

# **SOUTHSIDE ACCESS STRATEGY**

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The Southside Access Strategy sets out Southside's vision for transport to ensure that any future changes reflect the aspirations and objectives of Southside BID and its members, and the area continues to grow as a diverse, cultural and exciting community.



*Artist's impression of a pedestrianised Hurst Street, at the heart of Southside. Illustration by Katherine Tromans.*

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## EXECUTIVE SUMMARY

The Southside Access Strategy, which has been extensively researched and consulted with stakeholders, local businesses and residents, sets out ambitious new proposals to transform Hurst Street and its environs into a space which is far more welcoming for pedestrians, cyclists and disabled people.

This bold strategy will see a wholesale redesign of the current streetscape, removing kerbs, parking spaces and the separation between road space and pedestrian space. It seeks to obtain a traffic regulation order which would prevent road traffic at night protecting the area with a ring of Hostile Vehicle Mitigation measures.

In addition to the removal of on-street parking on Hurst Street which would repurpose space for safe use by people, promote cafe culture and reduce vehicle based anti-social behaviour at night, the strategy seeks to install over 20 new disabled parking spaces and revamp the current blue cycle route to make it safer and more user friendly. The plan also promotes the expansion and relocation of local taxi ranks to make it easier for all users to access them.

The resulting space would be far more welcoming to all visitors whilst retaining the ability to service local businesses and residents. Granite surfaces will stretch from door to door, allowing space currently only used for vehicles to be enjoyed by everyone.



The proposed redevelopment will also include more green infrastructure on street, breaking up a sea of tarmac with planting, benches and places to dwell.

We plan to deliver this plan in our current BID term which lasts until 2026.

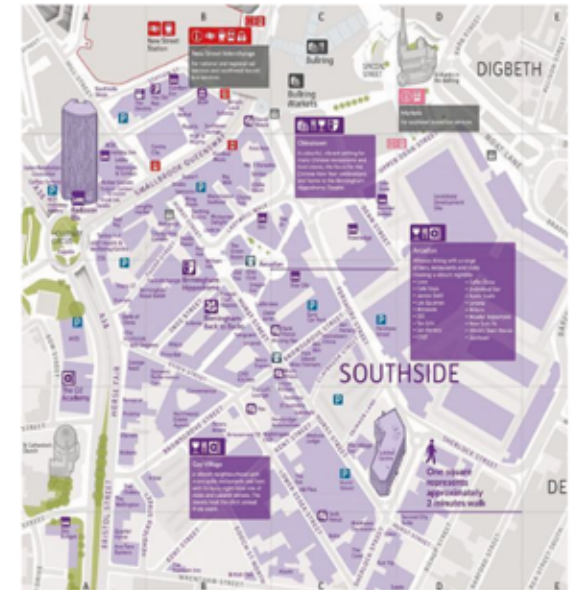
## INTRODUCTION

The Southside District is Birmingham's most cultural, vibrant and diverse area, home to Chinatown, Theatreland and The Gay Village. The area supports some of Birmingham's most iconic festivals, including Birmingham Pride, Chinese New Year and Summer in Southside with visitors travelling from far and wide. **Figure 1.1** shows the area covered by the Southside Business Improvement District (BID).

Birmingham's ongoing transformation, including the development of Smithfield, Kent Street Baths and Unity House and The Armouries is planned within the heart of the Southside District and it is therefore vital that access for sustainable modes, including people with disabilities, should be enhanced to better serve the future residents, businesses and visitors, while maintaining access and servicing provision. Birmingham City Council's vision for the future of transport is clear, priority should be given to pedestrians, cyclists and sustainable modes of transport. A summary of the key local, regional and national policies that this Strategy aligns to is provided overleaf.

The Southside Access Strategy (the *Strategy*) has been developed to cover the period 2021-2026, in which time many developments will be open and transport schemes delivered across the Southside area. The Strategy sets out Southside's vision for transport to ensure that any future

changes reflect the aspirations and objectives of the Southside BID and its members and the area continues to grow as a diverse, cultural and exciting community. The BID was established in 2011 and since then has significantly contributed to the improvement of Southside to make it the vibrant and unique area of Birmingham that it is today, providing support to the local business



**Figure 0.1: Southside Business Improvement District** community. Looking ahead into the future, the BID want to ensure that Southside continues to capitalise on opportunities including the 2022 Commonwealth Games, to welcome thousands of visitors to the city's cultural heart. This Strategy considers how different modes of transport, from pedestrians to HGV's, get in, around and out of Southside taking into consideration the needs of businesses, and the need to ensure safe and accessible travel for the growing resident population.



The multimodal Access Strategy considers all road users but give particular focus on three areas of importance:



[Link to Local, Regional and National Policy and Masterplan Documents](#)

[Big City Plan, Birmingham City Council \(2011\)<sup>i</sup>](#)

The Big City Plan sets out the vision and strategy for the city centre to strengthen its role as a 24 hour city, delivering transformational change by supporting sustainable growth, creating new and improved public spaces, giving streets back to pedestrians and bringing the cultural life of Birmingham to the heart of the city. The Southside quarter is identified in the Big City Plan as an area of character with significant redevelopment opportunities to create one of the most diverse city centre quarters that will be a major cultural and visitor destination.



The creation of *“good, active streets, open spaces and better*

*connections with the City Core and neighbouring areas”* has the potential to make Southside one of the most exciting and liveable areas of the city centre.

Hurst Street is recognised as a *“festival street”* and primary walking route that links many of Southside’s great assets and is the main area for lively street theatre, market and events. The Strategy builds upon the aspirations as set out in the Big City Plan to make Hurst Street more pedestrian friendly.

[Birmingham Smithfield Masterplan, Birmingham City Council \(2016\)<sup>ii</sup>](#)

Birmingham Smithfield, a once in a generation opportunity to transform the 17ha site and deliver a world class city centre development including new vibrant retail markets, exciting family leisure, public squares and transport facilities. The site sits adjacent to the lively theatre, entertainment, restaurant and gay village that Southside has to offer, with the development set to transform the area and bring about new investment and development opportunities to further strengthen Southside’s offer.



Prior to this redevelopment, the Smithfield site will be host to the basketball and beach volleyball events at the 2022 Commonwealth Games. This will see thousands of spectators descending on Smithfield via Southside and therefore it is vital that the area is safe and welcoming and offers a lasting legacy.

Although the Strategy covers 2021-2026, it future-proofs the area to allow for transport improvements during the development of Smithfield.

### Draft Birmingham Transport Plan, Birmingham City Council (2020) <sup>iii</sup>

Birmingham City Council published their draft Birmingham Transport Plan (BTP) in January 2020 outlining principles and measures to reduce the damaging environmental impacts transport has on the environment, prioritising people over vehicles and revitalising the city centre. A number of the proposals outlined within the BTP directly impact the Southside District, including the introduction of 'Traffic Segments' to remove through traffic from the city centre.



The Southside Access Strategy has been developed with these principles in mind, to support the delivery of Birmingham's 'Big Moves' and improve the area for everyone who lives, works and visits.

### Emergency Birmingham Transport Plan, Birmingham City Council (2020) <sup>iv</sup>

The emergency Birmingham Transport Plan sets out plans for a wide range of emergency measures to support walking, cycling and public transport in light of the impact of Covid-19. The plan accelerates some of the measures outlined in the draft Birmingham Transport Plan and aims to achieve a low carbon, clean air recovery from Covid-19. Providing greater priority for pedestrians, establish new cycle links including contraflow cycle lanes and providing businesses with the opportunity to introduce parklets and/to make use of widened footways for spill-out activity are just some of the key principles outlined within this plan.



### Birmingham Walking and Cycling Strategy, Birmingham City Council (2020) <sup>v</sup>

The Walking and Cycling Strategy is part of Birmingham's long term transport plan which aims to 'make walking and cycling the everyday choice for local journeys and leisure activities, as part of a safe and integrated transport network for Birmingham'. This can be achieved by providing safe infrastructure, managing traffic and maintaining streets, all of which the Southside Access Strategy aims to deliver.



Designing areas that are safe, convenient and coherent will support walking and cycling within Southside and make the area more attractive for all users.

### Our Future City Plan 'Shaping Our City Together' 2040, Birmingham City Council (2021) <sup>vi</sup>

The Future City Plan outlines a template for major change within Birmingham, identifying the urgent need to tackle existing and emerging challenges including climate change to ensure Birmingham can thrive. The plan sets out plans to create a city that is well connected by walking, cycling and public transport ensuring that roads no longer create barriers for people wishing to walk and cycle whilst ensuring that efficient access for goods and servicing is maintained to support economic activity.



### Movement for Growth, West Midlands Combined Authority (2016)

Movement for Growth sets out the regional strategy for transport by “*creating a transport system befitting a sustainable, attractive and economically vibrant conurbation*”. Its objectives include “*ensuring walking and cycling are safe and attractive options for many journeys, by delivering a strategic cycle network and enhancing local conditions for active travel*” and “*create attractive and viable local centres with a high-quality public realm and good community safety*”.



- **Creating better streets for cycling and people** – create cycle, bus and walking corridors, closing a limited number of main roads to through traffic except for buses and access;
- **Putting cycling and walking at the heart of transport, place-making and health policy** – increase cycle parking and ensure it goes where it is needed, ensure new housing developments are built around making sustainable travel the first choice for journeys;
- **Empowering and encouraging local authorities** – by providing the necessary funding the support walking and cycling; and
- **Enabling people to cycle and protect them when they do** – legal changes to protect vulnerable road users.

### Gear Change, Department for Transport (2020)<sup>vii</sup>

Gear Change was published shortly after the Covid-19 pandemic struck and many people began walking and cycling locally. The document sets out a bold vision to improve cycling and walking in England to support physical and mental health and wellbeing, tackle congestion on our roads and support local businesses and the environment. There are four key areas that have been identified to achieve this vision which this strategy aims to align with which includes:



### Bus Back Better, Department for Transport (2021)<sup>viii</sup>

Bus Back Better sets out the long term strategy for buses in England, outside of London. It aims to get more people travelling by bus by making sure buses are a practical and attractive alternative to the private car. This includes faster and more reliable journeys, cheaper costs and a more comprehensive network of routes that operate in the evenings, weekends and at night. This is particularly important for the Southside District as thousands of people descend on Southside in the late evening and early hours to enjoy the night life it has to offer.





## BACKGROUND

To help develop the future Access Strategy for Southside, a baseline review of the Southside area was undertaken to understand the existing provision for each mode, the issues, and the opportunities for improvement. This included undertaking a desktop study, business questionnaire and daytime and night-time site visits.

The desktop study included a review and analysis of:

- Key walking and cycling routes;
- Parking (on-street and off-street);
- Public transport routes and stops;
- Taxi provision;
- Existing land use;
- Future developments;
- Access and servicing of premises;
- Collision data;
- Street lighting and CCTV; and
- Crime data.

The following sections provide a summary of the key findings from this review.

## WALKING

With thousands of people descending on Southside on a Friday and Saturday night, walking is one of the main forms of travel for people travelling to and from the area. This following section will assess the key walking routes and experience to, from and within Southside.

## KEY WALKING ROUTES

Hippodrome Square, located in the heart of Southside, is roughly 250m walking distance from New Street Station, where many visitors start their journey into Southside. A distinct lack of signage and wayfinding at these key arrival hubs, make quick and easy navigation to Southside challenging for people not familiar with the area. Lighting along these key routes is also of poor specification, giving the perception, or feeling, of being unsafe. However, the Southside Public Realm scheme, which is now under construction, will provide much needed pedestrian improvements to the key walking route between New Street Station and Hippodrome Square. Improvements also include realigning the pedestrian crossing over Smallbrook Queensway to follow the natural continuation and desire of pedestrians. Improvements to lighting and rationalisation of street furniture in Hippodrome Square will enhance the area and create a space suitable for large events.

Key walking routes into Hippodrome Square have been identified, and are shown in **Figure 2.1**. They include:

- New Street Station, both via Hill Street-Dudley Street and Hill Street-Hurst Street;
- Digbeth, including Birmingham Coach Station, via Upper Dean St and Pershore Street; and
- O2 Academy (within Southside BID area) via Bristol Street.

## MOVEMENT WITHIN SOUTHSIDE



Figure 0.1: Key walking routes and crossing facilities

Accessibility within Southside for people with restricted mobility including people in wheelchairs or visually impaired, the elderly and people with pushchairs, is challenging at certain locations due to the design of the streets. The absence of dropped kerbs, uneven paving and a number of obstacles within the footway e.g. bins and street furniture, creates a terrain that is intimidating and unwelcoming for people with limited mobility. Thorp Street is an example of a street which is particularly challenging for people with disabilities as there are a number of bins located on the street, limited dropped kerbs and cobbled footways. This is illustrated in Figure 2.2.



Figure 0.2: Thorp Street - bins obstructing footway

Several streets within the key walking routes within Southside are perceived to be unsafe, because of inadequate lighting, poor visibility or dominance of vehicles. These include:

- Dudley Street underpass;
- A38 subways;
- Thorp Street;
- Hurst Street (by Village Inn); and
- Lower Essex Street.

Improvements to street lighting along Dudley Street would improve the perception of safety for pedestrians and would be relatively easy to deliver. This route will be a key pedestrian route during the

Commonwealth Games as the Smithfield site will be host to the basketball and beach volleyball events.

To the west of Southside around the A38 there are several pedestrian subways which have been identified as being unsafe. These subways, shown in **Figure 2.3**, are particularly unattractive and undesirable for pedestrians, with no CCTV and limited lighting, encouraging crimes to take place. An absence of dropped kerbs and at-grade crossing force some pedestrians to use the subways to avoid long diversions. This is a significant issue for people attending events at the O2 Academy which includes a large number of young people. It is acknowledged that without substantial engineering works and funding, filling in these subways would be a challenging scheme to deliver within the timescales of this Strategy.



Figure 0.3: A38 pedestrian subways

## STREATERY 2020

In the summer of 2020, Southside BID, with support from government funding, ran a trial of StrEATery, closing Inge Street, Hurst Street (between Inge Street and Kent Street), Kent Street (between Hurst Street and Lower Essex Street), Claybrook Street and Bromsgrove Street (between Essex Street and Hurst Street) for six consecutive weekends to provide space for businesses to put tables and chairs within the carriageway to support the economic recovery from Covid-19 and to support social distancing measures.

Hostile  
Vehicle  
Mitigation  
(HVM) ramps  
were used to  
completely  
close the  
roads  
between  
midday



Figure 0.4: StrEATery 2020

Saturday and midnight on Sunday which resulted in vehicles unable to access during these times. Businesses within the area had to rearrange their deliveries to ensure that they arrived outside of the closure period as access would not be possible during the closure.

These road closures, in addition to the closures delivered by Birmingham City Council restricting the access from the A38, made accessing Southside for vehicles challenging and convoluted. This was also challenging for taxis to serve the night time economy and emergency services to attend incidents within the area.

Overall, the trial was deemed a success for businesses who were able to capitalise on the opportunity to accommodate more customers. However, many businesses were not able to benefit from the opportunity as they did not have the necessary infrastructure for example canopies, tables / chairs or staff to manage these areas.

## CYCLING

As part of the Birmingham Cycle Revolution (BCR) programme, two segregated cycle routes were delivered: A34 and A38 routes. The A34 route links Perry Barr with the city centre whilst the A38 route links Selly Oak and Southside via 4km of two-way segregated cycle lanes. The BCR

schemes were completed in 2019 and funded through the Department for Transport's Cycle City Ambition Grant and the Greater Birmingham and Solihull Local Enterprise Partnership Local Growth Fund. Cyclists following the A38 'blue route' are directed off the A38 into Southside via Wrentham Street and Kent Street where the segregated facility stops and cyclists rejoin the carriageway. Contraflow lanes are provided on Kent Street and Hurst Street; however, the approach onto Hurst Street is



Figure 0.5: Contraflow cycle lane, Hurst Street

narrow and cyclists are expected to turn sharply to avoid cycling into parked vehicles, as illustrated in **Figure 2.5**. This is particularly challenging for people using adapted bikes, which are wider than the norm. Cyclists are then expected to ride against oncoming vehicles, with parked vehicles to the left. This particular section is unsafe and unattractive for cyclists, particularly those with limited experience and confidence.

In 2020, the Council introduced a number of temporary 'pop-up' cycle routes across the city to provide safer space for cycling using funding from the Government's Emergency Active Travel Fund (EATF). Nearby routes included a two-way segregated provision on Bradford Street, north of Southside. These temporary cycle routes are being reviewed as part of EATF tranche 2 to understand their success and their potential to make them more permanent and to support the delivery of a connected cycle network. The existing cycle routes are shown in **Figure 2.6**.

An advisory cycle lane on Sherlock Street also connects to Hurst Street via a toucan crossing, for cyclists travelling from the south east of the city. Sherlock Street is a fast and busy road which makes it less attractive for cyclists to use, especially in areas with poor quality paving and potholes.

It is the Council's aspiration, as outlined in their Walking & Cycling Strategy, to connect the A38 and A34 routes via Smithfield and Moor Street Queensway, creating a network of connected cycle routes.

Cycle parking is widely available within the Southside area; however, most locations are singular hoops attached to street furniture. Some hoops are located on a side street with poor visibility making it unattractive for people wishing to securely park their bike.



Figure 0.6: Cycle routes within Southside

## PARKING

There are currently estimated to be 258 on-street parking bays, of which two are disabled and 31 permit holders only. The majority of the on-street pay and display bays are limited to four hours maximum stay between 8am and 7:30pm, seven days a week. In addition to the on-street parking, there are ten off-street car parks, accommodating circa 2,600 spaces. Previous studies<sup>ix</sup> have shown that supply of parking within Birmingham city centre vastly outweighs the demand. Four hours parking on-street costs £9.50 which is more than the cost of five hours parking at the Arcadian car park which would cost £7.50.

There are two disabled bays located outside the *Back to Backs* on Hurst Street. The disabled access to The Old Rep is via Hinckley Street but there is no disabled parking in close proximity which you might expect. The Alexandra has five disabled bays; however, these are located on John Bright Street and pay and display parking is located outside the disabled entrance on Station Street.

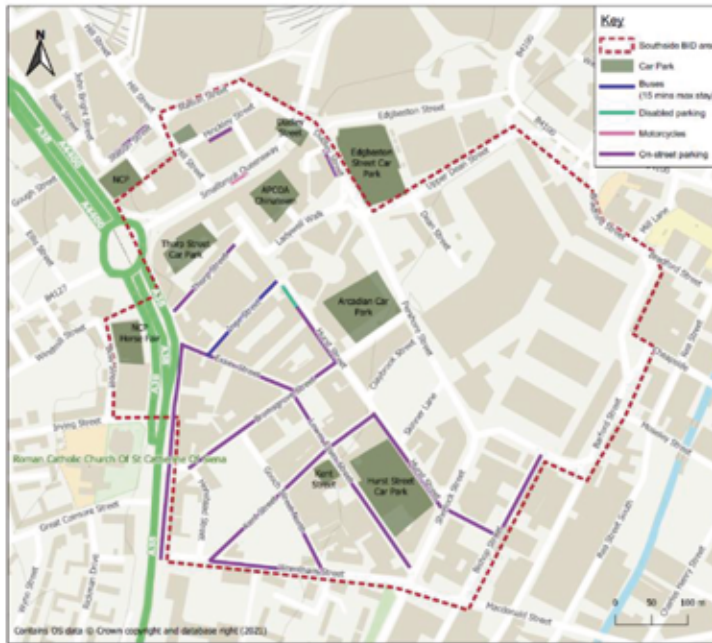


Figure 0.8: Parking in Southside



Figure 0.7: Bus routes in Southside

## BUSES

There are several bus routes that serve the Southside area, with the majority of these routes entering via Smallbrook Queensway and Pershore Street. **Table 2.1** shows a breakdown of current services operating within the Southside area, and these routes are illustrated on **Figure 2.8**.

Service*	Route	Stop location within Southside	Latest service departing Southside (Saturday)
16	Hamstead ↔ Birmingham City Centre	Station Street, Upper Dean Street	23:30
16A	Great Barr ↔ Birmingham City Centre	Station Street, Upper Dean Street	00:00
23	Birmingham ↔ Bartley Green	Smallbrook Queensway	01:05
24	Birmingham ↔ Quinton Road West	Smallbrook Queensway	00:35
25	Birmingham ↔ QE Hospital	Station Street, Upper Dean Street	14:28

Table 0.1: Bus services in Southside

Service*	Route	Stop location within Southside	Latest service departing Southside (Saturday)
34 (Diamond Bus)	Birmingham ↔ Kings Heath	Upper Dean Street	15:05
35	Birmingham ↔ Hawkesley	Pershore Street	23:30
45	Birmingham ↔ Longbridge via West Heath	Pershore Street	01:03
47	Birmingham ↔ Longbridge via Turves Green	Pershore Street	00:33
61	Birmingham ↔ Frankley	Smallbrook Queensway	00:01
63	Birmingham ↔ Frankley	Smallbrook Queensway	00:31
80A	West Bromwich ↔ Birmingham	Station Street	23:21
82	Birmingham ↔ Bearwood	Smallbrook Queensway	23:25
87	Birmingham ↔ Dudley	Smallbrook Queensway	00:10
144 (First Worcestershire)	Birmingham ↔ Worcester	Smallbrook Queensway	20:25
X20	Birmingham City Centre ↔ Cofton Hackett	Smallbrook Queensway	23:25
X21	Birmingham City Centre ↔ Woodcock Hill	Smallbrook Queensway	23:40
X22	Birmingham City Centre ↔ Woodgate	Smallbrook Queensway	22:55

\*National Express service unless otherwise stated

At present, there are no public transport routes that pick-up or drop-off within the heart of Southside, for example on Bromsgrove Street. Most buses operating within Southside also terminate on a Saturday evening before midnight, just as Southside comes to life. The night-time economy in Southside is therefore dependant on taxis

Bus shelters are common across Southside, at stops with outbound services. Real time information is also provided at many key stops including on Smallbrook Queensway.

## TAXI PROVISION

Taxis and private hire vehicles play an important role in transporting people to and from the Southside area, particularly at night when public transport is not available. However, there are also a lot of problems associated with taxis roaming on all the local streets, in particular on Hurst Street and Ladywell Walk, rather than using the dedicated ranks provided. Regular noise complaints are also received from local residents regarding taxi horns at night.

Despite there being ten official hackney carriage ranks within the Southside area, passengers prefer to get taxis from the Hurst Street area and result in some ranks, for example outside The Fox on Lower Essex Street, being under-utilised. Other unofficial ranks have been created by taxis waiting on the street to pick-up passengers. An example of this is southbound on Smallbrook Queensway, where taxis queue within the nearside traffic lane to pick-up outside of Snobs.

Private hire vehicles are not permitted to wait on the taxi ranks and therefore can also be found waiting on the side of the street – although plying without a hackney carriage licence is strictly illegal. This also occurs on Smallbrook Q'way, Hurst Street and Ladywell Walk.



Figure 0.10: Hackney carriage

## EXISTING LAND USE

Southside is home to a variety of different cultural, leisure and hospitality attractions including the Chinese Quarter, The Gay Village and Theatreland. There is also an ever growing residential presence within Southside and meeting the different need of each of these sectors is challenging. A large number of large scale developments have been constructed in the last few years with many additional high-rise residential buildings proposed. A number of these developments have already secured planning permission and are likely to be constructed within the timeframe of this Strategy. Temporary traffic management plans for these developments have been reviewed to understand the impact of temporary road closures and construction traffic on the road network and the consequences this may have on the Strategy proposals in the short term.



Figure 0.9: Existing land use



## FUTURE DEVELOPMENTS AND SCHEMES

New developments are providing a catalyst for change, and much needed regeneration to the historic areas of Southside that are currently sat dormant. These developments will result in thousands of additional people and journeys travelling through Southside everyday and therefore, considerations for how people move around the area safely need to be sought to ensure Southside is a welcoming place for all. The following sections outline the key developments being built in Southside.

### SMITHFIELD

The biggest redevelopment to the area is Smithfield, a 27ha mixed use development. Smithfield has been described as a *once in a generation opportunity to create a truly transformational development that will drive the city's*



*international standing and reputation.* Although Smithfield won't be developed within the timeframe of this Strategy, many investors are looking for further opportunities for redevelopment in the area as a result. This further supports the need to make Southside a safe and welcoming area.

### SMALLBROOK QUEENSWAY<sup>x</sup>

The existing SBQ1 and SBQ2 building will be demolished and replaced with a 26 storey building incorporating 309 residential units along with 300sqm of retail



and leisure space. SB3 and SB4 will be extended and refurbished to create 12,500 sqm of high-quality office, retail / leisure.

### KENT STREET BATHS<sup>xi</sup>

Kent Street Baths covers a plot of land encompassed by Wrentham Street, Henstead Street, Bromsgrove Street and Gooch Street N. The primarily residential development will be delivered in two phases, delivering ground floor commercial properties and 504 rented and private sale units offering a mixture of 1-3 bedrooms. 111 car parking spaces will be provided across the two phases in addition to 100% cycle parking provision.



### ESSEX STREET TOWER<sup>xii</sup>

A 28 storey building on the corner of Essex Street and the A38 comprising of 154 one, two and three bedroom apartments. The building will provide a cycle storage area for 76 bikes and no car parking provision on-site.

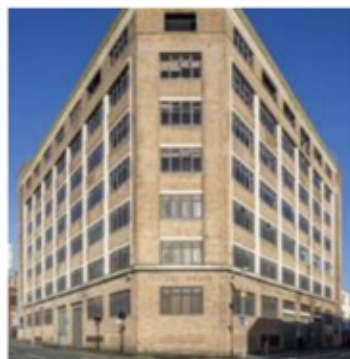
### UNITY HOUSE AND THE ARMOURIES<sup>xiii</sup>

Redevelopment of two parcels of land either side of Lower Essex Street and Bromsgrove Street. The Armouries will provide commercial units on the ground floor and 162 apartments and 98 car parking spaces.



### PRIORY HOUSE<sup>xiv</sup>

Refurbishment and repurpose of Priory House to deliver 79 luxury apartments in a mixture of apartments and duplexes with some ground floor commercial units. 13 car parking spaces have been allocated alongside 80 cycle parking spaces.



### KENT STREET APARTMENTS

The creation of an 8-12 storey apartment block providing 133 one and two bedroom apartments and ground floor amenity and commercial space. The development has not proposed any car parking spaces and includes 133 cycle parking spaces (100% provision).



### 16 KENT STREET

A 12-storey mixed use development with ground floor commercial and 116 apartments. There is no car parking provision provided at this development.



### BLOC HOTEL

Erection of a 23 storey hotel on the corner of Station Street / Hill Street (opposite New Street Station) comprising of 227 rooms.



### LAND BOUNDED BY SHERLOCK STREET, HURST STREET AND BISHOP STREET

Redevelopment of the site to provide 551 one, two and three bedroom apartments. 36 car parking spaces will be provided alongside space for 608 bikes.



### LAND WITHIN THE BLOCK BORDERED BY LOWER ESSEX STREET, KENT STREET, GOOCH STREET NORTH

Development of circa 450 apartments and ground floor commercial with limited car parking accessed via Lower Essex Street. A pedestrian route will be developed between Lower Essex Street and Gooch Street North.



### LAND WITHIN THE BLOCK BORDERED BY HURST STREET, SHERLOCK STREET, LOWER ESSEX STREET AND KENT STREET

A planning application is due to be submitted shortly which will include circa 600 apartments and ground floor commercial space with a public pedestrian route through the scheme between Hurst Street and Lower Essex Street.

## MONACO HOUSE, BRISTOL STREET

This development falls outside of the Southside BID area; however, it does border the area and will have an impact on the District. The development has permission to construct 1,009 units of new apartments (mixture of 1-3 bed flats and also a townhouse), providing 355 car parking spaces within the site.



## SOUTHSIDE PUBLIC REALM SCHEME

Birmingham City Council have begun construction on a £9.5 million public realm scheme which will transform the link between New Street Station and Southside District by repaving the footways, realigning the pedestrian crossings and rationalising street furniture. A new public



Figure 0.11: Southside Public Realm Scheme

square outside the Hippodrome will also be created which will offer flexible space for a wide range of public events.

## COMMONWEALTH GAMES PUBLIC REALM SCHEME

As part of the preparation for the Birmingham 2022 Commonwealth Games, Birmingham City Council are proposing a number of public realm improvements to enhance the pedestrian experience along some of the Games' designated walking routes, connecting transport hubs and Games venues. The schemes are currently undergoing public consultation and are due to be delivered by spring 2022. The improvements relevant to Southside include:

- Enhanced lighting on Dudley Street underpass;
- Pedestrian crossing improvements to provide tactile paving and a signal controlled crossing across all four arms of the Hurst Street / Bromsgrove Street junction; and
- Resurfacing, footway widening and installation of bollards on the eastern side of Hurst Street between the Village Inn and Sherlock Street.

These measures align with proposals outlined within later sections of this Strategy; however; as the strategy looks to go further than these proposals, it may result in some abortive work in the future.

## ROAD SAFETY

Vehicle speeds along some roads within Southside, for example Bromsgrove Street, Sherlock Street and Wrentham Street, have been observed to be extremely fast due to their wide nature and few vehicles at night. The current speed limit for the majority of minor roads within Southside is 20mph.

Analysis of six years of collision data collected between 2015 and 2020 indicates there have been 432 reported collisions within the Southside area (one fatal, 51 serious, 380 slight).

Several collision hotspots were identified including:

- Wrentham Street / Sherlock Street (four serious, 77 slight), common contributory factors to collisions include poor turn or manoeuvre (10), pedestrians failing to look properly (10);
- Holloway Circus (one fatal, 13 serious, 48 slight);
- A38 Bristol Street / Bromsgrove Street (one serious, 19 slight), of which 13 of these collisions involved a contributory factor of pedestrians failing to look properly; and
- A38 Bristol Street / Wrentham Street (two serious, 18 slight), common factors include pedestrians failing to look properly (4) and aggressive driving (4).

## STREET LIGHTING AND CCTV

A review has been undertaken of existing street lighting provision and public CCTV. Many of the key pedestrian routes including the south of Hurst Street have poor quality lighting causing 'pools' of darkness. Dim lighting will create a perception or feeling of being unsafe, and is likely to encourage crime.

This feeling of being unsafe discourages those who would have walked through these areas and means in particular the student population both male and female could be targeted on a regular basis, this can be seen by the existing crime figures and the types of crimes committed in these areas.



Figure 0.12: Lighting Wattage

Street lighting can be a main contributor to “welcoming” users and also in reducing the risk of crime, improved street lighting is a form of situational crime prevention that involves increasing the levels of illumination on the street or in other public spaces. It is intended to serve many purposes, including accident prevention, marketing and the reduction of crime.

In the UK, the College of Policing conducted 13 individual studies in separate towns and areas, on the effect of improved street lighting the evidence suggests that the intervention by improved street lighting can

reduce crime, both violent and property crime was reduced by an average of 21 percent in areas with improved street lighting compared to areas without.

In summary, the night time environment is a fundamental contributor to the experience of Southside. Lighting can create safe and vibrant experiences for people and play an essential role in creating a successful public realm space and CCTV significantly helps deter crime.

## CRIME DATA

A review of police.uk data was undertaken to identify crime hotspots and locations requiring improvements to street lighting and CCTV. In total there were 2,293 crime reported between January 2019 and December 2019. The table below shows a breakdown of the highest reported crimes within Southside in 2019.

Table 0.2: Crimes reported within Southside

Crime type	Number of crimes reported
Violence and sexual offences	719
Other theft	264
Anti-social behaviour	257
Theft from the person	224
Robbery	197
Vehicle crime	184

The top three locations for crimes included:

- Hurst Street / Smallbrook Queensway (outside snobs);
- Hurst Street / Kent Street (by the Nightingale club); and
- Ladywell Walk (by the Arcadian).

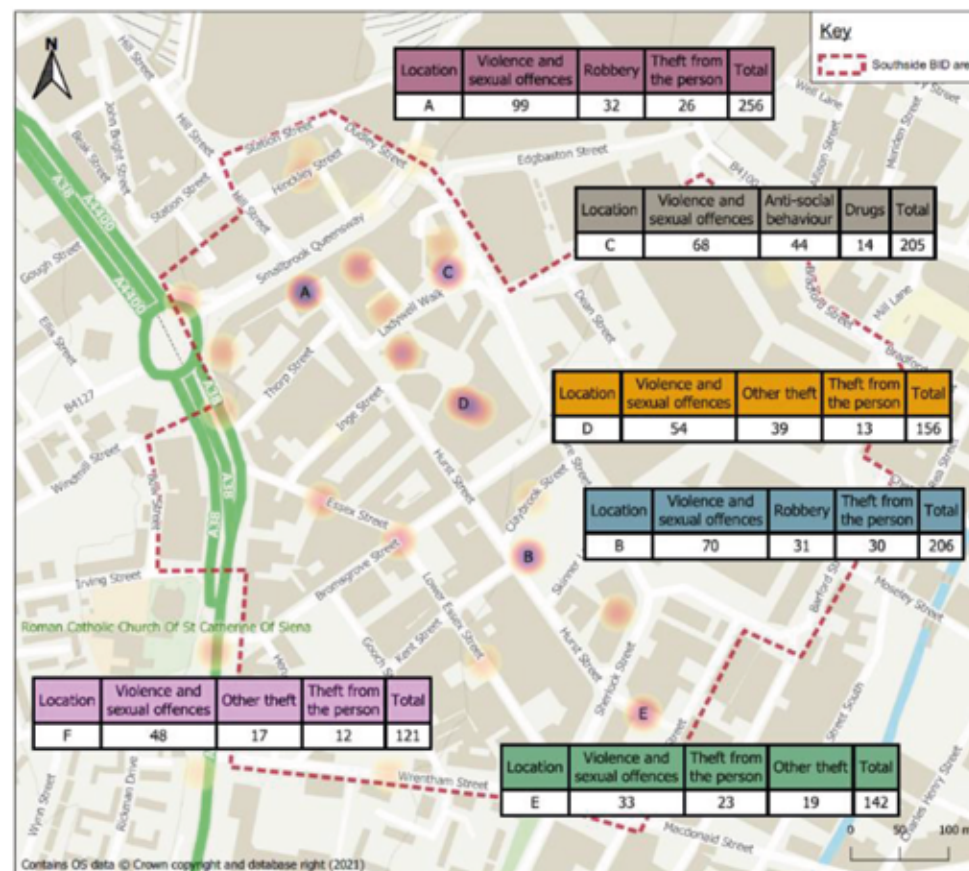
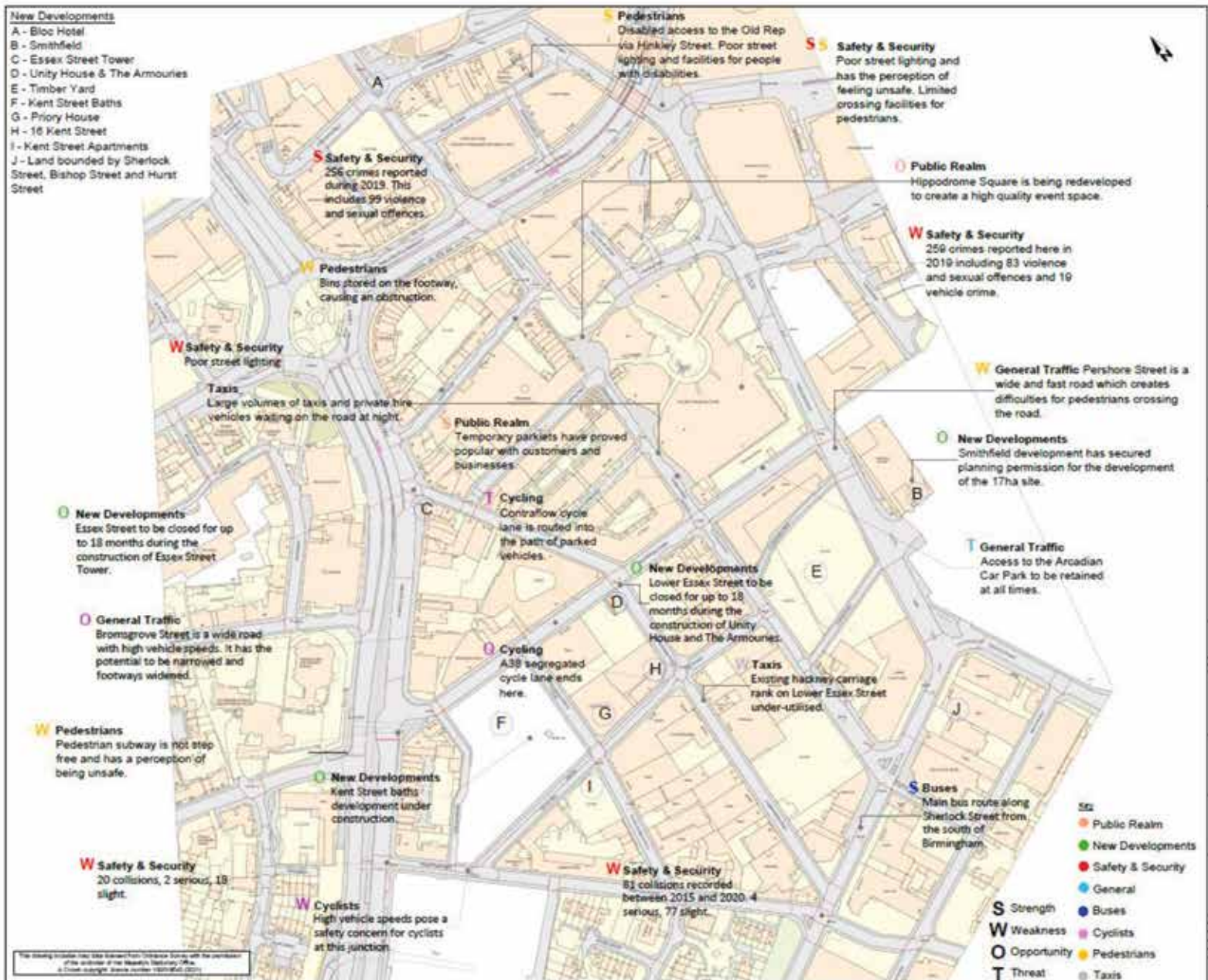


Figure 0.13: Crime clusters within Southside

The plan overlay shows a summary of the existing strengths, weaknesses, opportunities, and threats in Southside.



## STAKEHOLDER ENGAGEMENT

Throughout the development of this Strategy, engagement has been undertaken with key stakeholders including Southside BID, local businesses, developers and residents' associations to understand their aspirations for Southside. The following section outlines the engagement undertaken at each stage of development of the strategy.

### FOCUSSED ENGAGEMENT SESSION

Initially, a focussed engagement session was undertaken with key stakeholders from the Southside District. The aim of this session was to capture the key challenges and opportunities to enhance access into and within Southside as well as to collect views on access for people with disabilities, personal security and the part-time pedestrianisation of Hurst Street.

### VISIONING WORKSHOP

A Visioning Workshop was held virtually with all Southside BID members invited to participate and feedback. The aim of this workshop was to develop a collective vision for the Southside area to help develop some proposals and ideas that address the challenges faced by Southside businesses and residents and capitalise on the future opportunities.

**Figure 3.1** shows the responses of stakeholders when asked *what their ideal Southside would be described as*.



Figure 0.1: Aspirations for Southside in five years' time

### BUSINESS QUESTIONNAIRE

Following on from the Visioning Workshop, a questionnaire was sent to all Southside businesses to seek feedback on current access by all modes into, out of and around Southside, key challenges and how they can be addressed. 35 businesses responded to the questionnaire, providing useful feedback which was analysed and incorporated into the strategy.

The feedback confirmed that many businesses felt personal security was an issue, and many staff and customers feel unsafe walking around Southside at night. Improved street lighting, additional CCTV and more frequent warden patrols were some of the popular measures that businesses felt would improve the safety of pedestrians in the area at night.

Respondents also felt strongly that the measures implemented in 2020 as part of the Emergency Active Travel Fund, which included closing the entry points from the A38 into Essex Street, Bromsgrove Street and Wrentham Street, were damaging and disruptive to Southside businesses and did not support the recovery from Covid-19.

Using the feedback received in the focussed engagement session, visioning workshop, business questionnaire and ongoing engagement with Southside BID, a vision was developed.

## STRATEGY & DELIVERY WORKSHOP

A further workshop was held with key stakeholders which presented the results of the business questionnaire and identified common themes and areas for improvement. The stakeholders were then presented with the vision that has been developed for the Access Strategy, encompassing the feedback from the businesses to date. Feedback on the vision has generally been positive and supportive.

The key proposals for each mode of transport were presented to attendees, along with a series of traffic management changes to seek their views on the proposals. The presentation was subsequently distributed to all BID businesses for feedback, to ensure businesses who were unable to attend could still give their views on the proposals.

## SUMMARY

Engagement with key businesses has been extensive throughout the development of this strategy and feedback and ideas received has been helpful to develop this strategy to reflect the needs and aspirations of Southside BID businesses.

Personal security, access via the A38 and pedestrian access for people with reduced mobility were just some of the recurring topics that were identified by the businesses as current barriers.

A number of key principles for the Strategy were developed and include:

- Improving accessibility for all users, in particular for people with disabilities and less able people;
- Improving the pedestrian experience;
- Improving the safety and perception of safety within Southside;
- Accommodating vehicles and servicing without compromising other street functions;
- Improving safety for cyclists travelling into the heart of Southside;
- Improving wayfinding and signage; and
- Providing suitable provision and access for taxis and private hires during the night.

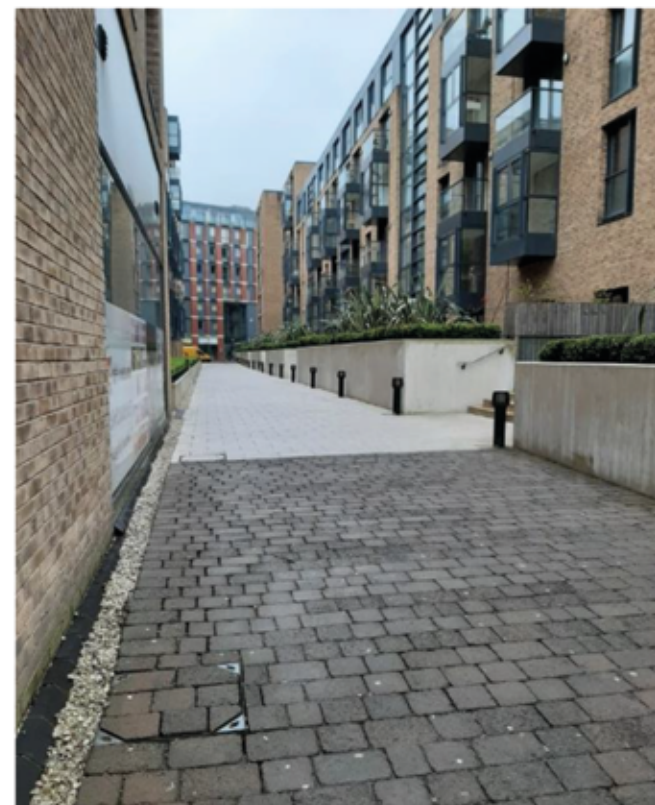


Figure 0.2: St John's Walk



## THE VISION

To transform the Southside District into a safe, accessible and connected, destination that promotes pedestrian and cycle friendly areas, encourages sustainable travel and supports the diverse cultural and hospitality businesses and local residents by:

- reallocating transport space to people not vehicles;
- improving street lighting and active and passive surveillance;
- capitalising on Southside's vibrant offer, providing opportunities for pavement licences and spill-out tables and chairs;
- ensuring access and servicing is maintained for businesses.



Figure 0.1: The Arcadian

## THE STRATEGY

Most of Southside's streets accommodate a range of functions at different times of day and night which can cause conflict between users with different priorities. This Strategy aims to accommodate all users, providing necessary access for loading and servicing, whilst prioritising and promoting active modes of travel including walking and cycling. This chapter discusses the key features of the Strategy. A copy of the concept designs are shown in **Appendix A**.

## PEDESTRIAN AND CYCLE ZONE

At the core of the Strategy is a pedestrian and cycle zone. It is this, along with a series of traffic management changes, that enables provision for sustainable modes to be enhanced. Night time problems associated with taxis picking up passengers on Hurst Street has resulted in the development of this pedestrian and cycle zone to deter all vehicles, including taxis away from Hurst Street and residential developments.

The Traffic Signs Manual describes pedestrian and cycle zones as *"areas such as shopping streets where pedestrians will normally predominate and have full use of the width of the road, either at all times or at certain times of day. The roads may be fully paved for pedestrians or comprise a carriageway with separate footways"*.

Southside prides itself on being a diverse, vibrant and cultural destination with people of all ages and cultures visiting the area for different reasons: to visit one of the many theatres / cultural attractions or to enjoy the night-time social scene Southside has to offer.

The Strategy creates two pedestrian and cycle zones within the heart of Southside along those streets with a high footfall, which occurs in the

evening and at night, when the night-time economy comes to life. These are Ladywell Walk / Wrottesley Street and on Inge Street (after the Hippodrome service yard), Hurst Street (between Inge Street and Skinner Lane), Kent Street (between Hurst Street and Lower Essex Street) and Bromsgrove Street (between Essex Street and Pershore Street) as illustrated in **Figure 5.1**.

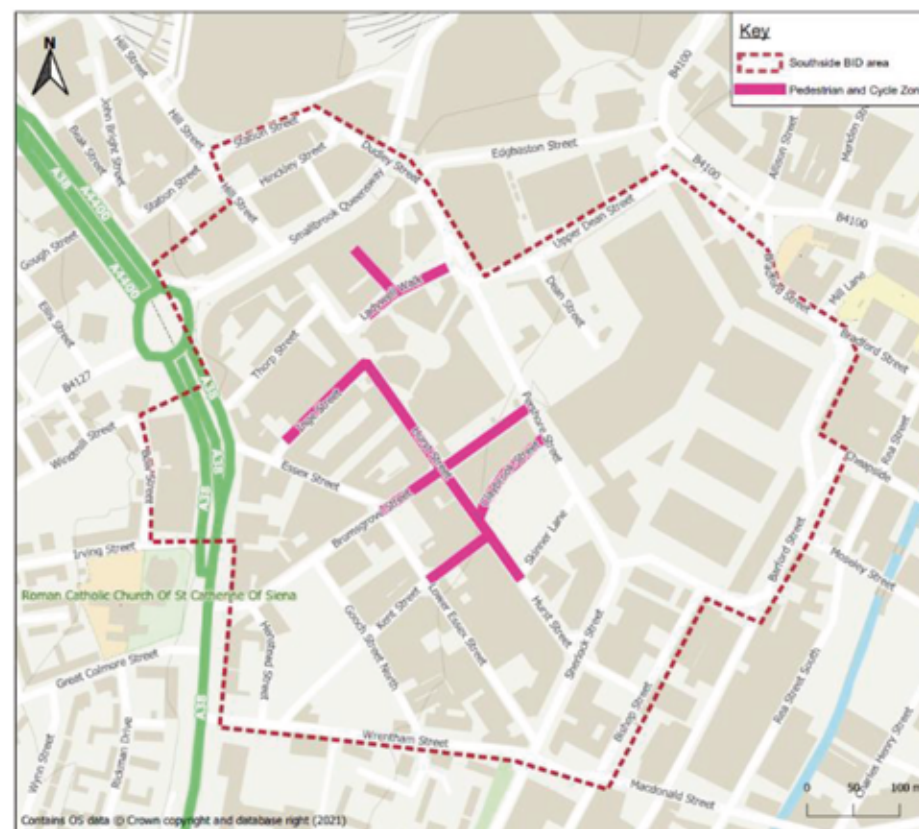


Figure 0.1: Pedestrian and Cycle Zone

purpose of these pedestrian and cycle zones is to enhance the pedestrian and cycle environment and to provide a mechanism to restrict and enforce vehicle movements to only those who need to be in

the area for access to off-street premises and to coaches escorting theatregoers to and from a show.

The measures will complement the public realm improvements planned for Hippodrome Square, by restricting vehicle movements within the heart of Southside, and improving the attractiveness and perception of safety for pedestrians.

The pedestrian and cycle zones aim to accommodate both the daytime and night-time economies and visitors to Southside whilst considering the needs of local businesses and residents. Access and servicing is vital for both the businesses and residents of Southside and hence provision has been maintained to permit twelve hours of daytime loading, seven days a week.

From 7pm to 7am, access within the pedestrian and cycle zone will only be permitted for access to off-street premises and buses (including coaches). Access to off-street premises is permitted at all times, to ensure nobody is restricted from accessing their off-street public or private car park.

The cultural venues, including the Hippodrome, rely on private buses and coaches to transport many of their visitors to and from Southside. Access will be maintained at all times for buses to continue to provide this service.

In some cases, the pedestrian and cycle zone must begin upstream of the area where traffic movements are to be minimised. An example of this is on Bromsgrove Street, between Pershore Street and the Arcadian car park. Here, the aim of the Strategy is to minimise traffic on Hurst Street while maintaining access to the car park. Additional signage is

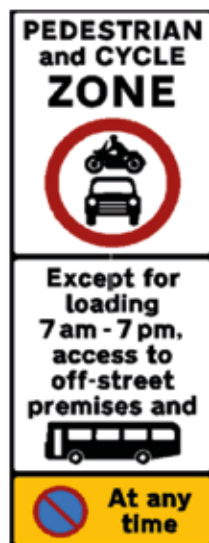


Figure 0.2: Ped & Cycle zone sign

proposed to avoid confusion of the restrictions where the pedestrian and cycle zone is signed to reconfirm to drivers that access to the Arcadian car park is still permitted at all times.

As with any pedestrian and cycle zone there is a risk of non-compliance and so they should be made self-enforcing wherever possible. This is challenging with proposed pedestrian and cycle zones, as access needs to be maintained at all times. Instead, the proposals include gateway features, such as carriageway narrowing, speed humps and clear signage at each entry point to convey to drivers that the area is predominantly for pedestrians and cyclists, and not vehicles, discouraging drivers from entering.

Reducing the number of vehicles within the core zone at night will improve safety and reduce conflict between people and vehicles. Physical barriers, including Hostile Vehicle Mitigation (HVM), would help ensure the safety of pedestrians, whilst also protecting the area against hostile vehicles particularly during large events e.g. Birmingham Pride.

The Strategy identifies four locations where permanent HVM provision could be provided, although it is not intended that these would be operational during non-event times.

The removal of virtually all motor vehicles from the pedestrian and cycle zone will create a more



Figure 0.3: Example of a gateway to a pedestrian zone

pleasant pedestrian experience, and provide opportunities for footway widening with spill out seating.

Architectural gateway features may also be installed to highlight the entry to the pedestrian and cycle zone and to create a sense of arrival into the Southside area.

## WALKING

Southside attracts as many as 15,000 revellers on a Saturday night, with large events such as Birmingham Pride attracting over 40,000 people. It is therefore essential for Southside to provide safe, attractive and accessible walking routes connecting transport hubs such as New Street Station and Birmingham Coach Station and other venues and districts across the city centre, including Broad Street.

Widened footways at locations including:

- Bromsgrove Street;
- Essex Street;
- Dudley Street; and
- Kent Street.

At locations where streets are being made one-way or on-street parking is removed, improvements to the pedestrian experience will be made including widening footways or installing parklets to create a more accessible and pleasant journey for people travelling around Southside by foot.

Cycle improvements include:

- Contraflow cycle lane on Bromsgrove Street (between Essex Street and the Arcadian Car Park) – particularly during large events in Hippodrome Square;
- Reversal of contraflow cycle lane on Kent Street (due to changes in vehicle movements); and
- Upgraded contraflow cycle lane on Hurst Street including the removal of on-street parking.

Street furniture plays an important role within the public realm of an area, providing street lighting, places to rest and waste facilities to name a few.

However, street furniture can also be unsightly, damaged and poorly located. A street furniture audit should be undertaken to identify areas of clutter that can be rationalised to ensure the pedestrian amenity is improved. Consideration should be given to the use, design and location of street furniture so that it complements the use and function of the space.

Key pedestrian principles include:

- Removal of pedestrian subways and replaced with at-grade crossings;
- Widen footways wherever possible particularly on roads that are being made one-way;
- Tactile paving and dropped kerbs at all crossings in accordance with national guidance;
- Clear, concise and consistent wayfinding including exploring opportunities to provide this in other formats; and
- Greater definition and legibility of pedestrian routes.

## CYCLING

The existing A38 'blue route' connects Selly Oak to the Southside area. At Kent Street, the segregated provision ends, and contraflow lanes take the cycle route into the centre of Southside. Many families with young children turn around before they arrive in Southside due to the perception of safety cycling against oncoming traffic with no segregation. The existing section on Hurst Street, is particularly dangerous with cyclists required to navigate around parked cars and oncoming traffic.

Therefore, subject to agreement with BCC, improvements to cycle facilities will be made to ensure cyclists feel safe. This will be done by

providing segregation from vehicles using items such as planters (see **Figure 5.4** overleaf) will greatly improve the safety of cyclists.

Cyclists will also be required to give way to vehicles as they approach the junction of Inge Street / Hippodrome Square. This is to support the safety of both cyclists and pedestrians using the shared space in Hippodrome Square.



Figure 0.4: Planters segregating cycle lane, Camden

Over the coming years, Transport for West Midlands will be implementing cycle hire stations at three locations within the Southside area: Hurst Street, Pershore Street and Suffolk Street Queensway. This will encourage more people to take up cycling as an environmentally friendly alternative means of transport.

## ON-STREET PARKING

There is currently limited on-street disabled parking within Southside, with two bays on Hurst Street (outside Back to Backs) and five bays on John Bright Street outside the main entrance to The Alexandra (which actually falls just outside of the Southside BID area). Given that the disabled access to The Alexandra is on Station Street, it seems logical to remove the pay and display parking on the northern side of Station Street outside The Alexandra, and replace it with disabled bays. Similarly, on Hinckley Street, the disabled access to The Old Rep is via the back entrance. At present, the closest disabled parking is within private off-street car parks on Dudley Street. Therefore, it is proposed to remove the pay and display parking on the south side of Hinckley Street and replace this with disabled bays on the north side of the road to create easy access into The Old Rep without the need to navigate crossings or kerbs.

The Hippodrome attracts many visitors including elderly people and people with disabilities. It is proposed to increase the provision of on-street disabled parking within Southside to improve the attractiveness and to ensure there are no barriers to entry for people with disabilities. Some on-street pay and display parking on Thorp Street will be removed and replaced with disabled bays, to provide access to the Hippodrome, Royal Ballet and other Southside venues.

At locations where disabled parking is being proposed, improvements to the footways and crossings may also be required to ensure the journey is as comfortable and easy as possible.

Disabled parking bays at locations including:

- Thorp Street;
- Hinckley Street; and
- Essex Street.

In line with Birmingham City Council policies<sup>xv</sup>, the provision of on-street parking can be removed to support improvements to public realm or provide priority for walking, cycling, servicing and delivery. It is recommended that priority should be given to enhancing the pedestrian environment, through widened footways and other traffic calming measures and therefore, on-street parking provision may be removed in favour of this. Any removal of on-street parking would likely have revenue implications and therefore engagement with Birmingham City Council would be essential.



Figure 0.5: Disabled parking bay change

## TAXIS AND PRIVATE HIRES`

Taxis and private hires play an important role in safely transporting people to and from Southside, particularly at night. However, the large volume of vehicles does attract a number of complaints from nearby businesses and residential developments. The benefit of having dedicated taxi facilities is that they are easier to ensure the safety and welfare of passengers through regular patrols, enhanced street lighting and CCTV. This would be more challenging to control if taxis could pick-up / drop-off passengers from anywhere.

Subject to discussions with taxi operators and BCC and agreement with BCC, taxi provision will be maintained / proposed at the following locations as illustrated on Figure 5.6:

- Lower Essex Street (outside the Fox) – shared use bays:
  - Loading (daytime);
  - Hackney carriage rank (night time).
- Dudley Street (opposite Edgbaston Street car park):
  - Pay and display parking (daytime);
  - Hackney carriage rank (night time).
- Thorp Street (on the corner of Hurst Street) – existing shared loading bay and taxi rank to be maintained;
- Hurst Street rank (outside Dixy Chicken) to be maintained as existing;
- Station Street, Hinckley Street, Theatre Approach, Smallbrook Queensway ranks to be maintained as existing.



Figure 0.6: Taxi Ranks

## PUBLIC TRANSPORT

There is an appetite for a bus route that drops off and picks up passengers within the heart of Southside and this possibility should be explored further with Transport for West Midlands. Engagement is also ongoing between the Southside BID and Transport for West Midlands to explore the possibility of a night-time bus service that runs between Southside and the University campuses. Smallbrook Queensway could be a suitable location to operate the service from as there is existing bus

stop infrastructure that could be utilised to reduce the initial costs.

There are high-level aspirations, as set out in the Smithfield Masterplan, for a Southside Metro Extension which would connect with the Birmingham Eastside Extension, which is currently under construction linking Bull Street and Digbeth High Street via HS2 Curzon Street Station, and extend through Smithfield into Southside with a possible stop at Sherlock Street / Hurst Street (by Eden) and continue as far as the University of Birmingham in Edgbaston. The timescales for delivery of this are outside the timeframe for this Strategy, although has been included as there is a strong desire to improve public transport provision to and from Southside.

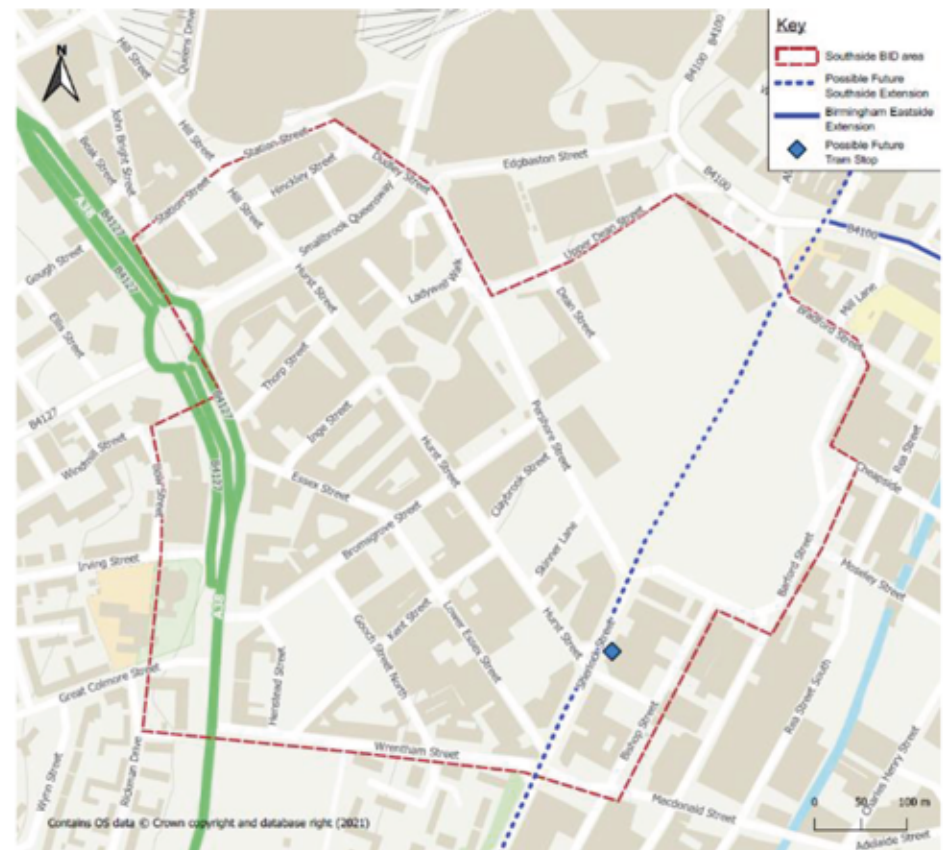


Figure 0.7: Public Transport

## ACCESS AND SERVICING

Within the pedestrian and cycle zone deliveries and servicing will be permitted between 7am and 7pm. Additional loading bays have been proposed to provide dedicated facilities for loading to take place.

The existing taxi rank outside The Fox will remain, and permit loading during the day time. Loading bays will be raised and delineated on the footway to allow them to be multi-functional e.g. used for loading during the day and used by pedestrians at night without creating trip hazards. An example of this is shown in **Figure 5.8** below.



Figure 0.8: Raised loading bay example

Subject to agreement with BCC, additional loading bays are proposed on the following roads:

- Hurst Street;
- Essex Street;
- Lower Essex Street; and
- Bromsgrove Street.

Waste collection creates a number of regular issues for Southside with some businesses storing bins on the footway, restricting access for pedestrians. In some locations, this presents a physical obstruction for people in wheelchairs, causing them to turn around and find another route to access their destination. The desire for Southside, is to have all bins stored off-street with some designated waste collection areas. At present, there are a number of different waste collection companies operating within the area. Considerations for a consolidated waste collection contract should be explored to reduce the number of large vehicles operating within Southside on a daily basis.



Figure 0.9: Waste collection, Hurst Street

## PERSONAL SECURITY

Personal security in a night time economy area such as Southside can be challenging because of the network of streets and route options for revellers to take, however; with brighter lit areas and warming street furniture the route taken can be influenced. The designation of a set of key walking routes would use the natural lighting from the shops / bars as well as improved street lighting and very visual use of CCTV cameras all help the walker to have feeling of wellbeing.

Personal Security can mean many different things and levels to different people, and only the individual can decide if they feel safe and secure in an environment. Personal Security is normally seen as a very physical



thing, research has shown it is directly linked to Perceived Emotional Security (PES), and this can be influenced by the main contributors of PES such as wide open areas / streets, brightly lit, a jolly ambient feeling and anti-crime deterrents like CCTV and Police presence.

## STREET LIGHTING

Street lighting within Southside is poor and improvements will support the perception of safety during hours of darkness. Different types of lighting should be encouraged, including both decorative / seasonal and functional lighting depending on the type of street.

Improved street lighting at locations including:

- Thorp Street;
- Hinckley Street;
- Dudley Street;
- Theatre Approach;
- Inge Street;
- Hurst Street;
- Bromsgrove Street;
- Kent Street; and
- Lower Essex Street.

Street lighting should be more frequent and at lower level than at present, this method of lighting gives a brighter lit area at head level and at the same time also a warmer light creating a “nice and safe” feel to the area. The use of low-cost LED Festoon lighting as a route marker should be used in particular at the entry and exit points of the key walking routes encouraging walkers down the path, recessed ground lights also provide a good route marking.

Some of the subways used on the feeder routes should be better lit and more attractive, to encourage walkers into them, psychologically humans feel safe in familiar looking and warm feeling environments.

The level of luminance provided by street lighting should be adequate to influence the contrast sensitivity of the obstructions with respect to the

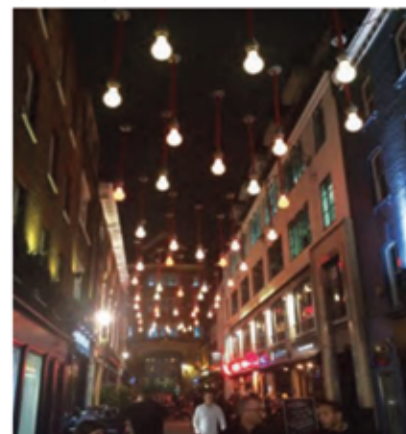
background. Luminance Uniformity must be achieved to provide visual comfort to the viewer's eyes, enough luminous uniformity is needed.

Lighting does not have to be purely functional it can be exciting and promote feelings of wellbeing and encourage the user to visit and stay in the environment. In Copenhagen, central pedestrian areas solely use LED lights embedded in the walkways to achieve warm and safe feelings for the street users.

In Edinburgh, the night time social areas are lit by the ambient environment created by low level street lamps and the shop fronts.



Festoon Lighting can be used as a “route marker” or a way of subliminally guiding the walker down a particulate path or street, typically it is



positioned well above head height in lines that form a virtual path in the sky. This is also used to well effect in many parts of central London shown below.

Figure 0.10: Types of lighting

## CCTV

CCTV will be enhanced at strategic locations where taxi ranks have been implemented e.g. on Lower Essex Street.

It has been proven many times that very OVERT CCTV systems and signage play a major part in preventing crime and solving crime when it does happen.

The College of Policing's Effects of CCTV on Crime<sup>1</sup> identified that CCTV can make a notable impact on local and national crime rates, apart from incidences of violent crime. CCTV can offer an effective level of deterrent against planned crimes, such as trespass and burglary (via breaking and entering), car theft, car crime and other anti-social behaviour.

CCTV cameras should be located on the key walking routes, to provide an end-to-end coverage, these cameras can be of the lost cost type with limited range and fixed and mounted on the street lighting columns. Where possible the "natural surveillance" from shops / bars should be linked to the central control room and which gives a very joined up approach and active surveillance.

Apart from the key walk ways some other key areas should be covered by adequate CCTV coverage such as:

- Taxi Ranks;
- New Street train station entry / exit points;
- Some CCTV cameras should be located on the feeder roads; and
- Pedestrian subways.

There are some instances of unlicensed taxi's pickling up revellers in the Southside area, this could lead to conflict between the unlicensed and the licensed taxi fraternity and encourage local crime.

Specialised Automatic Number Plate Recognition (ANPR) cameras could be located at entry and exit routes, these cameras can instantly recognise licensed taxis and also the non- licensed taxis from the Councils list of current licences issued, any infractions could be followed up by the Police.

CCTV Cameras come in many types, sizes and functionality with the basic variants being:

- Fixed;
- Pan / Tilt / Zoom (PTZ);
- Dome;
- Automatic Number Plate Recognition (ANPR); and
- Overt / Covert.

It is strongly recommended that unless special circumstances dictate, Overt CCTV should be used. This means it is plainly visible to legitimate street users and gives them a sense of security and is also plainly visible to possible criminals and promotes a high risk of being detected and caught.

Some examples of cameras used are shown in the figure below.



Figure 0.11: Examples of CCTV

## HVM

HVM plays an increasingly important role, protecting busy pedestrian areas against hostile vehicles. It can be delivered through a variety of different measures that are permanent or temporary and passive or active. The following sections outline the different options available.

### PASSIVE HVM

Passive HVM refers to static barriers and planters / street furniture that remain in position and protect against hostile vehicles. This type of HVM is more likely to be used to protect footways or permanent pedestrian areas. Street furniture such as benches and planters can also be used as a form of HVM to protect vulnerable areas as illustrated in the images below and overleaf.



Figure 0.12: Examples of passive HVM

### ACTIVE HVM

Active HVM are measures that are operable and can therefore be opened or closed. This can be done automatically or manually depending on the type of measure. Common, low-tech options include a swinging arm barrier or collapsible / removable bollards.

Active HVM has many benefits as it can be opened or closed as required. There are varying scales of autonomy, ranging from automatic sliding bollards to manually opening the gate. The more technological advances options including rise and fall bollards incur larger operational and maintenance costs due to the technological faults. Installation costs of some active HVM measures can also be higher positioning them in the ground may result in some utility diversions.

Therefore, a low-tech solution to HVM is preferred in Southside for a number of reasons. Firstly, purchase and installation costs are less than high-technological options and repair and ongoing maintenance costs are less when vehicles accidentally damage the measures. Some examples of low-tech solutions are shown in the images below.



Figure 0.13: Examples of active HVM

HVM is proposed at the entrances / exits to the pedestrian and cycle zone (shown in Figure 5.14) and include:

- Inge Street;
- Bromsgrove Street (west of the Arcadian car park);
- Bromsgrove Street (east of the Essex Street junction); and
- Hurst Street (north of the Claybrook Street junction).

HVM would meet the PAS specification required for each street and would only be operational during large events when there is a desire to full close the roads to all vehicles. At all other times, the barriers would be open to allow vehicles to access off-street premises and provide deliveries and services.



Figure 0.14: Possible HVM Locations

## COST ESTIMATES

The indicative costs associated with constructing the designs, shown in **Appendix A**, have been estimated and presented in. Indicative construction costs were estimated using 2021 industry standard construction cost rates. However, these rates did not account for the recent global economic instability resulting from the impacts of Covid-19, the Russian invasion of Ukraine, oil and gas price volatility, and high inflation. The cost estimates allowed for a 44 percent contingency to account for unknown factors, including higher than expected inflation, which is typical for this stage of scheme development. However, given the high degree of price uncertainty, the estimates will be revised based on 2023 construction cost rates, which make some allowances for the recent volatility. It is therefore anticipated that the recalculated indicative cost estimates will be higher than those published.

Separate costs have been calculated for five different paving options. The high quality paving has been costed within the pedestrian and cycle zone area only to help differentiate between areas suitable for vehicles and areas where walking, cycling and access / deliveries is permitted. These are shown in **Figure 0.1**.

Standard Paving



Yorkstone Paving



Brackendale Flamed Beige Sandstone



Calisto Flamed Silver Grey Granite



Shepley Hill Diamond Sawn Sandstone



Figure 0.1: Paving Types / Table 0.1: Cost Estimate Summary

	Allowance	Standard Paving	Yorkstone Paving	Brackendale Flamed Beige Sandstone	Calisto Flamed Silver Grey Granite	Shepley Hill Diamond Sawn Sandstone
Civils Cost (including Preliminaries @20%)		£586,000	£1,447,000	£1,522,000	£1,586,000	£1,858,000
Stats	30%	£176,000	£434,000	£457,000	£476,000	£557,000
Design Development	15%	£88,000	£217,000	£228,000	£238,000	£279,000
Site Supervision	10%	£59,000	£145,000	£152,000	£159,000	£186,000
Traffic Management	20%	£117,000	£289,000	£304,000	£317,000	£372,000
Restricted Working Hours	10%	£59,000	£145,000	£152,000	£159,000	£186,000
Risk / Contingency	44%	£477,000	£1,178,000	£1,239,000	£1,291,000	£1,512,000
<b>Total (2021 base price)</b>		<b>£1,562,000</b>	<b>£3,855,000</b>	<b>£4,054,000</b>	<b>£4,226,000</b>	<b>£4,950,000</b>

## NEXT STEPS

Consult

- Present Strategy to Birmingham City Council
- Consult with wider stakeholders



Publish

- Consider / address consultation responses
- Finalise Strategy



Adopt

- Birmingham City Council formally adopts Strategy

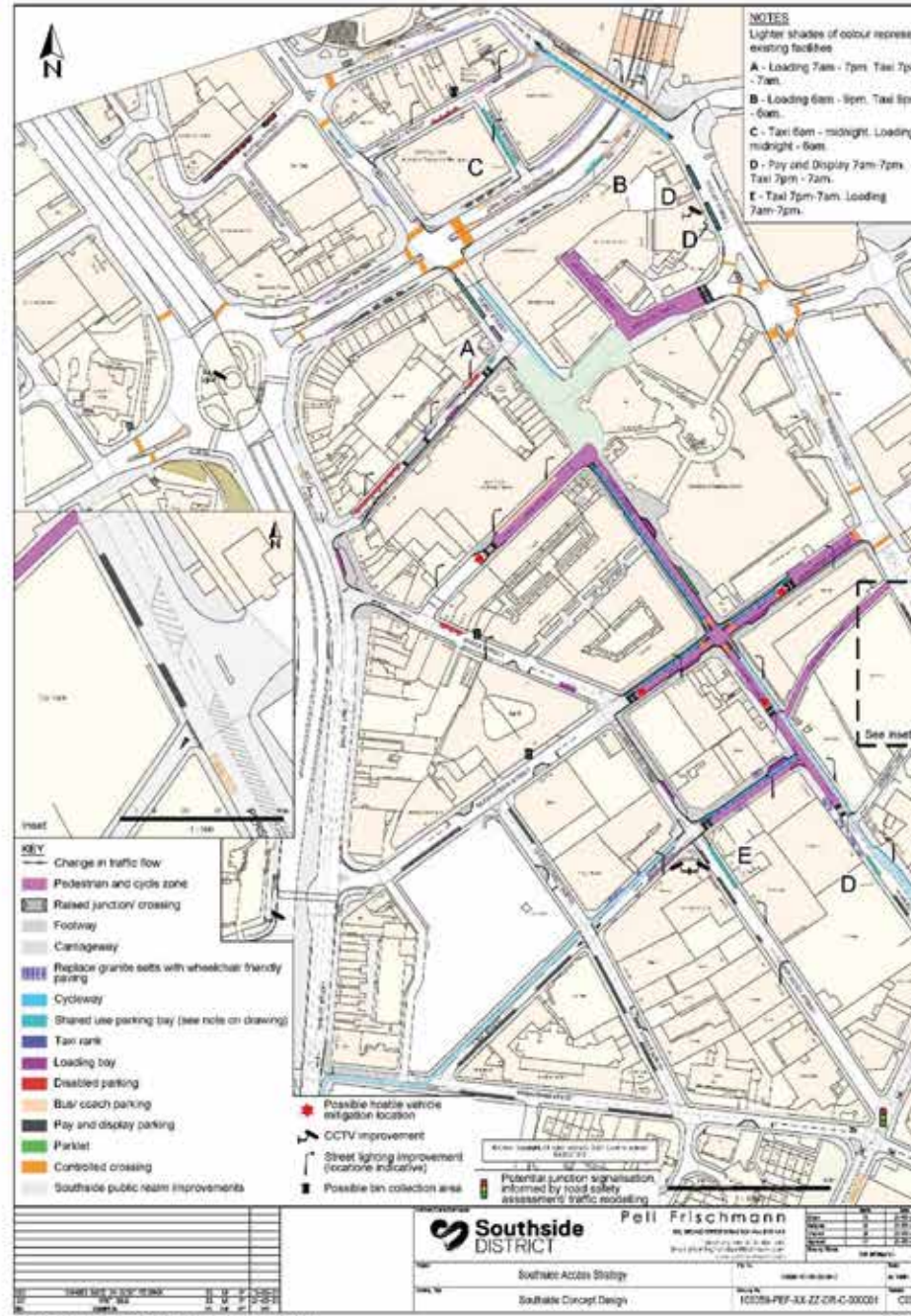


Fund

- £1.05bn *City Region Sustainable Transport Settlements (CRSTS)* funding has been allocated to the West Midlands.
- Identify funding sources:

# Appendix A:

## Southside Concept Design



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