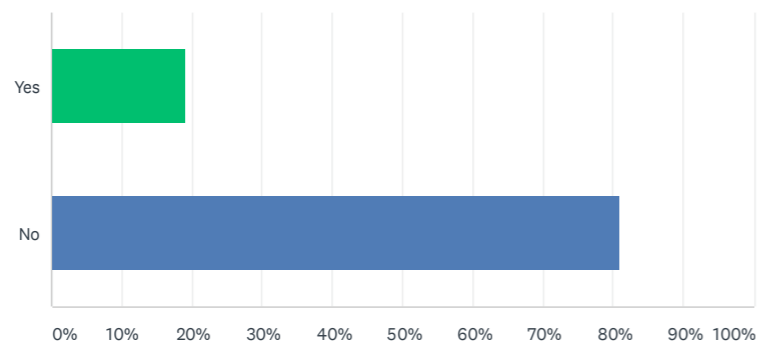
Answered: 493 Skipped: 112



ANSWER CHOICES	RESPONSES	
White British	98.38%	485
White Irish	0.61%	3
East European	0.20%	1
Asian/Asian British - Indian	0.00%	0
Asian/Asian British - Pakistani	0.00%	0
Asian/Asian British - Bangladeshi	0.00%	0
Asian/Asian British - Chinese	0.20%	1
Black/Black British - African	0.00%	0
Black/Black British - Caribbean	0.00%	0
Multiple - white and black Caribbean	0.41%	2
Multiple - white and black African	0.00%	0
Multiple - white and Asian	0.20%	1
TOTAL		493

Q33 Do you have a long standing illness, disability or infirmity that has troubled you for some time/is likely to affect you in the future?

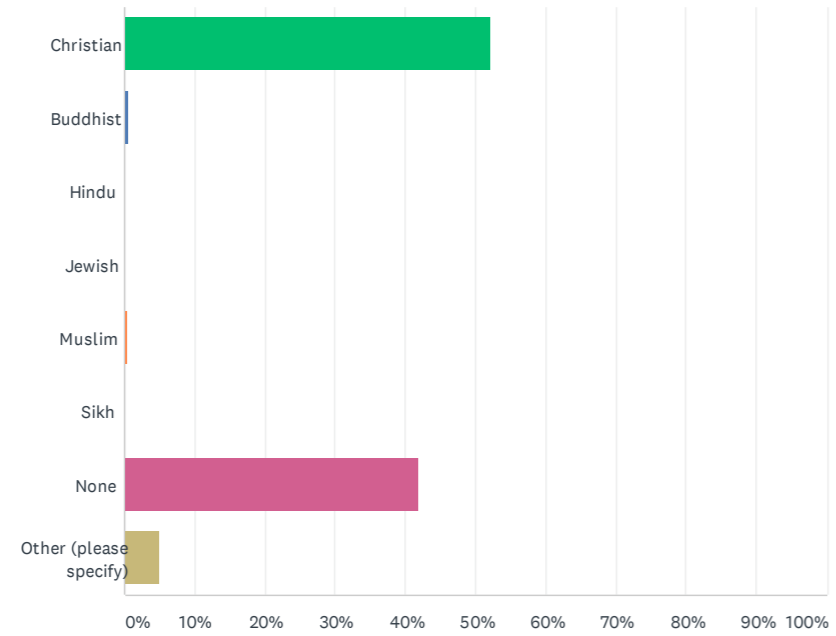
Answered: 515 Skipped: 90



ANSWER CHOICES	RESPONSES	
Yes	19.03%	98
No	80.97%	417
TOTAL		515

Q35 Your religion/faith

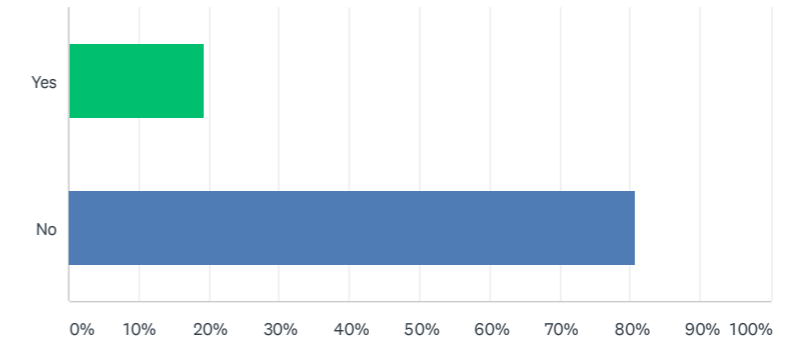
Answered: 501 Skipped: 104



ANSWER CHOICES	RESPONSES	
Christian	52.10%	261
Buddhist	0.60%	3
Hindu	0.00%	0
Jewish	0.00%	0
Muslim	0.40%	2
Sikh	0.00%	0
None	41.92%	210
Other (please specify)	4.99%	25
TOTAL		501

Q36 Do you have caring responsibilities?

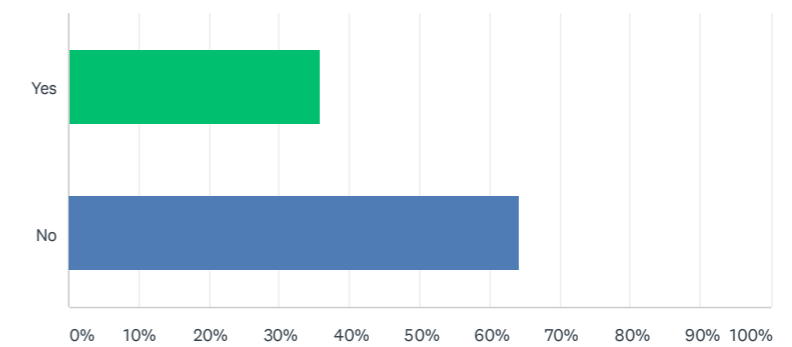
Answered: 510 Skipped: 95



ANSWER CHOICES	RESPONSES	
Yes	19.22%	98
No	80.78%	412
TOTAL		510

Q37 Do you have childcare responsibilities?

Answered: 513 Skipped: 92



ANSWER CHOICES	RESPONSES	
Yes	35.87%	184
No	64.13%	329
TOTAL		513

