

BIRMINGHAM CITY COUNCIL

CABINET MEMBER AND CHIEF OFFICER

TUESDAY, 09 FEBRUARY 2021 AT 00:00 HOURS
IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

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SOUTHSIDE PUBLIC REALM IMPROVEMENT SCHEME FULL
BUSINESS CASE (FBC) AND CONTRACT AWARD

Item Description

Birmingham City Council

Report to Cabinet Member for Transport and Environment and Cabinet Member for Finance and Resources

9th February 2021



Subject: Southside Public Realm Improvement Scheme
Full Business Case (FBC) and Contract Award

Report of: Acting Director, Inclusive Growth and Interim
Chief Finance Officer

Relevant Cabinet Member(s): Councillor Waseem Zaffar – Transport and
Environment
Councillor Tristan Chatfield – Finance and Resources

Relevant O &S Chair(s): Councillor Liz Clements – Sustainability and
Transport
Councillor Sir Albert Bore – Resources

Report author: Philip Edwards – Assistant Director, Transport and
Connectivity
Tel: 0121 303 6467
Email: philip.edwards@birmingham.gov.uk

| | | |
|---|---|--|
| Are specific wards affected? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No – All wards affected |
| If yes, name(s) of ward(s): Ladywood, Bordesley and Highgate | | |
| Is this a key decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, add Forward Plan Reference: | | |
| Is the decision eligible for call-in? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| <p>Commercially sensitive information is provided in Appendix J to this report in accordance with Paragraph 3 - Schedule 12A Local Government Act 1972: Information relating to the financial or business affairs of any particular person (including the Council). The accompanying exempt appendix contains confidential market information which could impact on the tender process.</p> | | |

1 Executive Summary

- 1.1 To seek approval to the Full Business Case (FBC) and Contract Award for the Southside Public Realm Improvement Scheme as set out in Appendix A and shown on the scheme plans available in Appendix B. The scheme forms part of the Enterprise Zone Connecting Economic Opportunities Programme (EZCOP) – a key infrastructure programme as part of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Enterprise Zone Investment Plan. The focus of the programme and of this scheme is to enhance links between sites and major transport hubs. The scheme aims to transform the Southside area into a new “front-door” for Birmingham city centre by creating a new public space adjacent to the Hippodrome Theatre and improving the quality of key local streets proving safe and attractive pedestrian and cycle routes which will encourage the use of active modes of transport.
- 1.2 To provide details of the outcome of the procurement process and to seek approval for the award of contracts and placing of orders for all the works for the scheme including the Statutory Undertakers diversion works.
- 1.3 To confirm the revised total estimated capital cost for the scheme of £9.528m following the outcome of the works procurement tender process, which is an increase of £1.351m from the Outline Business Case (OBC) estimated capital cost of £8.177m approved by Cabinet in March 2020.
- 1.4 To provide details of the revised funding strategy as set out in section 7.3, including an updated submission for EZ funding of £8.033m, approved on 3rd February 2021 by GBSLEP Programme Delivery Board and subject to GBSLEP Supervisory Board final approval.

2 Recommendations

- 2.1 Approves the Full Business Case (FBC) and contract award for Southside Public Realm Improvement Scheme at a total estimated capital cost of £9.528m subject to final EZ funding approvals per 2.2 below, as set out in Appendix A and as shown on the scheme plans in Appendix B, noting that this is in line with the preferred option approved by Cabinet on 17th March 2020 in the Outline Business Case (OBC) for the Southside Public Realm Improvement scheme.
- 2.2 Authorises the acceptance of £8.033m EZ funding approved on 3rd February 2021 by GBSLEP Programme Delivery Board, subject to GBSLEP Supervisory Board approval, as a contribution towards the delivery of the scheme, noting that this is addition to £0.692m already secured. Funding letters are attached in Appendix C.
- 2.3 Authorises the acceptance of third-party funding contributions totalling £0.365m as a contribution towards the delivery of the scheme. Funding letters are in Appendix C.
- 2.4 Approves the City Council, acting as the Accountable Body for the GBSLEP Enterprise Zone, prudentially borrowing up to £8.725m to contribute towards the

total estimated cost of £9.528m for the Southside Public Realm Improvement Scheme.

- 2.5 Delegates authority to the Assistant Director, Transport and Connectivity to accept the EZ and third-party funding contributions detailed in 2.2 and 2.3 and to enter into any funding agreements as required.
- 2.6 Approve the award of a contract to nmcn Plc for the works for the Southside Public Realm Improvement Scheme, following a procurement process and outcome as detailed in Appendix G.
- 2.7 Authorises the Assistant Director, Transport and Connectivity to place orders with Statutory Undertakers to move apparatus.
- 2.8 Authorises the City Solicitor (or their delegate) to complete all relevant documents necessary to give effect to the above recommended decisions.

3 Background

- 3.1 The strategy for the Enterprise Zone (EZ) and its associated Investment Plans were first established in the Big City Plan, adopted by the City Council in 2011. The Big City Plan sets out a strategic framework for the growth of the city centre which is underpinned by a series of development principles. One of these principles includes connectivity and improving the walkability of the city centre with a network of streets and spaces that, through public realm improvements, will contribute to the creation of a high-quality environment attracting investors, visitors, businesses and residents to the centre. High quality connections and public realm have been recognised as important factors to the economic performance and success of an area and maintaining a competitive edge that is fundamental to the ability of this centre place to compete against other major cities for private sector investment.
- 3.2 In September 2015, as part of the Phase 1 City Centre Traffic Management Plan to reduce pressure on Hill Street, a temporary Traffic Regulation Order (TRO) was approved by the Highways Authority to close off the junction between Hurst Street and Smallbrook Queensway.
- 3.3 A Programme Entry Proposal (PEP) was approved in December 2015, under Chief Officer delegation, which gave approval to develop options to introduce a permanent TRO and associated highway works, including prohibition of through traffic from Ladywell Walk to Smallbrook Queensway to allow future Phase 3 public realm works while still maintaining full access to car parks in the area and providing areas for loading and taxis. In December 2017, as part of Phase 2, a permanent TRO was delivered to prevent through traffic from Ladywell Walk onto Smallbrook Queensway.
- 3.4 External consultants were appointed to develop the detailed design for the public realm improvements that meet the objectives of the scheme. The GBSLEP Outline Business Case (OBC) for the Southside Public Realm programme was approved on 11th December 2019. The GBSLEP OBC released funding to

complete the detailed design and to develop the project to Full Business Case (FBC).

3.5 On 11th December 2019 GBSLEP approved the OBC for Southside Public Realm Improvement Scheme at a total estimated capital cost of £8.177m and provisionally allocated £7.268m of EZ funding (of which £0.692m was secured and £6.576m was subject to final FBC submission). Following the outcome of the works procurement tender process, the total estimated capital cost of the scheme has increased by £1.351m to £9.528m and in addition, funding assumed from other sources has reduced by £0.106m resulting in a funding gap of £1.457m. To address this gap an updated request for £8.033m (£6.576m plus £1.457m) EZ funding was submitted to the GBSLEP and approved on 3rd February 2021 by GBSLEP Programme Delivery Board. This is now subject to GBSLEP Supervisory Board final approval.

3.6 This FBC covers the remaining works to complete the final phase of the scheme. Scheme plans are available in Appendix B and comprises the following:

- Southside Public Realm Improvement Scheme will transform the links from New Street Station to Southside. Improvements include a new civic square at the heart of Southside to create a focal point for the Hippodrome, Theatre and Chinatown.
- The proposed works will incorporate a realignment of the pedestrian crossing over Smallbrook Queensway providing a natural continuation from New Street Station for pedestrians and cyclists and improvements to the public realm on Hurst Street and Ladywell Walk.

Refer to Section A3 in Appendix A for further details of the proposals.

3.7 It is proposed to commence construction in April 2021 with a construction period of approximately 52 weeks.

4 Options Considered and Recommended Proposal

4.1 Options considered and the recommended proposal are detailed as part of the OBC to Cabinet on 17th March 2020. The recommended proposal has been developed and progressed to FBC.

5 Consultation

5.1 Ward Councillors for Ladywood, Bordesley and Highgate with the local MP have been consulted. Ward Councillors are supportive of the scheme proposals.

5.2 The scheme proposals have been developed jointly with Southside Business District Limited (formally known as Southside BID).

5.3 A full public consultation on the scheme proposals was carried out between 17 June 2019 and 19 July 2019 and 95 responses were received via BeHeard and an additional 5 from key stakeholders and businesses/organisations.

- 5.4 Analysis of the consultation responses identified key themes from local individuals including:
- 82% of respondents supported the proposals to improve the public realm in Southside; and
 - 83% of respondents felt the scheme would have a positive impact on businesses in the area.
- 5.5 All responses received to the consultation have been considered and where appropriate incorporated into the scheme proposals accordingly. Details are given in FBC Appendix A and Consultation Summary Appendix D.
- 5.6 Traffic Regulation Orders will be advertised in advance of the start of works and any objections will be considered in accordance with statutory requirements.

6 Risk Management

- 6.1 Key risks and mitigations are outlined below. Please refer to Appendix E for further information.

| Risk or Issue | Mitigation |
|---|---|
| Significant changes to scheme layout due to unforeseen works which could lead to objections to proposals during consultation and TRO stages | Ground investigation survey undertaken to inform detailed design prior to construction start. Early dialogue with key stakeholders already ongoing |
| Delivery programme to slip | Continual monitoring of project progress to be undertaken to detect if deadlines are unlikely to be achieved |
| Programme over runs so not completed ahead of the Commonwealth Games (CWG) | Programme design includes contingency but also allow for works to be halted at suitable points until after the CWG if delays mean that over run is likely. Works to be phased pre and post games. |

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Southside Public Realm project supports the outcomes as shown in Appendix A, section B1 as set out in the City Council Plan 2018-2022 and updated in 2019. The project also aligns with the Birmingham Development Plan and the GBSLEP Strategy for Growth, Strategic Economic Plan.
- 7.1.2 The project will support the Council's actions to improve air quality through enhancing the pedestrian environment and making the area more desirable for cycling and walking whilst also making the area less desirable for vehicles. An Air Quality Assessment has been undertaken. The assessment indicates a very low risk of significant changes to the exposure of people to air pollutants occurring as a result of the Southside

Public Realm improvements, no changes to the design of the development are considered necessary based on air quality grounds. The recommendation from the specialist decision is not to undertake post completion monitoring of the air quality within this study area, as it would not add any information of value with respect to air quality.

7.1.3 Birmingham Clean Air Strategy (2019 emerging). The scheme will work in conjunction with the class D Clean Air Zone (CAZ) being implemented within the A4540 Middleway. It will:

- Contribute towards a reduction in car usage – reducing emissions and improve health
- Improve the wider transport network whilst increasing the range of cleaner, sustainable and active travel modes
- Invest in the public transport network to encourage more people to shift from private vehicles.

7.1.3 Air Quality Assessment has been undertaken and attached in Appendix F.

7.1.4 Birmingham Business Charter for Social Responsibility (BBC4SR)

nmcn Plc is a certified signatory to the BBC4SR and has committed actions proportionate to the value of this contract. The action plan will be implemented and monitored during the contract period.

The headline commitments to be delivered during the contract are as follows:

- 2 new full-time jobs created.
- 1 apprenticeship.
- 2 summer placements for University of Birmingham students.
- 100 hours of mentoring and volunteering activities.
- 10% of spend with local Small and Medium Enterprises.
- Payment of Real Living Wage.

7.2 Legal Implications

7.2.1 Under Section 13 of the Planning and Compulsory Purchase Act 2004 the City Council must keep under review the matters which may be expected to affect the development of their area or the planning of its development. These matters include, inter alia, the principal physical, economic, social and environmental characteristics of the area of the City Council, the communications, transport system and traffic of the area and any other considerations which may be expected to affect those matters. The matters also include any changes which the City Council think may occur in relation to any other matter and the effect such changes are likely to have on the development of the City Council's area or the planning of such development.

- 7.2.2 The City Council in carrying out transportation, highway and infrastructure related work will do so under the relevant primary legislation comprising the Town and Country Planning Act 1990, Highways Act 1980, Road Traffic Act 1974, Road Traffic Regulation Act 1984, Traffic Management Act 2004, Traffic Act 2000, and other related regulations, instructions, directives, and general guidance.
- 7.2.3 Section 1 of the Localism Act 2011 contains the City Council's general power of competence, which is limited only to the extent of any pre-existing limitations which applied prior to its enactment and to the extent of any specific disapplication of the power by any subsequent enactment, and Section 111 of the Local Government Act 1972 contains the Council's ancillary financial and expenditure powers in relation to the discharge of its functions.
- 7.2.4 The information in the Exempt Appendix J is commercially sensitive with regard to the tender evaluation process. Exempt information 12A of the Local Government Act 1972 (as amended) 3. Information relating to the financial or business affairs of any particular person (including the council). It is in the public interest not to disclose the information in the exempt appendix as it contains commercially sensitive information of a financial or business nature, which if disclosed to the public could be prejudicial to a named person, individual or company.

7.3 Financial Implications

- 7.3.1 The total estimated capital cost for the delivery of the project is £9.528m. This will be funded from GBSLEP Enterprise Zone (EZ) funding of £8.725m, (£0.692m EZ funding already secured), £0.365m third party funding and £0.438m Section 106 monies. Both the overall estimated capital cost of the scheme and the associated funding has changed since the original OBC approved in March 2020 and these movements are explained below in 7.3.2.
- 7.3.2 On 11th December 2019 GBSLEP approved the OBC for Southside Public Realm Improvement Scheme at a total estimated capital cost of £8.177m and provisionally allocated £7.268m of EZ funding (of which £0.692m was secured and £6.576m was subject to final FBC submission). Following the outcome of the works procurement tender process, the total estimated capital cost of the scheme has increased by £1.351m to £9.528m and in addition, funding assumed from other sources has reduced by £0.106m resulting in a funding gap of £1.457m. To address this gap an updated request for £8.033m (£6.576m plus £1.457m) EZ funding was submitted to the GBSLEP and approved on 3rd February 2021 by GBSLEP Programme Delivery Board. This is now subject to GBSLEP Supervisory Board final approval. These movements are shown in the table below:

| | OBC | FBC | Mvt |
|------------------------|----------------|----------------|----------------|
| | £m | £m | £m |
| Capital Cost | 8.177 | 9.528 | 1.351 |
| Funding | | | |
| EZ Approved | (0.692) | (0.692) | 0.000 |
| EZ Subject to Approval | (6.576) | (8.033) | (1.457) |
| Total EZ | (7.268) | (8.725) | (1.457) |
| S106 | (0.459) | (0.438) | 0.021 |
| Third Party Partners | (0.450) | (0.365) | 0.085 |
| Total Funding | (8.177) | (9.528) | (1.351) |
| | | | |

- 7.3.3 Within the EZ all business rates are collected by the City Council with any net uplift in the business rates collected within the zone allocated to the GBSLEP for a period to 31st March 2046. It is the GBSLEP Executive who reviews how and where these funds are deployed and make recommendations on investment decisions over the resource in line with the investment plans for the EZ, subject to the City Council in its Accountable Body role for the EZ ensuring compliance with its own governance principles.
- 7.3.4 In its Accountable Body role, the City Council will undertake prudential borrowing to support delivery of the Southside Public Realm Improvement Scheme generated through the uplift in business rates within the EZ. There are financial risks associated with the Accountable Body role, the main one being failure of the EZ to deliver sufficient business rates uplift to cover the level of borrowing and up-front revenue expenditure incurred by the City Council. These risks have and will continue to be managed primarily through detailed financial modelling and by receiving, for independent examination/approval, detailed individual business cases for project expenditure.
- 7.3.5 The current EZ financial modelling includes this scheme and shows the cost is considered affordable based on the expected and additional income levels that the EZ will generate.
- 7.3.6 The availability and eligibility of the use of the Section 106 contributions of £0.438m has been confirmed with the Planning Contributions Team.
- 7.3.7 Third party funding contributions totalling £0.365m have been secured. Approval to accept the funding and enter into funding agreements is sought as part of this report. Funding letters are attached in Appendix C.

Revenue Implications

7.3.8 This project will both remove and create assets that will form part of the highway upon completion of the project; as such they will be maintained within the overall highway maintenance regime. The estimated reduction in highway maintenance cost is £5,905 per annum including a contingency provision (25%) and inflation indexation. As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme. The works relate to SSD number 5486.

7.4 Procurement Implications

7.4.1 The outcome of the procurement process is detailed in Appendix G.

7.4.2 The Procurement strategy for the Southside Public Realm Scheme was approved in the Delegated Procurement Strategy Report dated 10th August 2020.

7.4.3 The contract will be managed by the Transport Delivery Manager.

7.5 Human Resource Implications

7.5.1 The project is being resourced by existing internal staff supported by external advisors through existing approved contractual arrangements.

7.6 Public Sector Equality Duty

7.6.1 Project specific Equality Impact Assessment (EQUA466) was carried out and is available in Appendix H.

7.6.2 This found that this report does not have any adverse impact on the protected groups and characteristics under the Equality Act 2010 and there is no requirement for a full assessment.

8 Appendices

8.1 List of Appendices accompanying this report:

Appendix A: Full Business Case Document

Appendix B: Scheme Plans

Appendix C: Funding Letters

Appendix D: Consultation Report

Appendix E: Risk Register

Appendix F: Air Quality Assessment

Appendix G: Procurement Process

Appendix H: Equality Impact Assessment

Appendix I: Programme

Exempt Appendix J

9 Background Documents

- Outline Business Case – Southside Public Realm Improvement Scheme report to Cabinet 17th March 2020.
- Southside Phase 2 Full Business Case dated 20th July 2017
- Big City Plan in 2011
- Enterprise Zone Investment Plan dated May 2019

APPENDIX A

FULL BUSINESS CASE (FBC)

A. GENERAL INFORMATION

A1. General

| | | | |
|--|---|---|---|
| Project Title (as per Voyager) | Southside Public Realm Improvement Scheme Full Business Case and Contract Award | | |
| Voyager Code | CA-02700-16 | | |
| Portfolio / Committee | Transport & Environment Finance & Resources | Directorate | Inclusive Growth |
| Approved by Project Sponsor | Phil Edwards Date: 5 th February 2021 | Approved by Finance Business Partner | Simon Ansell Date: 8 th February 2021 |

A2. Outline Business Case approval (17th March 2020, Cabinet)

The total estimated capital cost for the delivery of the project is £9.528m. This will be funded from GBSLEP Enterprise Zone (EZ) funding of £8.725m, (£0.692m EZ funding already secured), £0.365m third party funding and £0.438m Section 106 monies. Both the overall estimated capital cost of the scheme and the associated funding has changed since the original OBC approved in March 2020 and these movements are explained in Section E Financial Case.

On 11th December 2019 GBSLEP approved the OBC for Southside Public Realm Improvement Scheme at a total estimated capital cost of £8.177m and provisionally allocated £7.268m of EZ funding (of which £0.692m was secured and £6.576m was subject to final FBC submission). Following the outcome of the works procurement tender process, the total estimated capital cost of the scheme has increased by £1.351m to £9.528m and in addition, funding assumed from other sources has reduced by £0.106m resulting in a funding gap of £1.457m. To address this gap an updated request for £8.033m (£6.576m plus £1.457m) EZ funding was submitted to the GBSLEP and approved on 3rd February 2021 by GBSLEP Programme Delivery Board. This is now subject to GBSLEP Supervisory Board final approval.

A3. Project Description

Background

The strategy for the Enterprise Zone (EZ) and its associated Investment Plans were first established in the Big City Plan, adopted by the City Council in 2011. The Big City Plan sets out a strategic framework for the growth of the city centre which is underpinned by a series of development principles. One of these principles includes connectivity and improving the walkability of the city centre with a network of streets and spaces that, through public realm improvements, will contribute to the creation of a high-quality environment attracting investors, visitors, businesses and residents to the centre.

This scheme aims to transform the Southside area into a new “front-door” for Birmingham City

Centre by creating a new public space and improving the quality of key local streets proving safe and attractive pedestrian and cycle routes which will encourage the use of active modes of transport.

In 2015 and 2017 Phases 1 and 2 created changes to road layouts and junction closures to allow Phase 3 public realm works while still maintaining full access to car parks in the area and providing areas for loading and taxis.

This report covers the remaining works to complete the final phase of the scheme.

Scheme Details

Southside Public Realm Improvement Scheme will transform the links from New Street Station to Southside. Improvements include a new civic square at the heart of Southside to create a focal point for the Hippodrome Theatre and Chinatown.

The proposed works will incorporate a realignment of the pedestrian crossing over Smallbrook Queensway providing a natural continuation from New St Station of the pedestrian and cycling route and improvements to the public realm on upper Hurst Street, Ladywell Walk and Dudley Street.

The works are detailed below across the 3 sites of:

- Smallbrook Queensway
- Hill Street
- Ladywell Walk, including Hurst Street and Hippodrome Square

1) Site Clearance

2) Kerbs, Footpaths and Paved Areas

- Reducing of Carriageway width to allow the extension of footways.
- Removal of existing footway and black top carriageway.
- Resurfacing of the area with high quality natural stone paving, suitable for pedestrians and cyclists.

3) Street Furniture and Lighting

- Enhanced street lighting.
- Introduction of Hostile Vehicle Mitigation bollards at the three entrance points to Hippodrome Square will further enhance safety of the square.

4) Soft Landscaping

- A new line of trees to provide aesthetic and environmental benefits.
- Seating.

5) Traffic Signs Road Markings and Traffic Management

- Changes to signal heads, MOVA (Microprocessor Optimised Vehicle Actuation) and AGD (Above Ground Detection) to improve the junction for all road users.
- Improved cycle route and clear markings.
- Improved segregation to the existing cycle lane along the southern section of Hill Street.
- Prioritisation of pedestrian and cycle accessibility.
- Create a new pedestrian crossing arrangement on the eastern arm of the junction with Hill

Street and widening the footway on the north and south eastern section of the junction.

- Create a natural continuation for pedestrians and cyclists heading down from New Street Station via Southside towards Birmingham Smithfield.

A4. Scope

The extend of Southside Public Realm Improvement Scheme includes the southern end of Hill Street, the northern end of Hurst Street and Hippodrome Square which forms a key link between New Station and Birmingham Smithfield development as shown in Figure 1 below. The scheme itself is situated along a primary walking route connecting the south of the city centre to key transport hubs and key development sites.

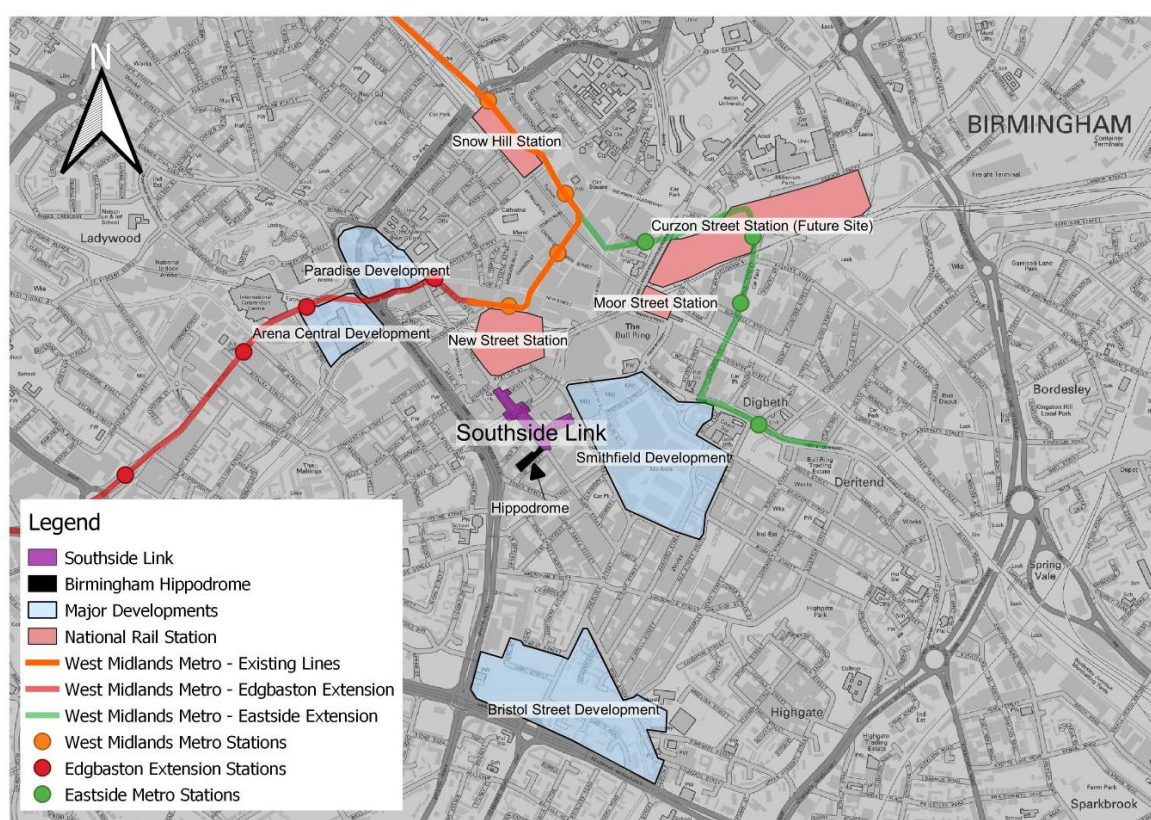


Figure 1: Scheme Area

A5. Scope Exclusions

Beyond the outlined scope, additional proposals include:

- A proposal to introduce a Chinese Arch on Ladywell Walk is being developed by third parties (NB: is not being provided as part of the Enterprise Zone scheme however the proposed location has been taken in consideration).

B. STRATEGIC CASE

B1. Project Objectives and Outcomes

Existing Situation and Issues

The Southside area is situated close to the heart of Birmingham city centre, located directly south of New Street Station, and directly west of the Smithfield development site. The area is home to popular visitor destinations including the Birmingham Hippodrome, Chinese Quarter and the Arcadian Centre.

Throughout the scheme area, inconsistent and damaged paving, high levels of street clutter and litter and poorly maintained street furniture makes travelling to and through the area difficult and unwelcoming particularly for visually impaired users. Connectivity to Southside is limited with relatively narrow pedestrian paths on the southern section of Hill Street and narrow central pedestrian islands at Smallbrook Queensway made worst by number of illegally parked vehicles throughout the scheme area. The overall poor quality of existing streetscape undermines the character of the area and its strong cultural offering.

Scheme-Specific Objectives

The vision for the Southside area is to become a new ‘front-door’ for the city centre, with direct links to the redeveloped New Street Station. The area is home to the redeveloped Hippodrome Theatre, the Gay Village, the Arcadian Centre and Chinatown, all of which contributing to the strong cultural feel of the area. To capitalise on this opportunity to ensure the area becomes a ‘must-see’ for visitors, transforming the connectivity and environment in the area is essential.

The principles of connectivity and walkability are embedded in three objectives identified as the key aspirations for the scheme and include:

- To improve the overall quality of the urban public realm in the Southside area. Improvements will create an attractive, cultural gateway to the city centre, improving the overall experience for visitors; particularly those arriving at Birmingham New Street who then walk or cycle to key employment, retail and leisure destinations within or in proximity to the Southside area.
- To improve pedestrian and cycling connectivity and legibility in the Southside area, along the primary network links. This will improve connections to/from Birmingham New Street and other transport hubs as well as the Smithfield development and the wider city centre.
- To provide a greener and safer streetscape characterised by improved air quality and a reduction in the number of road accidents.

City Council Objectives

The proposed public realm and connectivity improvements set out in this FBC supports the delivery of local and regional policies set out below.

| Policy | Strategic Alignment |
|---|---|
| Local Policies | |
| Council Plan (2018-2022) (2019 Update) | <p>The proposed scheme supports the policy objectives outlined in the Council’s Plan 2018-2022 as updated in 2019 including:</p> <p>Outcome 1, Priority 4: <i>“We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport.”</i></p> <p>Outcome 4, Priority 1: <i>“We will work with our residents and businesses to improve the cleanliness of our city.”</i></p> <p>Outcome 4, Priority 4: <i>“We will improve the environment and tackle air pollution.”</i></p> |

| | |
|--|---|
| | Outcome 4, Priority 5: <i>"We will work with partners to ensure everyone feels safe in their daily lives."</i> |
| Birmingham Development Plan (BDP) 2017 | <p>The vision for Birmingham set out in the BDP is: <i>"By 2031 Birmingham will be renowned as an enterprising, innovative and green city that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness."</i></p> <p>The proposed changes to Southside are consistent with the achievement of the objectives set out in the BDP, including:</p> <ul style="list-style-type: none"> • To provide high quality connections throughout the city and with other places including encouraging the increased use of public transport, walking and cycling; and • To develop Birmingham as a city of sustainable neighborhoods that are safe, diverse and inclusive with locally distinctive character. <p>GA1 – Redevelopment and regeneration of areas in the city centre will transform the linkages between New Street Station and the future development of Smithfield.</p> <p>Southside and Highgate – <i>"Supporting the growth of the area's cultural, entertainment and residential activities and its economic role complemented by high quality public spaces and pedestrian routes."</i></p> <p>Measures to improve accessibility to and within the city centre will be supported including:</p> <ul style="list-style-type: none"> • An enhanced high-quality network of pedestrian/cycle routes, public open spaces and squares; and • Improvements to and prioritisation of pedestrian and cycle accessibility. <p>TP39 – Walking – The Southside public realm scheme promotes the use of safe and pleasant walking environments connecting the city centre to future new developments including Smithfield, prioritising pedestrian routes and promoting walking as an attractive, convenient and safe option to travel. The scheme will ensure <i>"...good design of pedestrian routes/areas reflecting desire lines"</i>.</p> <p>TP40 – Cycling – The scheme will promote and encourage cycling through the extension and integration of the segregated cycleway on Hurst Street.</p> |
| Big City Plan (2011) | <p>The Big City Plan sets out a strategic framework for the growth of the city centre which is underpinned by a series of development principles. One of these principles includes connectivity and improving the walkability of the city centre with a network of streets and spaces that, through public realm improvements, will contribute to the creation of a high-quality environment attracting investors, visitors, businesses and residents to the city centre. High quality connections and public realm have been recognised as important</p> |

| | |
|---|--|
| | <p>factors in contribute to the economic performance and success of an area and maintaining a competitive edge that is fundamental to the ability of centre place to compete against other major cities for private sector investment.</p> <p>The Southside quarter is identified in the City Council's Big City Plan as an area with an opportunity to create one of the most diverse city centre quarters that will be a major cultural and visitor destination. The plan references improvements to transport links creating a vibrant, liveable and well-connected part of the city centre with strong character and feeling of 'place'.</p> <p>There is specific reference in the plan stating: <i>"Pedestrian links across Smallbrook Queensway is poor and needs improvement"</i> – this scheme directly addresses this poor connectivity by creating a new crossing arrangement on the eastern arm of the junction with Hill Street and widening the footway on the north and south eastern section of the junction.</p> |
| Birmingham City Centre Enterprise Zone Investment Plan (2019) | The Birmingham City Centre Enterprise Zone Investment Plan sets out the plan for intervention in infrastructure to accelerate growth and unlock development to deliver the vision of the Big City Plan and GBSLEP priorities. The plan gives specific reference to Southside public realm and the desire to create 'The Southside Link' to provide transformation of the route from New Street Station to Birmingham Smithfield via Southside by creating a safe and attractive pedestrian and cycle route. |
| Birmingham Transport Plan (emerging 2020) | The emerging Transport Plan sets out 'Big Moves' including recurring themes around reallocating road space to more sustainable and active modes of transport and encouraging the uptake of active travel in the context of clean air and climate change. The proposed connectivity improvements will make walking and cycling more attractive and will provide high-quality links from Birmingham New Street Station through Southside to other areas of development e.g. Birmingham Smithfield. |
| Birmingham Connected | <p>The Birmingham Connected White Paper (November 2014) lays out a twenty-year plan for Birmingham's transport system. It includes five core objectives for Birmingham's transport operations to be efficient, equitable, sustainable, healthy and attractive to meet mobility challenges and facilitate strong and sustainable growth.</p> <p>The EZCOP Southside Public Realm improvements will help to deliver on all of these objectives, increasing the numbers of people walking and cycling (Healthy Birmingham), enhancing the attractiveness and quality of key transport corridors (Attractive Birmingham), helping to reduce the impacts of air and noise pollution (Sustainable Birmingham), improving access to jobs and services (Equitable Birmingham) and facilitating the city's growth agenda in an efficient manner by making Birmingham become a more attractive destination to visit and invest (Efficient Birmingham).</p> |
| Birmingham Smithfield | The Birmingham Smithfield Masterplan outlines the "once in a |

| | |
|---|--|
| Masterplan (2016) | <p>lifetime” opportunity to create transformational development that will drive the city’s international standing and reputation.</p> <p>Public realm and junction improvements in the Southside area will create a pleasant walking route between Birmingham Smithfield and Birmingham New Street Station which will complement the Smithfield development and attract visitors through the cultural and vibrant area.</p> |
| Regional Objectives | |
| Greater Birmingham and Solihull LEP Strategic Economic Plan | <p>The Southside Public Realm Improvement closely aligns with several key areas of focus defined within the Strategic Economic Plan (SEP) including:</p> <p>Enhance connectivity and mobility – A core vision set out in the SEP is to create a sustainable, attractive and economically vibrant city region that offers greater choice, with stronger and more resilient networks, and an environment that supports an improved quality of life. The SEP also highlights the transport sustainability challenge for the West Midlands, caused by the increasing use of cars and the declining levels of travel by walking and cycling.</p> <p>By improving the internal connectivity of the city centre between the Southside district and key transport hubs such as the renovated Birmingham New Street Station, the Southside Public Realm improvement will serve to encourage the use of public transport and associated short-distance walking trips to popular Southside visitor destinations such as the Hippodrome Theatre and Birmingham’s Chinatown.</p> <p>Additionally, the scheme includes improvements to the existing cycle lane facilities along the southern section of Hill Street and Hurst Street. This will improve one of the weaker links of the cycle network between Birmingham city centre and the south of Birmingham and tie-in with the A38 cycle route improvement scheme. The scheme is therefore expected to result in increased levels of cycling trips to and through the Southside district.</p> <p>In-turn, these measures should also help to reduce the number of car trips, reducing pressures on the congested city centre road network.</p> <p>Harness the transformational opportunity presented by HS2 –</p> <p>The SEP recognises the once-in-a generation opportunity presented by HS2 to drive productivity and economic growth across the Midlands. The arrival of high-speed rail will serve to further enhance the connectivity of Birmingham, sparking a new wave of growth in the city centre and beyond. However, to maximise this economic development there is a need to raise the internal connectivity of the city centre – particularly through improving the connections and environment for pedestrians and cyclists.</p> <p>The Southside district lies within 1km of the new HS2 Curzon Street</p> |

| | |
|--------------------------|---|
| | <p>station. By upgrading the public realm environment along key pedestrian corridors within Southside, the scheme will serve to complement the investment in HS2 by enhancing connectivity between Curzon Street Station and other transport hubs, further helping to establish Birmingham city centre as the place to visit, live and do business.</p> <p>Deliver major growth and regeneration opportunities – Aside from HS2, the SEP also recognises other key commercial and residential opportunities to accommodate growth ambitions across Greater Birmingham. This includes the large Birmingham Smithfield development which sits adjacent to the Southside District. Improving the quality of the urban environment with the Southside District would complement the regeneration of the Smithfield site, serving to make commercial and residential development more attractive by improving accessibility to popular leisure sites within Southside.</p> <p>Enhance and harness the potential of our cultural and creative assets - The SEP recognises the quality of cultural assets is key to Greater Birmingham's ability to retain and attract investment and talent and to the quality of life for residents. The Southside district holds a unique cultural offering, thanks to the presence of the redeveloped Hippodrome Theatre, the Gay Village, the Arcadian Centre and Chinatown. However, the poor-quality of the existing streetscape undermines the character of the area. The proposed scheme provides the opportunity to deliver the transformational change to the district's connections and environment needed to ensure that Southside becomes a "must-see" centre for visitors.</p> |
| WMCA Movement for Growth | <p>The scheme supports the West Midlands Combined Authorities objectives of <i>"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"</i>. The proposals will help <i>"Create attractive and viable local centres with a high-quality public realm and good community safety"</i>.</p> |

Equalities Analysis

An Equality Analysis has been carried out and is attached as Appendix H. The scheme is aimed at improving facilities for all road users including the local community and it is not envisaged that any user group will be adversely affected by the proposals.

B2. Project Deliverables

The Southside Public Realm Improvement Scheme will deliver the following elements:

Surfacing – A consistent material palette between the southern section of Hill Street, Hurst Street and the new Hippodrome Square, and the adjoining section of Ladywell Walk matching the silver granite surfacing used outside New Street Station entrance.

Planting – New trees to be provided along Hurst Street to help form an attractive entrance to

Hippodrome Square.

De-cluttering – Unification of signage and upgrading of lighting throughout the scheme location. This would provide a more legible and less obstructive pedestrian and cycle environment.

Lighting – Proposed high quality new street lighting throughout the scheme area.

Southern section of Hill Street – Improved segregation of the contraflow cycle lane;

Smallbrook Queensway – The Smallbrook Queensway carriageway would be narrowed to allow for straight crossing, however the central pedestrian island on the eastern crossing will be retained providing a natural continuation of the pedestrian and cycling route.

Hurst Street – Proposed central island to accommodate tree planting and provide improved segregation to existing two-way cycle way.

Hippodrome Square – Four existing trees to be removed to create a new public square. New lighting aims to provide the “wow” factor for the event space.

Hostile Vehicle Mitigation – Measures to be provided at the three entry points to Hippodrome Square (from Ladywell Walk, Junction of Hurst Street and Thorp Street, and Junction of Hurst Street and Inge Street).

B3. Project Benefits

| Measure | Impact |
|---|--|
| <i>List at least one measure associated with each of the objectives and outcomes in B1 above</i> | <i>What the estimated impact of the project will be on the measure identified – please quantify where practicable (e.g. for economic and transportation benefits)</i> |
| Creation of a single public event space at Hippodrome Square. | Create a more attractive, safe and useable area. This will help attract more visitors into the area, encouraging business growth and enhancing the local economy. |
| Improved two-way cycle lane provision on Hill Street and Hurst Street. Hill Street – 89 m ² cycleway Hurst Street – 188 m ² cycle lane Extension of the cycle route into Hippodrome Square from Inge Street forming a complete link. | Better segregation for cyclists improving safety and reducing accidents. Increase in cyclist confidence. |
| Improve aesthetics of the scheme area with the planting of new trees. | Creates an increase in street greening that provides a more pleasing streetscape. New planting will improve the attractiveness of Hippodrome Square whilst positively contributing to climate change. |
| Vehicle reduction and pedestrianised area. | A reduction in the number of vehicle trips would in turn contribute to improving air quality and decreasing greenhouse gas emissions. |
| Improve crossing facilities and cycling lane | A decrease in non-motorised user related |

| provisions. | accidents. |
|--|---|
| <p>Improved lighting:</p> <p>Hill Street:</p> <ul style="list-style-type: none"> • 3 street lighting columns removed. • 2 new high-quality lighting columns installed. <p>Hurst Street/Ladywell Walk/Hippodrome Square:</p> <ul style="list-style-type: none"> • 17 street lighting columns removed. • 9 new high-quality lighting columns installed. • 4 standard 12m lighting columns installed | <p>Between October 2018 and September 2019 there were 40 recorded cases of theft from a person within the scheme area. The improvements to public realm and quality of lighting will improve the safety for pedestrians in the area.</p> |
| <p>This scheme will provide better quality lighting in Hippodrome Square and therefore create person safety benefits.</p> | <p>Between October 2018 and September 2019 there were 143 recorded cases of violence or sexual offences within the scheme area. Although many of these are likely to be associated with the nightclubs, improved lighting should lead to crime reduction.</p> |
| <p>Increased footfall of visitors to area.</p> | <p>There are several businesses within the Southside area that would directly benefit from increased levels of footfall following the completion of the public realm.</p> |

B4. Benefits Realisation Plan

The proposed benefits are integrated into the scheme design.

Regular monitoring through planning and construction phase will ensure follow through.

There will be:

- A robust project management structure to monitor progress and manage dependencies, risks and issues, as they arise. Clear tolerance and escalation levels are set to ensure issues are identified and managed in a timely manner.
- The Project Board will meet with predefined regularity. They will make decisions within the scope of Cabinet approval and make appropriate decisions on any minor scope alterations. Any exceptional decision, including decisions outside of the approved scope of the scheme, will be referred to the relevant Cabinet Member and if necessary, Cabinet.
- An achievement of best value for money through the procurement process.
- Post implementation review will be carried out 12 months after scheme opening to ensure the benefits stated have been realised.

The Project Manager, Jas Chahal, will manage the project, tracking progress against scope, time and budget.

B5. Stakeholders

A stakeholder analysis is set out at G4 below.

The public consultation for the Southside Public Realm scheme was launched on Monday 17th June 2019 and ran for 5 weeks until Friday 19th July 2019.

95 individuals responded to the consultation via BeHeard and 5 responses were received separately from key stakeholders and businesses organisations. Birmingham City Council also ran a number of public events to discuss the issues and answer questions.

Of the 95 total respondents to the online questionnaire 82% of respondents said that they liked the scheme, of which 45% really liked the scheme. Additionally, 83% of respondents felt that the proposed scheme will have positive effect on businesses.

Analysis of the consultation responses identified key themes and concerns from local individuals and organisations including:

- 51% of respondents expressed their support for the proposed public realm scheme;
- 19% of respondents showed support for the chinese archway in particular; and
- 19% felt that the proposed cycle route needs to be segregated across Hippodrome Square.

The City Council thoroughly read and analysed each response to this consultation. All responses received to the consultation have been considered and where appropriate incorporated into the scheme proposals accordingly. The updated scheme proposal includes:-

- Hill Street to remain as current two traffic lanes with a slight reduction to lane widths to improve the contraflow cycle lane segregation.
- East bound approach from Holloway Circus to Bullring nearside traffic lane to remain as current left and straight on movement.
- No change to the existing drop off facility at IBIS hotel.
- Proposed change to the existing shared loading and taxi bay on Hurst Street to become: 2 No. permanent taxi bays and a shared use loading and taxi bay.
- No proposed change to the 2 No existing permanent taxi bays on Thorp Street.
- Proposed extension to the existing shared loading and taxi bays on Thorp Street with existing time restrictions to remain unchanged.

C. ECONOMIC CASE AND OPTIONS APPRAISAL

C1. Summary of options reviewed at Outline Business Case

Options considered and the recommended proposal are detailed as part of the OBC to Cabinet on 17th March 2020. The recommended proposal has been developed and progressed to FBC.

C2. Evaluation of key risks and issues

Please refer to the Risks Register attached in Appendix E.

C3. Other impacts of the preferred option

The City Council already works in collaboration with the various stakeholders within the Southside, utilities companies, businesses, and statutory bodies. The successful delivery of this project will require close working with the Southside Business District Limited (formally known as Southside

Business Improvement District)

The Hippodrome hosts several events throughout the year and the delivery of the programme will need to be considered in the programming of the works.

D. COMMERCIAL CASE

D1. Partnership, joint venture and accountable body working

The scheme proposals have been developed working with our key partners including Southside Business Improvement District Limited (formally known as Southside BID), Birmingham Hippodrome, Arcadia and Paloma/Southside Building (formally known as Albany House). Third party funding contribution towards the project are detailed in Appendix C.

In its Accountable Body role, the City Council will undertake prudential borrowing to support delivery of the Southside Public Realm Improvement Scheme generated through the uplift in business rates within the EZ. There are financial risks associated with the Accountable Body role, the main one being failure of the EZ to deliver sufficient business rates uplift to cover the level of borrowing and up-front revenue expenditure incurred by the City Council. These risks have and will continue to be managed primarily through detailed financial modelling and by receiving, for independent examination/approval, detailed individual Business Cases for project expenditure.

D2. Procurement implications and Contract Strategy

The outcome of the procurement process is detailed in Appendix G.

D3. Staffing and TUPE implications

The scheme will be resourced using City Council staff and external resources for the professional services and the works. There are no identified staffing or TUPE implications.

E. FINANCIAL CASE**E1. Financial implications and funding**

| | Prior Years | 2020/21 | 2021/22 | 2022/23 | Total |
|-----------------------------------|----------------|----------------|----------------|--------------|----------------|
| | £000 | £000 | £000 | £000 | £000 |
| CAPITAL EXPENDITURE | | | | | |
| Capital costs already incurred: | | | | | |
| Development Costs | 497.9 | 193.8 | | | 691.7 |
| Other costs to complete: | | | | | |
| Works (including contingency) | | 55.8 | 6,836.2 | 365.0 | 7,257.0 |
| Utilities (including contingency) | | 712.4 | | | 712.4 |
| Fees - Delivery & TRO | | 326.6 | 539.8 | | 866.4 |
| Total capital expenditure | 497.9 | 1,288.6 | 7,376.0 | 365.0 | 9,527.5 |
| CAPITAL FUNDING: | | | | | |
| EZ Secured | 497.9 | 193.8 | | | 691.7 |
| EZ Requested | | 1,094.8 | 6,938.0 | | 8,032.8 |
| Section 106 | | | 438.0 | | 438.0 |
| Birmingham Hippodrome | | | | 250.0 | 250.0 |
| Southside Business District Ltd | | | | 100.0 | 100.0 |
| Paloma Capital/Southside Building | | | | 15.0 | 15.0 |
| Total capital funding | 497.9 | 1,288.6 | 7,376.0 | 365.0 | 9,527.5 |
| | | | | | |

| Financial Year: | | 2021/22 Including 3.1% inflation | 2022/23 |
|-------------------------------------|---------------|---|---------------|
| | | £000 | £000 |
| REVENUE CONSEQUENCES | | | |
| Highways Maintenance | | | |
| Basic Highway Assets | -1.222 | -1.185 | -1.185 |
| Basic Highway Assets Energy Cost | -0.349 | -0.338 | -0.338 |
| Enhanced Highway Assets | -27.329 | -26.482 | -26.482 |
| Enhanced Highway Assets Energy Cost | -3.161 | -3.063 | -3.063 |
| Bespoke Highway Assets | 8.769 | 9.041 | 9.041 |
| Bespoke Highway Assets Energy Cost | 13.728 | 14.154 | 14.154 |
| Contingency (25%) | 2.391 | 1.968 | 1.968 |
| Net revenue consequences | -7.174 | -5.905 | -5.905 |
| REVENUE FUNDING: | | | |
| Current budget provision | | | |
| Other revenue resources identified: | | | |
| [please itemise] | | | |
| Total revenue funding | -7.174 | -5.905 | -5.905 |

Capital Costs

The total estimated capital cost for the delivery of the project is £9.528m. This will be funded from GBSLEP Enterprise Zone (EZ) funding of £8.725m, (£0.692m EZ funding already secured), £0.365m third party funding and £0.438m Section 106 monies. Both the overall estimated capital cost of the scheme and the associated funding has changed since the original OBC approved in March 2020 and these movements are explained below.

On 11th December 2019 GBSLEP approved the OBC for Southside Public Realm Improvement Scheme at a total estimated capital cost of £8.177m and provisionally allocated £7.268m of EZ funding (of which £0.692m was secured and £6.576m was subject to final FBC submission). Following the outcome of the works procurement tender process, the total estimated capital cost of the scheme has increased by £1.351m to £9.528m and in addition, funding assumed from other sources has reduced by £0.106m resulting in a funding gap of £1.457m. To address this gap an updated request for £8.033m (£6.576m plus £1.457m) EZ funding was submitted to the GBSLEP and approved on 3rd February 2021 by GBSLEP Programme Delivery Board. This is now subject to GBSLEP Supervisory Board final approval. These movements are shown in the table below:

| | OBC | FBC | Mvt |
|------------------------|----------------|----------------|----------------|
| | £m | £m | £m |
| Capital Cost | 8.177 | 9.528 | 1.351 |
| Funding | | | |
| EZ Approved | (0.692) | (0.692) | 0.000 |
| EZ Subject to Approval | (6.576) | (8.033) | (1.457) |
| Total EZ | (7.268) | (8.725) | (1.457) |
| S106 | (0.459) | (0.438) | 0.021 |
| Third Party Partners | (0.450) | (0.365) | 0.085 |
| Total Funding | (8.177) | (9.528) | (1.351) |
| | | | |

Within the EZ all business rates are collected by the City Council with any net uplift in the business rates collected within the zone allocated to the GBSLEP for a period to 31st March 2046. It is the GBSLEP Executive who reviews how and where these funds are deployed and make recommendations on investment decisions over the resource in line with the investment plans for the EZ, subject to the City Council in its Accountable Body role for the EZ ensuring compliance with its own governance principles.

In its Accountable Body role, the City Council will undertake prudential borrowing to support delivery of the Southside Public Realm Improvement Scheme generated through the uplift in business rates within the EZ. There are financial risks associated with the Accountable Body role, the main one being failure of the EZ to deliver sufficient business rates uplift to cover the level of borrowing and up-front revenue expenditure incurred by the City Council. These risks have and will continue to be managed primarily through detailed financial modelling and by receiving, for independent examination/approval, detailed individual business cases for project expenditure.

The current EZ financial modelling includes this scheme and shows the cost is considered affordable based on the expected and additional income levels that the EZ will generate.

The availability and eligibility of the use of the s106 contributions £0.438m has been confirmed with the Planning Contributions Team.

Third party funding contributions totalling £0.365m have been secured. Approval to accept the funding and enter into funding agreements is sought as part of this report.

Revenue Implications

This project will both remove and create assets that will form part of the highway upon completion of the project; as such they will be maintained within the overall highway maintenance regime. The estimated reduction in highway maintenance cost is £5,905 per annum including a contingency provision (25%) and inflation indexation. As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme. The works relate to SSD number 5486.

E3. Approach to optimism bias and provision of contingency

Works tenders have now been received and project costs refined. The overall total estimated capital cost of the project is £9.528m which includes an allocation for contingency deemed sufficient to address any unforeseen works / events, based on similar previous projects.

E4. Taxation

There should be no adverse VAT implications for the City Council in this scheme as the maintenance of highways is a statutory function of the City Council such that any VAT paid to contractors or on the acquisition of land is reclaimable.

As this is a construction project, the requirements of HMRC's Construction Industry Tax Scheme will be included in the contract documentation to ensure the Council's compliance.

F. PROJECT MANAGEMENT CASE

F1. Key Project Milestones

Planned Delivery Dates

| | |
|--|---------------|
| GBSLEP FBC approval | February 2021 |
| Full Business Case approval | February 2021 |
| Award Contract | February 2021 |
| Traffic Regulation Order (TRO) Process commences | February 2021 |
| TRO process completes | May 2021 |
| Place orders with statutory undertakers | February 2021 |
| Commence Works | April 2021 |

| | |
|---|--|
| Complete Works | March 2022 |
| Date of Post Implementation Review | March 2023 |
| F2. Achievability | |
| <p>The project involves standard highway engineering and measures and the City Council has in-house experience of successfully delivering highway projects of this nature. Specialist expertise and support has been obtained through appropriate external consultants for Highway design elements, safety audits and Construction Design Management (CDM) responsibilities. The necessary elements have been planned into the construction programme and will be managed by the contractor to minimise any disruption to road users and delay to the construction programme. The procurement exercise was designed to elicit the experience and competence of the chosen contractor.</p> | |
| F3. Dependencies on other projects or activities | |
| <p>The delivery of Project Southside Public Realm Improvement Scheme is not dependant on any of the other projects within the Southside area. Dependencies specific to Project Southside Public Realm Improvement Scheme are summarised as follows:</p> <ul style="list-style-type: none"> • Award of Contract • Agreement of Site Compound Location • Approval of required TROs | |
| F4. Officer support | |
| Project Manager: | Jas Chahal – Transport Delivery Manager Tel: 07880 180347 Email: Jaswant.s.chahal@birmingham.gov.uk |
| Programme Manager: | Stuart Rawlins – Head of Major Transport Projects Tel: 07516 031634 Email: stuart.rawlins@birmingham.gov.uk |
| Project Accountant: | Andy Price – Finance Manager Inclusive Growth Tel: 0121 303 7107 Email: Andy.R.Price@birmingham.gov.uk |
| Project Sponsor: | Philip Edwards – Assistant Director Transport and Connectivity Tel: 0121 303 7409 Email: Philip.Edwards@birmingham.gov.uk |
| F5. Project Management | |
| <p>The project will continue to be reported and progress monitored by City Centre Major Projects Board and EZ & Curzon Project Delivery Board.</p> <p>The well-established Transport and Highways Board (THB) will provide project assurance. They will scrutinise delivery, finances, and procedures, providing challenge to the Project Manager and Project Board and recommendations for improvements where appropriate.</p> | |
| G. SUPPORTING INFORMATION | |

G1. Project Plan

Please refer to F1 of this FBC report for delivery milestones for the project.

G2. Summary of Risks and Issues Register

Please refer to Appendix E for the scheme Risk Register.

G3. External funding and other financial details

A summary of funding currently identified for the delivery of programme is given in the table in section E2 of this report.

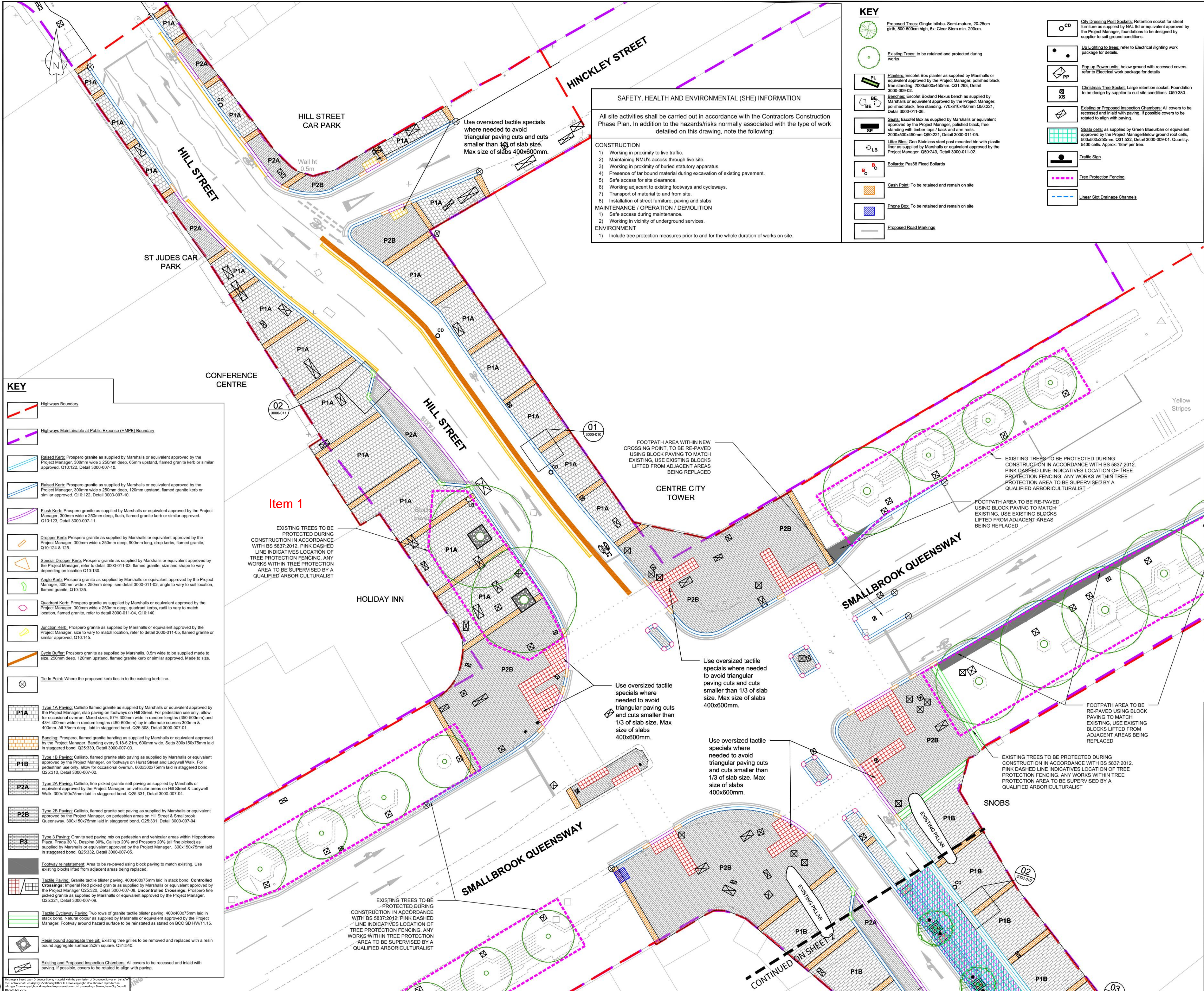
The estimated capital cost of the scheme is £9.528m (including contingency) which is to be funded from Enterprise Zone funding £8.725m (of which £0.692m is already secured), Section 106 monies £0.438m, and third-party partners £0.365m.

G4. Stakeholder Analysis

| Stakeholder | Role and Significance | How stakeholder relationships will be managed |
|---|---|---|
| MP & local councillors | Local impact to ensure they are aware of the scheme should they be approached by their constituents | Regular updates through member briefings |
| Southside Business District Limited | Key stakeholder group | Formal meetings including Programme Board and ad-hoc discussions and email contact with an overview of all delivery phases. |
| Birmingham Hippodrome | Key Stakeholder | Regular meetings with Hippodrome Team and engagement via Southside Business District Limited. |
| Birmingham City Council | Scheme design and strategic links and to ensure their support of the scheme's implications | Meetings including Project Boards and Programme Board. Ongoing discussions. |
| Taxi operators | End user | Regular updates prior to construction and during works. |
| General groups e.g. cycling and walking and resident groups | End user | Regular updates prior to construction and during works |
| Emergency services | End user | Regular updates prior to construction and during works |
| General public | End user | Regular updates prior to construction and during works |

APPENDIX A

| Attachments | |
|---|--|
| <ul style="list-style-type: none">• Appendix B – Scheme Plans• Appendix C – Funding Letters• Appendix D – Consultation Report• Appendix E – Risk Register• Appendix F – Air Quality Assessment• Appendix G – Procurement Process• Appendix H – Equality Impact Assessment• Appendix I – Programme• Appendix J – Exempt Appendix | |



- KEY**
- Highways Boundary
 - Highways Maintainable at Public Expense (HMPE) Boundary
 - Raised Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, 300mm wide x 250mm deep, 65mm upstand, flamed granite kerb or similar approved. Q10-122, Detail 3000-007-10.
 - Raised Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, 300mm wide x 250mm deep, 120mm upstand, flamed granite kerb or similar approved. Q10-122, Detail 3000-007-10.
 - Flush Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, 300mm wide x 250mm deep, flush, flamed granite kerb or similar approved. Q10-123, Detail 3000-007-11.
 - Dropper Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, 300mm wide x 250mm deep, 90mm long, flamed granite, Q10-124 & 125.
 - Special Dropper Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, refer to detail 3000-011-03, flamed granite, size and shape to vary depending on location Q10-130.
 - Angle Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, 300mm wide x 250mm deep, see detail 3000-011-02, angle to vary to suit location, flamed granite, refer to detail 3000-011-04, Q10-140.
 - Quadrant Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, 300mm wide x 250mm deep, quadrant kerbs, radii to vary to match location, flamed granite, refer to detail 3000-011-04, Q10-140.
 - Junction Kerb: Prospero granite as supplied by Marshalls or equivalent approved by the Project Manager, size to vary to match location, refer to detail 3000-011-05, flamed granite or similar approved. Q10-145.
 - Cycle Buffer: Prospero granite as supplied by Marshalls, 0.5m wide to be supplied made to size, 250mm deep, 120mm upstand, flamed granite kerb or similar approved. Made to size.
 - Tie In Point: Where the proposed kerb ties in to the existing kerb line.
 - Type 1A Paving: Callisto flamed granite as supplied by Marshalls or equivalent approved by the Project Manager, slab paving on footways on Hill Street. For pedestrian use only, allow for occasional overrun. Mixed sizes, 57% 300mm wide in random lengths (350-500mm) and 43% 400mm wide in random lengths (450-600mm) lay in alternate courses 300mm & 400mm. All 75mm deep, laid in staggered bond. Q25-308, Detail 3000-007-01.
 - Banding: Prospero, flamed granite banding as supplied by Marshalls or equivalent approved by the Project Manager, Banding every 6.18x2.1m, 600mm wide. Setts 300x150x75mm laid in staggered bond. Q25-330, Detail 3000-007-03.
 - Type 1B Paving: Callisto, flamed granite slab paving as supplied by Marshalls or equivalent approved by the Project Manager, on footways on Hill Street and Ladywell Walk. For pedestrian use only, allow for occasional overrun. 600x300x75mm laid in staggered bond. Q25-310, Detail 3000-007-02.
 - Type 2A Paving: Callisto, fine picked granite set paving as supplied by Marshalls or equivalent approved by the Project Manager, on vehicular areas on Hill Street & Ladywell Walk. 300x150x75mm laid in staggered bond. Q25-331, Detail 3000-007-04.
 - Type 2B Paving: Callisto, flamed granite set paving as supplied by Marshalls or equivalent approved by the Project Manager, on pedestrian areas on Hill Street & Smallbrook Queensway. 300x150x75mm laid in staggered bond. Q25-331, Detail 3000-007-04.
 - Type 3 Paving: Granite sett paving mix on pedestrian and vehicular areas within Hippodrome Plaza. Praga 30 %, Despina 30%, Callisto 20% and Prospero 20% (all fine picked) as supplied by Marshalls or equivalent approved by the Project Manager. 300x150x75mm laid in staggered bond. Q25-332, Detail 3000-007-05.
 - Footway reinstatement: Area to be re-paved using block paving to match existing. Use existing blocks lifted from adjacent areas being replaced.
 - Tactile Paving: Granite tactile blister paving. 400x400x75mm laid in stack bond. Controlled Crossings: Imperial Red picked granite as supplied by Marshalls or equivalent approved by the Project Manager. Q25-320, Detail 3000-007-08. Uncontrolled Crossings: Prospero fine picked granite as supplied by Marshalls or equivalent approved by the Project Manager. Q25-321, Detail 3000-007-09.
 - Tactile Cycleway Paving: Two rows of granite tactile blister paving. 400x400x75mm laid in stack bond. Natural color as supplied by Marshalls or equivalent approved by the Project Manager. Footway around hazard surface to be reinstated as stated on BCC SD HW11.15.
 - Resin bound aggregate tree pit: Existing tree grilles to be removed and replaced with a resin bound aggregate surface 2x2m square. Q31-540.
 - Existing and Proposed Inspection Chambers: All covers to be recessed and inlaid with paving. If possible, covers to be rotated to align with paving.

SAFETY, HEALTH AND ENVIRONMENTAL (SHE) INFORMATION

All site activities shall be carried out in accordance with the Contractors Construction Phase Plan. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

CONSTRUCTION

- Working in proximity to live traffic.
- Maintaining NMU's access through live site.
- Working in proximity of buried statutory apparatus.
- Presence of far bound material during excavation of existing pavement.
- Safe access for site clearance.
- Working adjacent to existing footways and cycleways.
- Transport of material to and from site.
- Installation of street furniture, paving and slabs.

MAINTENANCE / OPERATION / DEMOLITION

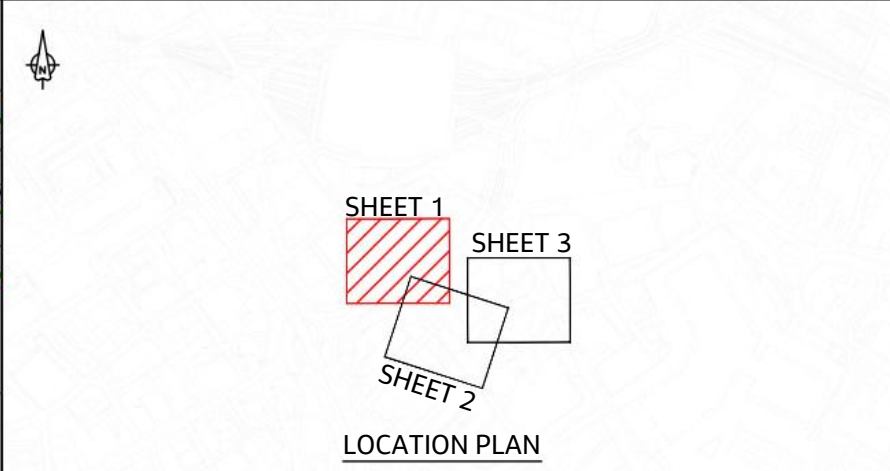
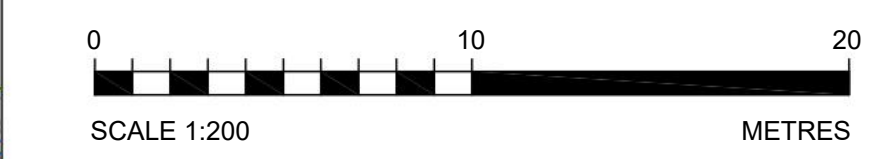
- Safe access during maintenance.
- Working in vicinity of underground services.

ENVIRONMENT

- Include tree protection measures prior to and for the whole duration of works on site.

- KEY**
- Proposed Trees: Ginkgo biloba. Semi-mature, 20-25cm girth, 500-600cm high, 5x: Clear Stem min. 200cm.
 - Existing Trees: to be retained and protected during works
 - Planters: Escofel Box planter as supplied by Marshalls or equivalent approved by the Project Manager, polished black, free standing. 2000x500x450mm. Q31-293, Detail 3000-009-02.
 - Benches: Escofel Boxland Nexus bench as supplied by Marshalls or equivalent approved by the Project Manager, polished black, free standing. 770x810x450mm Q50-221, Detail 3000-011-06.
 - Seals: Escofel Box as supplied by Marshalls or equivalent approved by the Project Manager, polished black, free standing with timber tops / back and arm rests. 5000x200x450mm Q50-221, Detail 3000-011-05.
 - Litter Bins: Geo Stainless steel post mounted bin with plastic liner as supplied by Marshalls or equivalent approved by the Project Manager. Q50-243, Detail 3000-011-02.
 - Bollards: Pas68 Fixed Bollards
 - Cash Point: To be retained and remain on site
 - Phone Box: To be retained and remain on site
 - Proposed Road Markings
 - City Dressing Post Sockets: Retention socket for street furniture as supplied by NAL. Id or equivalent approved by the Project Manager. Foundations to be designed by supplier to suit ground conditions.
 - Up Lighting to trees: refer to Electrical lighting work package for details.
 - Pop-up Power units: below ground with recessed covers, refer to Electrical work package for details.
 - Christmas Tree Sockets: Large retention socket. Foundation to be designed by supplier to suit site conditions. Q50-380.
 - Existing or Proposed Inspection Chambers: All covers to be recessed and inlaid with paving. If possible covers to be rotated to align with paving.
 - Strata cells: as supplied by Green Blueurban or equivalent approved by the Project Manager. Below ground root cells. 600x500x250mm. Q31-532, Detail 3000-009-01. Quantity: 5400 cells. Approx. 18m² per tree.
 - Traffic Sign
 - Tree Protection Fencing
 - Linear Slot Drainage Channels

- Notes:**
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 - B2309030-JAC-3000-DR-0005 - General Arrangement Plan Sheet 2
 - B2309030-JAC-3000-DR-0006 - General Arrangement Plan Sheet 3
 - B2309030-JAC-3000-DR-0007 - Hardworks and Edging Details
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 - B2309030-JAC-3000-DR-0009 - Landscape Softworks Details Sheet 1 of 2
 - B2309030-JAC-3000-DR-0010 - Special Features Details Sheet 2 of 2
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 - B2309030-JAC-3000-DR-0012 - Materials Palette
 - B2309030-JAC-3000-DR-0014 - Street Furniture Details
 - B2309030-JAC-3000-SP-0002 - Specification Series 3000
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| P01 | 13/11/20 | SUITABLE FOR INFORMATION | PT | IW | TM | KB |
| P02.1 | 03/02/21 | ISSUED FOR COMMENT | | | | |
| Rev | Rev. Date | Purpose of revision | Drawn | Check'd | Rev'd | Appr'd |

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Queensway, Birmingham, B4 6BN
Tel: +44(0)121 237 4000 www.jacobs.com

Client **Birmingham City Council** Partnered with **Southside District**

Project **SOUTHSIDE PUBLIC REALM IMPROVEMENT SCHEME**

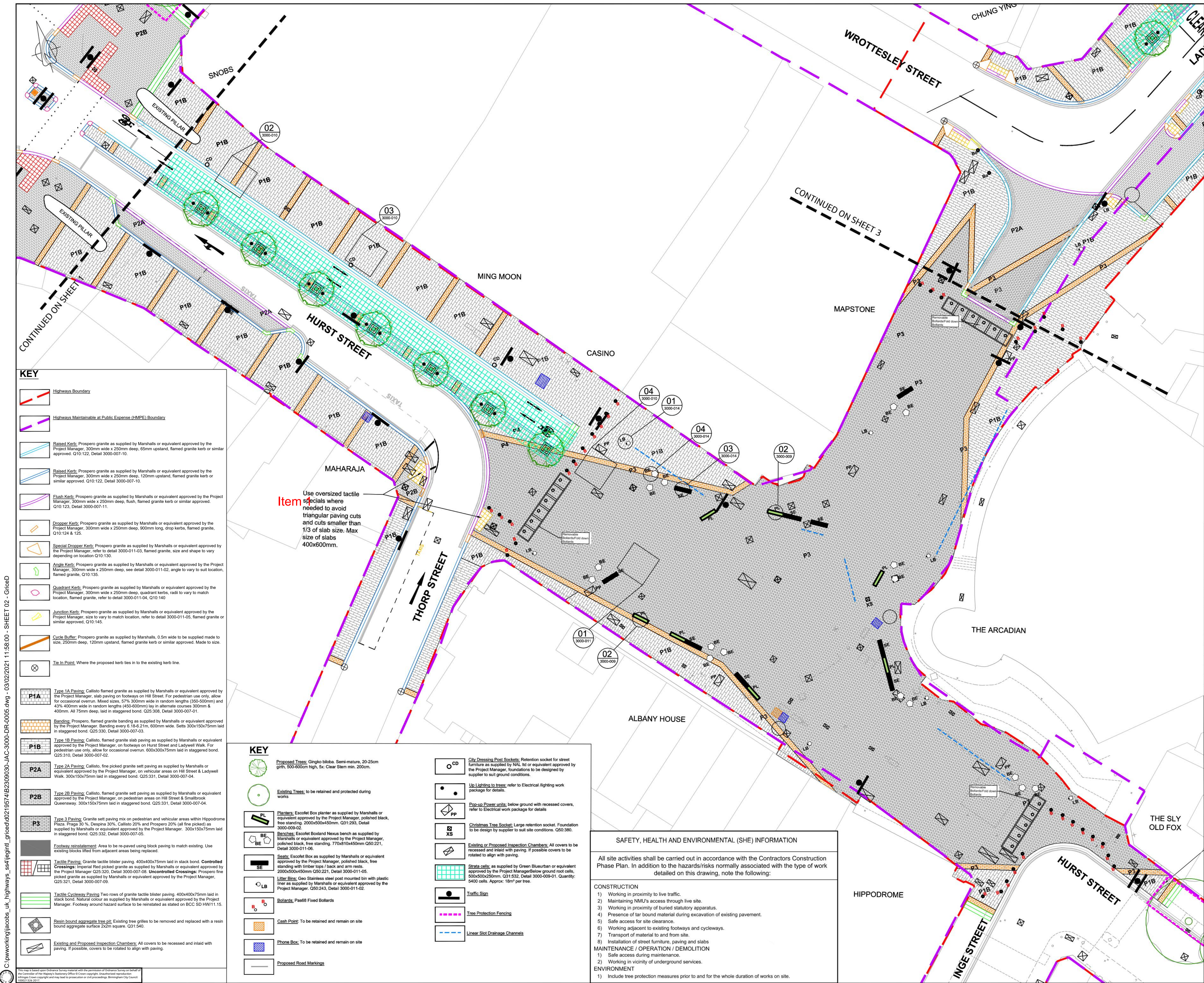
Drawing title **GENERAL ARRANGEMENT SHEET 1**

Drawing status **S3 - SUITABLE FOR REVIEW AND COMMENT**

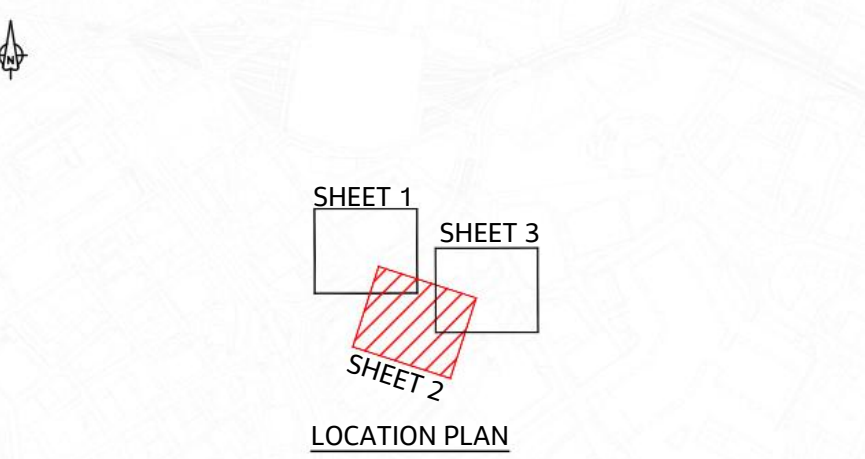
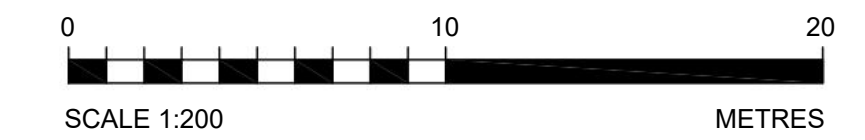
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| Scale | 1:200@A1 | DO NOT SCALE |
| Jacobs No. | | Rev |
| Client no. | | P02.1 |

Drawing number **B2309030-JAC-3000-DR-0004**

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| P00 | 26/10/20 | SUITABLE FOR COMMENT | PT | IW | TM | KB |
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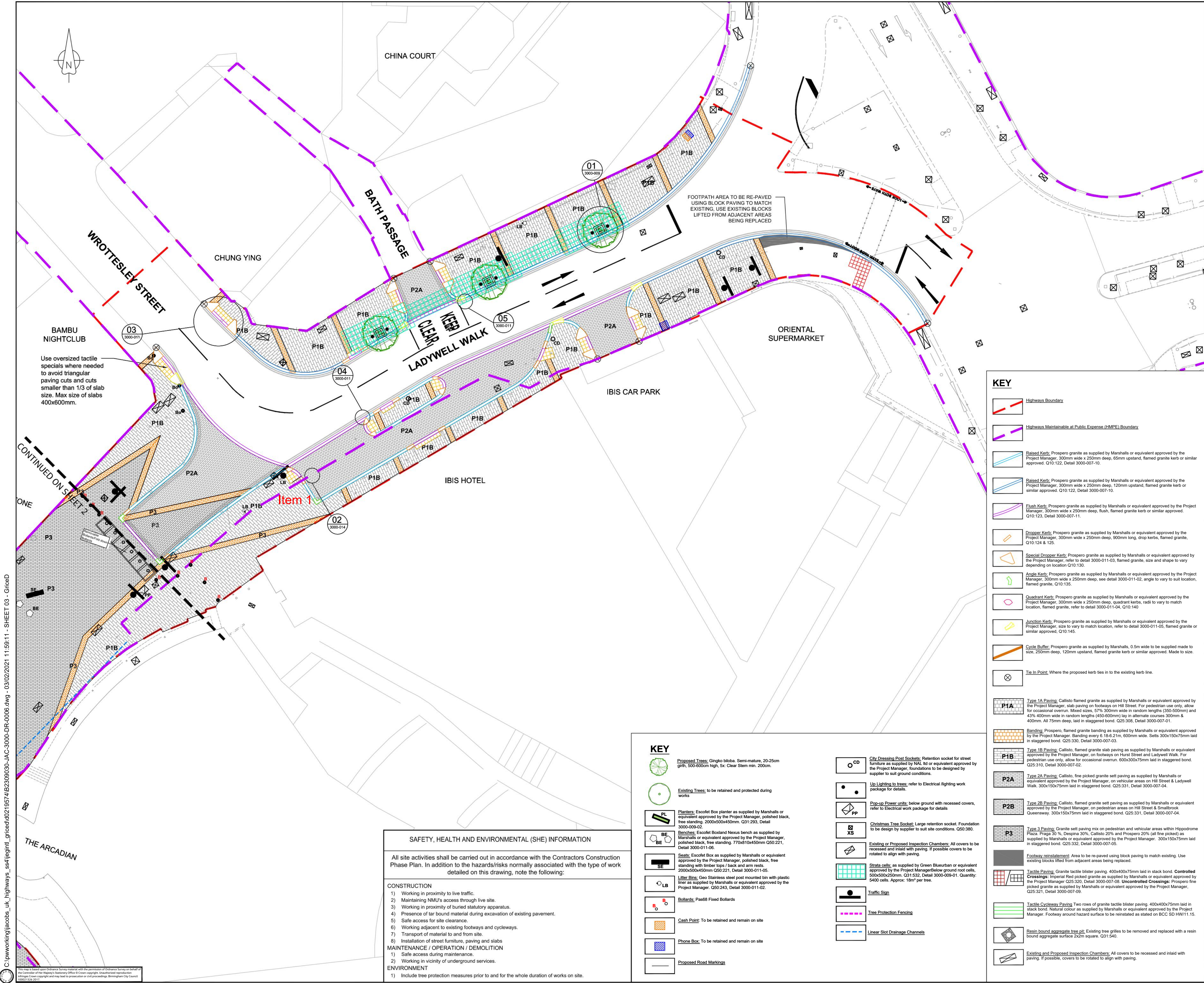
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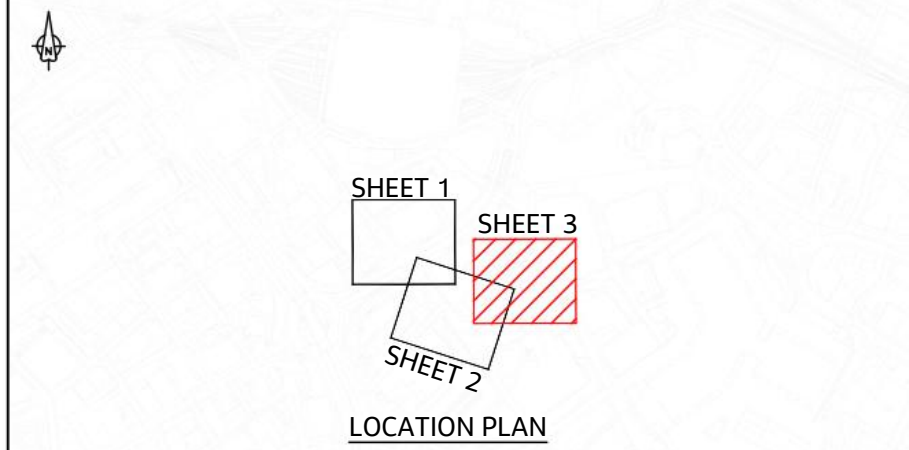
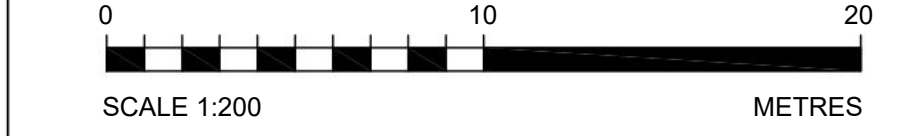
Project
SOUTHSIDE PUBLIC REALM IMPROVEMENT SCHEME
Drawing title
GENERAL ARRANGEMENT SHEET 2

Drawing status
S2 - SUITABLE FOR INFORMATION
Scale
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Client No.
Rev
Client no.
P02.1
Drawing number
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Designer
Jacobs
7th Floor, 2 Colmore Square, 38 Colmore Circus
Queensway, Birmingham, B4 6BN
Tel: +44(0)121 237 4000 www.jacobs.com

Client
Birmingham City Council Partnered with **Southside DISTRICT**

SOUTHSIDE PUBLIC REALM IMPROVEMENT SCHEME

GENERAL ARRANGEMENT SHEET 3

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Ed Watson
Interim Chief Executive
Greater Birmingham & Solihull LEP
Baskerville House
Centenary Square
Birmingham B1 2ND

Email: hello@gbsolep.co.uk
Tel: 0121 758 5690

Elena Browne
Birmingham City Council
Planning and Regeneration
2nd Floor Lancaster Circus
Birmingham
B1 1TU

Elena.Browne@birmingham.gov.uk (sent via email only)

5 February 2021

Dear Elena

Enterprise Zone Project Delivery Funding – Southside Public Realm

Following the findings of the independent technical evaluation and approval by the GBSLEP Programme Delivery Board on 3 February 2021, this letter confirms that your request for Enterprise Zone funding has received approval. This approval is based on the evidence provided in the Full Business Case submitted on 21 December 2020. This letter is to confirm that approval.

As part of the approval, the Southside Public Realm project has been allocated a maximum funding contribution of up to **£8,032,847** (eight million thirty-two thousand eight hundred and forty-seven pounds) of Enterprise Zone (EZ) funding towards a total project cost of £9,527,550. This is in addition to the previously awarded £691,702 for the development of the Full Business Case. The funding will be paid as capital grant in accordance with the GBSLEP Assurance Framework process. Birmingham City Council as the grant recipient, is solely responsible for meeting any expenditure over this maximum amount.

This capital grant funding is subject to the satisfactory approval of the project by the GBSLEP Supervisory Board; this is anticipated within two weeks of this letter.

The award of £8,032,847 will be provided under the terms and conditions detailed in the Service Level Agreement (SLA), by separate cover. Acceptance by Birmingham City Council of the award is acceptance of those terms and conditions.

Outputs

The SLA will also highlight the outputs and outcomes proposed in your approved Full Business Case and the monitoring and evaluation period proposed. These can be summarised as:

| Output Description | Output Quantity |
|--------------------------|--|
| Road Resurfaced | 2,249 m ² |
| Footpath Resurfaced | 6,397 m ² |
| New Pedestrian Crossings | 294 m ² |
| New Cycleway/Cycle Lane | 234 m ² (132/102) |
| Street Furniture | 16 no. Structural Lighting Columns 14 no. Trees Planted |

Table 1.0 Southside Public Realm, Project Outputs

| Outcome Description | Outcome Quantity / Verification | Outcome Delivery Date |
|--|--|---|
| Creation of sense of space and improved local and visitor perception of Birmingham City Centre | Stakeholder/user feedback to be sought post-delivery | Short-term – March 2022 |
| Improved connectivity for pedestrians and cyclists with increased level of active travel | Estimate 10% increase in footfall, 6% in cycling. Comparison of footfall and cyclist levels pre and post scheme. | Short-term – March 2022 |
| Improved safety and security for pedestrians and cyclists in Southside | Benefits not quantified for appraisal (value for money assessment). Accident analysis of pedestrian and cyclist accidents inc. crime statistics pre and post scheme to be conducted. | Short-term – March 2022 |
| Increased inward investment leading to regeneration of Southside and surrounding areas | Increased operational businesses within the area. | Long-term outcome (5 years post-completion) |
| Reduction in congestion and improvement in air quality within Birmingham City Centre | Traffic surveys pre and post scheme. Air quality monitoring and comparisons in the scheme area over time. | Long-term outcome (5 years post-completion) |
| Health benefits from increased use of active modes | Not directly measurable | Long-term outcome |

Table 2.0 Southside Public Realm, Project Outcomes

Key Milestones

Key milestones from within the Full Business Case will be agreed within the SLA and any variance from these key milestones should be discussed with GBSLEP and will be subject to a change control process.

Funding profile

The agreed maximum funding allocation and claims profile for the delivery of the project is detailed below. All funding is allocated to both the 2021/22 and 2022/23 financial years and is considered fixed by the GBSLEP. Therefore, any potential variance from this profile should be discussed with GBSLEP and will be subject to a change control process.

| £'s | 2017-19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | Total |
|---------------------|----------------|----------------|------------------|------------------|----------------|------------------|
| Expenditure: | | | | | | |
| Fees | 302,720 | 195,219 | 520,406 | 539,837 | | 1,558,183 |
| Utilities | | | 712,404 | | | 712,404 |
| Works | | | 55,778 | 6,836,186 | 365,000 | 7,256,941 |
| Total | 302,720 | 195,219 | 1,288,588 | 7,376,023 | 365,000 | 9,527,550 |
| Funding: | | | | | | |
| EZ GBS Secured | 302,720 | 195,219 | 193,764 | | | 691,703 |
| EZ GBS Requested | | | 1,094,824 | 6,938,023 | | 8,032,847 |
| BCC Section 106 | | | | 438,000 | | 438,000 |
| Private Sector | | | | | 365,000 | 365,000 |
| Total | 302,720 | 195,219 | 1,288,588 | 7,376,023 | 365,000 | 9,527,550 |

Table 3.0 Southside Public Realm, FBC Financial Profile

Conditions

This grant award is subject to you satisfying the conditions as set out in the independent technical evaluation referred to above and will be included in the Conditions Precedent of the Service Level Agreement to ensure compliance prior to any expenditure being funded by the EZ programme. This letter confirms this requirement.

Publicity requirements

As part of the funding conditions, you will be required to acknowledge GBSLEP and Enterprise Zone funding within all publicity materials. Please can you confirm your communications lead by 18 February 2021, so that we can provide a full briefing on these marketing and publicity requirements.

Monitoring and reporting

From acceptance of this offer, you will be required to continue to report on progress through regular Project Management Reports. Christian Cadwallader, Interim Programme Consultant, will act as the principal point of contact for the project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ed Watson', with a long horizontal flourish extending to the right.

Ed Watson
GBSLEP Interim Chief Executive

cc. Christian Cadwallader, Interim Programme Consultant
cc. James Betjemann, Birmingham City Council



**Greater Birmingham
& Solihull**
Local Enterprise Partnership

Sally Agass
Interim Programme Director Delivery
Greater Birmingham & Solihull LEP
Baskerville House
Centenary Square
Birmingham B1 2ND

Email: gbslep@birmingham.gov.uk
Tel: 0121 303 4369

Elena Browne
Birmingham City Council
Planning and Regeneration
PO Box 28
2nd Floor Lancaster Circus
Birmingham
B1 1TU

Elena.Browne@birmingham.gov.uk (sent via email only)

22nd January 2020

Dear Elena

Enterprise Zone Project Development Funding – Southside Public Realm

Following your recent submission of an application regarding the above project to the Greater Birmingham & Solihull Local Enterprise Partnership (GBSLEP) for Enterprise Zone funding, I am pleased to confirm that your request for grant funding was approved by the GBS LEP Programme Delivery Board on 11th December 2019. This letter is to confirm that approval.

The Southside Public Realm project has been conditionally allocated an additional capped funding contribution of up to £216,203 (two hundred and sixteen thousand two hundred and three pounds) paid as capital grant to progress the project through to Full Business Case (FBC) stage. This funding is from a provisional funding allocation of up to £6,768,288 to deliver the capital project and is in addition to the £475,500 (updated total £691,703) approved of Enterprise Zone funding previously awarded to progress the scheme. In accordance with the GBS LEP Assurance Framework process, the approval is subject to the submission and approval of a satisfactory FBC.

Outputs

As outlined in the funding application, the Project Development Funding will be used to progress the project to a Green Book compliant FBC. The outputs and outcomes of the delivery of the capital project will be determined and agreed through the FBC stage.

This capital grant funding is pending the submission and approval of a satisfactory FBC, in accordance with the Assurance Framework processes. Upon receipt by GBSLEP of the FBC, expected no later than 31st July 2020, it will be independently appraised prior to a final funding decision being made regarding the project. Due to the anticipated size of the funding request, this decision will be made by the GBSLEP Board.

Funding profile

The agreed maximum funding allocation for this stage of work is detailed below. All funding is allocated to the 2020/21 financial year. Birmingham City Council, as the grant recipient, is solely responsible for meeting any expenditure over and above this maximum amount.

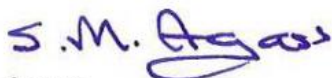
Publicity requirements

As part of the funding conditions you will be required to acknowledge GBSLEP and Enterprise Zone funding within all publicity materials. Please can you confirm your communication lead with us when submitting the FBC, so that we can provide a full briefing on these marketing and publicity requirements.

Monitoring and reporting

The project will continue to be required to report on progress through regular Project Management Reports (PMR). Christian Cadwallader, Interim Project Champion, will act as the principal point of contact for the project.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'S.M. Agass'.

Sally Agass
GBSLEP Interim Programme Director Delivery

cc. Christian Cadwallader, Interim Project Champion
cc. James Betjemann

Jaswant Chahal
Infrastructure Delivery
Birmingham City Council



Tuesday 19 January 2021

Dear Jaswant,

**Birmingham Hippodrome Trust Contribution towards 'The Hippodrome Square'
Development**

I am happy to confirm that Birmingham Hippodrome Trust are prepared to contribute a total of £250,000 towards the development of 'The Hippodrome Square'.

Please note that our contribution is payable on completion of the Square, not to fund any pre-commencement works. Therefore, should the project fail to deliver for whatever reason, our investment is protected.

I trust this will suffice for your purposes. If, however, you require more information, please do not hesitate to contact me.

Your sincerely,

Tim Maycock
Finance Director - Birmingham Hippodrome

Birmingham Hippodrome
Hurst Street, Southside
Birmingham B5 4TB
fundraising@
birminghamhippodrome.com
Fundraising 0844 338 5040
Tickets & Information 0844 338 5000
Calls cost 4.5p/min plus access charge
birminghamhippodrome.com
Birmingham Hippodrome
Theatre Development Trust
Registered Charity No. 511567
VAT No. 822 5347 41

Jaswant Chahal
Infrastructure Delivery
Birmingham City Council

Tuesday 5 January 2021

Dear Jaswant,

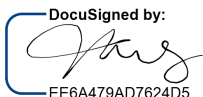
Southside Contribution towards 'The Hippodrome Square' Development

I am happy to confirm that Southside Business District Limited are prepared to contribute a total of £100,000 towards the development of 'The Hippodrome Square'.

Please note that our contribution is payable on completion of the Square, not to fund any pre-commencement works. Therefore, should the project fail to deliver for whatever reason, our investment is protected.

I trust this will suffice for your purposes. If, however, you require more information, please do not hesitate to contact me.

Your sincerely,

DocuSigned by:

EE6A479AD7624D5...

James Wong
Southside District Chairman

PALOMA CAPITAL

Jaswant Chahal
Infrastructure Delivery
Birmingham City Council

Wednesday 13 January 2021

Dear Jaswant,

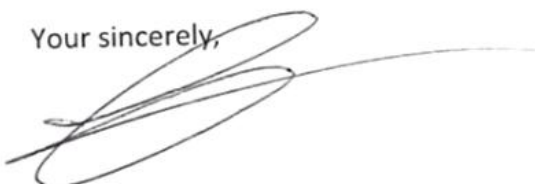
Contribution towards 'The Hippodrome Square' Development

I am happy to confirm that Paloma Capital / The Southside Building are prepared to contribute a total of £15,000 towards the development of 'The Hippodrome Square'.

Please note that our contribution is payable on completion of the Square, not to fund any pre-commencement works. Therefore, should the project fail to deliver for whatever reason, our investment is protected.

I trust this will suffice for your purposes. If, however, you require more information, please do not hesitate to contact me.

Your sincerely,



Jeremy Thiagarajah
Director

Henry Wood House 2 Riding House Street London W1W 7FA
+44 (0)203 595 4949 www.palomacapital.com

Paloma Capital LLP is a limited liability partnership registered in England (registration number OC399152)
with its registered address at Henry Wood House, 2 Riding House Street, London W1W 7FA
Authorised and regulated by the Financial Conduct Authority VAT no. 233 3241 47

Appendix D - Southside Public Realm Improvement Scheme - Consultation Summary

Public consultation for Southside was carried out during June and July 2019. Feedback was gathered in a number of ways including online and hard copy surveys, emails, telephone, drop-in sessions (24 June and 3 July at Hippodrome and 11 July at Chung Ying Restaurant) in and direct business engagement.

| Ward Councillors / MP | Comments | Response |
|---|---|--|
| Shabana Mahmood MP Birmingham Ladywood | No Response received. | None required. |
| Councillor Sir Albert Bore | 10.12.20 I have looked the proposals and they appear exciting. My only question relates to the two pillars supporting the offices above, along Smallbrook Queensway. In a early development proposal for these offices, this section of offices would have been taken out giving a much improved, un-interrupted view along Hill Street/Hurst Street. Has this been taken into account in preparing the proposals? | Dear Cllr Bore and Cllr Hartley – many thanks for your prompt reply and support. There is currently no planning consent that would allow for the removal of the office bridge link however its removal would be key requirement of any future redevelopment proposal. The public realm proposals would not be compromised, the new paving areas would be extended when the pillars come out. I trust this addresses your query, please feel free to contact me if I can assist further. I will endeavour to keep you posted as we continue to progress forward to Full Business Case. |
| | 2.03.20 I have no issues with the proposals. | None required. |
| Councillor Kath Hartley | 10.12.20 Confirmed Councillor Bore's response | None required. |
| | 5.03.20 That's fine by me. | None required. |
| Councillor Yvonne Mosquito | 11.01.21 I am happy with the proposal | None required. |
| | 5.03.20 Has the consultation included the Chinese Quarter businesses. If it has please record my support for proposals | I can confirm Chinese Quarter businesses were consulted on the proposals supported through James Wong and Julia Robinson at Southside BID. |
| Councillor Tahir Ali | No Response received. | None required. |
| Councillor Ziaul Islam | No Response received. | None required. |
| Key Stakeholders (Emergency Services) | Comments | Response |
| West Midlands Fire Service | No Response received. | None required. |
| West Midlands Ambulance Service | No Response received. | None required. |
| West Midlands Police | No Response received. | None required. |
| Key Stakeholders (District Engineers) | Comments | Response |
| Assistant Director, Highways and Infrastructure | Part of the project board when the outline proposals were developed. | |

| Local Engineer Tim Gibbons | <p>I have no objection with the scheme proposals and support the scheme. As part of this scheme can the below be considered as this is an issue that has been present for some time and links into the scheme proposals:</p> <ul style="list-style-type: none"> •The existing the contra cycle lane, which starts to the south of the drawing and links Inge Street to Hurst Street towards its junction to Bromsgrove Street has received complaints from cyclists that they are getting complaints from motorists who think they are incorrectly cycling against traffic. •The existing cycle lane in the opposite direction from Bromsgrove Street travelling into Hurst Street suddenly stops in front of a parking bay on Hurst Street (near its junction with Bromsgrove Street. •Both these items need to be reviewed to consider what can be done to improve the existing facilities for cyclists, this might require the amendments of TROs. <p>The above cycling infrastructure were part of an earlier Projects scheme from 2007 approx. and the Southside public realm scheme could give an opportunity to address these issues and improve the area as a whole.</p> | Comments are noted will considered as part FBC and further scheme development work. |
|--|---|---|
| Key Stakeholders (Transport) | Comments | Response |
| Transport for West Midlands | asked about cycle parking and mismounting | Comments noted |
| | Signage and wayfinding for people on pedal cycle needs to be better. Only the most experienced people on pedal cycles know what to do once they get into town. | Comments noted |
| | Signage to lead people to the A38 cycle route needs to be included within these plans. | Comments noted |
| | People don't look for cyclists coming down Hill Street and they look to the traffic going up they are trying to merge with. | Comments noted |
| Emma Crowton [mailto:Emma.Crowton@tfwm.org.uk] | <p>Hi, There are some comments below from the cycling and walking team at TfWM. Apologies that they are late. Emma https://www.birminghambeheard.org.uk/economy/southsidepr/</p> <ul style="list-style-type: none"> •There are no details on cycle parking in the development area. •Signage to lead people to the A38 cycle route needs to be included within these plans. •Should be shared space – share with care and move away from cyclist dismounting – it is more awkward to walk alongside a bike then it is to ride it slowly through a shared area (depending on the level of foot traffic). Also not everyone can easily mount/dismount and they are using their pedal cycle for mobility purposes (inclusive cycling). Leicester has done this for many years now. •HinckleyStreet/Hill street is an issue. People don't look for cyclists coming down Hill Street and they look to the traffic going up they are trying to merge with. •Signage and wayfinding for people on pedal cycle needs to be better. Only the most experienced people on pedal cycles know what to do once they get into town. | Comments noted |
| West Midlands Bus Alliance Committee | No Response received. | None required. |
| National Express West Midlands | No Response received. | None required. |
| Key Stakeholders (Disabled Groups) | Comments | Response |
| Disability Advisory Network | No Response received. | None required. |
| Birmingham Institute for the Deaf | No Response received. | None required. |
| Birmingham Focus on Blindness | No Response received. | None required. |
| Birmingham Disability Forum | No Response received. | None required. |
| deafPLUS Birmingham | No Response received. | None required. |
| Changing Our Lives (learning disabled people) | No Response received. | None required. |
| BCC Disability Advisory Network Birmingham Sight Loss Council/ Thomas Pocklington Trust | Supported the change of putting buses to the front of the station and taxis to the south end of Livery Street due to congestion on footways currently experienced on Livery Street. The removal of the right turn into Colmore Row was also welcomed | Support Noted |
| Wheels for All Cycling Charity | No Response received. | None required. |
| Wheels for Wellbeing Cycling Charity | No Response received. | None required. |
| Key Stakeholders (Cycling) | Comments | Response |
| Pushbikes | No Response received. | None required. |
| Cycling UK | No Response received. | None required. |
| Sustrans | No Response received. | None required. |

| | | |
|---|---|---|
| Motorcycle Action Group | No Response received. | None required. |
| Key Stakeholders (Neighbourhoods Directorate) | Comments | Response |
| Mahendra Chauhan | No Response received. | None required. |
| Key Stakeholders (Traffic Officers) | Comments | Response |
| Principal Traffic Officer | No Response received. | None required. |
| TRO Manager | No Response received. | None required. |
| Key Stakeholders (UTC) | Comments | Response |
| Mike Nixon | No Response received. | None required. |
| Key Stakeholders (Maintenance) | Comments | Response |
| Highways Change | No Response received. | None required. |
| Key Stakeholders (Tree Officer) | Comments | Response |
| Simon Needle | <p>Hi</p> <p>Just from a BCC arboricultural policy perspective a few questions – which I have raised before.</p> <ul style="list-style-type: none"> •What is the impact on the existing 4 x hornbeam (not indicated on plan)currently in the pedestrianised section of Hurst Street? If these are to be removed we need to know the CAVAT value of these. •What is the impact on the existing trees on the start of Hill Street 2 x Lime (not indicated on plan) - then as above CAVAT value etc. •What species are proposed for replanting •Has the tree species been matched to available rooting volumes – or if there is to be constructed tree pits then details should be shown of this – ideally these should incorporate SUDS. •Assuming trees are well planted and expected growth occurs what is the projected CAVAT value of the replacement trees - is there a net gain or does any loss need to be evaluated and compensated for? •Expected mature trees size should be indicated - to show potential clash with built infrastructure •Has clash detection been undertaken with existing/ proposed CCTV considering both planted and mature tree size. •Path resurfacing works are likely to impact on the existing trees on Smallbrook Queensway – Arb method statement would be required to detail working practices. <p>I know this is a public facing document but I have a lot of contact from well informed individuals who understand the benefits and requirements of trees and impacts on trees through development.</p> <p>Happy to discuss regards Simon</p> | Comments noted |
| Key Stakeholders (Birmingham Taxi Trade Representatives) | Comments | Response |
| Birmingham Private Hire Drivers Association | No Response received. | None required. |
| TOA | Proposed existing shared loading and taxi bay on Hurst Street to remain | Proposed change to existing shared loading and taxi bay to become: 2 No. 24 hour taxi bays of 10.0m and a shared use loading and taxi bay of 11.0m (no change to existing hours of operation) |
| | Proposed taxi bay on Thorp Street 24 hour for two taxis | Remain |
| | Proposed shared loading and taxi bays on Thorp Street | Proposed extension to existing shared loading and taxi bay of 8.6m with existing time restrictions to remain unchanged (6am to 7pm), loading only 7pm to 6am taxi only |
| Birmingham Black Cab Drivers Association | No Response received. | None required. |
| RMT | No Response received. | None required. |
| Key Stakeholders | Comments | Response |
| Southside BID | Really looking forward to the redevelopment of Hippodrome Square. This will transform the area to an exciting multicultural destination part of Birmingham and home to the Chinatown arch | Comments noted |
| The Arcadian | The area is in a very poor state and really needs to be upgraded to help with antisocial behaviour, littering and graffiti. | Comments noted |

| The DanceXchange Ltd | <p>DanceXchange is based in the Birmingham Hippodrome where we deliver classes, performances and projects, and we also run Birmingham International Dance Festival which takes place in outdoor spaces across the city.</p> <p>These proposed developments will greatly improve people's perceptions of the area and in general are very positive.</p> <p>Our concerns, however, are that the Foo Dogs and Chinese Arch might impact on the permeability and access into the site (e.g. for performance sets and technical set up as well as audiences) and they might therefore limit the types of performance we can present in these outdoor spaces.</p> | Support and comments noted. |
|--|---|---|
| Accor Invest (owners and operators Ibis Birmingham New Street) | <p>We object to these proposals due to the alterations to the existing Ibis drop off facility. This is going to cause significant disruption not only to our business but also in-turn to the area which will counter productive. We do not believe the area will be able to operate with this alterations.</p> <p>The proposed land is not big enough to create a loading bay once measured.</p> <p>We reserve our right to object further but have requested an on site meeting to discuss our objection in full, by way of a General Manager, this with your Julia Robinson, Jaswant S Chawal and Wendy Lane.</p> | No change to drop off facility at IBIS hotel. Remain as existing |
| William Hill | <p>As a business and a resident of Birmingham the proposal looks great. However I would like to make one recommendation that the phone box located outside William Hill/Albany House is removed as part of these works. Currently the phone box is linked with ASB/criminal activity. Thsi has been reported to BT, police and the local BID</p> | Plans to relocate telephone points |
| Key Stakeholders | Comments | Response |
| <p>John Burns John.Burns@hammerson.com</p> | <p>JG to pick up with Phil Monday</p> <p>Good afternoon Philip,</p> <p>We have not yet had the chance to meet, but I have been planning to introduce myself soon in any case. I am the Hammerson Lead for all transportation and highways issues in the portfolio.</p> <p>I believe that you are the sponsor for an interesting public realm scheme which improves the Hippodrome area etc. I have attached a representation that Hammerson would be grateful for you to consider and have the opportunity to discuss the details.</p> <p>May I suggest a meeting at a suitable time after the August Bank holiday. I will be away until then and no doubt your own department will be less manned. I can make myself available pretty well any time from 27th August to 13th September.</p> <p>I look forward to meeting.</p> <p>Kind regards, John</p> | <p>East bound approach from Holloway Circus to Bullring nearside traffic lane to remain as current left and straight on</p> |
| Alison Kennedy | <p>Hello</p> <p>As mentioned, just a few comments and questions about the cycling elements.</p> <p>Notes</p> <ul style="list-style-type: none"> •National Cycle Network Route 5 passes through Southside Public Realm and is probably our busiest cycle route to and from the city centre. We have had some comments previously from cyclists saying that they are confused when crossing Smallbrook Queensway between Hurst Street and Hill Street (as it's two-way on Hurst Street but contraflow cycle lane on Hill Street) •The new A38 blue Birmingham Cycle Revolution route starts from Kent Street just off Hurst Street. •Our interim plans are to link the new A38 blue Birmingham Cycle Revolution to New Street Station and beyond to the A34 route by taking cyclists up Hurst Street and right onto Smallbrook Queensway. •There is existing cycle parking within the pedestrianised area opposite Hippodrome foyer <p>Suggestions</p> <ul style="list-style-type: none"> •Would it be possible to have some markings across the Smallbrook Queensway junction to show that northbound cyclists need to take a diagonal line across? •Could the scheme include some cycle direction signs, incorporating NCN5 and linking to cycle direction signs to be installed shortly for new A38 blue Birmingham Cycle Revolution route, as well as signs to New Street Station and Moor Street Stations? •I assume that cyclists can make all turning movements at Smallbrook Queensway and it will only be motor vehicles banned from turning right? •Could you add advanced stop lines for cyclists on Smallbrook Queensway? •Can you show the cycle parking on the plans for the public realm? 'M' stands seem to be our standard design now. <p>Thanks Alison</p> | Comments noted |

| Members of Public | Comments | Response |
|--------------------|---|----------------|
| 1 member of public | Overall I am in support of the proposals but I think there is an opportunity lost to introduce a segregated cycleway northbound on Hill Street. This would really help cyclists when there is queuing traffic up to New Street Station. With the carriageway being reduced from one lane to two then this shouldn't be hard. | Comments noted |
| 1 member of public | The chinese arch is really important and should be the focal point of the space, not as currently shown pushed to the outer edge and part used as a turning head. Paving should be carried along Ladywell Walk up to Dudley Street, and then provide shared surface for deliveries to Ladywell Walk and Wrottesley Street. The scheme as currently designed is based on a highway design rather than an 'urban design' of actually trying achieve a quality environment. Therefore fully support the idea, but this design lacks any ambition of creating a focal point space and should be improved upon. | Comments noted |
| 1 member of public | I think having an active public space like this for the chinese community and the theatre community is a fantastic idea and should be applauded. However, doing this just after the building of apartments has stepped up around the lower end of Hurst Street, thereby crowding out the Gay Village area, it shows how much thought has been given to the LGBTQ+ community; To spell that out for you, I think no thought whatsoever. Birmingham shames itself by not looking after all of it's diverse communities. The fight for LGBTQ+ equality is not over and you are about to decimate it. | Comments noted |
| 1 member of public | This is a much needed improvement for the area. I travel this route every day and it is in desperate need of investment. The phone boxes by the hippodrome are a well known area for drug dealing, so hopefully all of these will be removed as well as all of the unnecessary street clutter which provide a shield for drug use and muggings. Good public realm should be representative of the area, so the proposed Chinese arch is excellent and should certainly be built. It should also be stated that the lower end of Hurst Street is appalling and I hope this will be done as well? It seems strange to invest in one half of Hurst Street and leave the worst part as it is! Birminghams Gay Village is incredibly run down compared to Manchester, Brighton and London, and considering the amount of development happening any redevelopment of the public realm should include it as well. The Gay Village is a vital part of Birmingham and should not be excluded from investment. | Comments noted |
| 1 member of public | It would be good to include some design features that reflect the area. So wooden posts carved with Chinese writing in them and / or a rainbow flag incorporated to show you are in china town and on the edge of the village. Its a shame the chinese arch could not have been brought forward and implemented at the same time. This would have been iconic. But overall the scheme is a welcome addition as the southside area is looking a little tired. | Comments noted |
| 1 member of public | Really important step for Southside - great to see investment in a high quality public realm. Could feature more seating and nature planting, instead of the some of the bollards perhaps as a form of barrier against vehicle movement. Really need to see this continued into the Gay Village also, with a second square somewhere on the lower part of Hurst Street potentially with some form of shared space near Sidewalk/Kent St. | Comments noted |
| 1 member of public | The cycle lanes need to be 2 lanes where implemented Why not pedestrianise the whole of the road up to smallbrook Queensway - make thorp st a taxi and drop off turning or pedestrianise too | Comments noted |

| | | |
|--------------------|--|----------------|
| 1 member of public | I feel that the Southside area of the city has been neglected for sometime despite the hard work put in from local businesses and Southside BID themselves. This would be a huge improvement of the area and will also make it more appealing which will encourage more to visit the area or encourage theatre visitors to come back and use other businesses around the area | Comments noted |
| 1 member of public | The whole of the south side of the city is a car park now since this road was unnecessarily shut. These plans are completely pointless. | Comments noted |
| 1 member of public | I think this is fantastic to rejuvenate the area. Particularly as the buildings around the top of Hurst Street aren't particularly attractive and it's a bit grotty between the Smallbrook Queensway and Hippodrome, and some love may help it become more appealing and connect up lower Hurst Street to the very city centre. I frequent the gay village and run events at venues, and I fear for the future of them what with residential luxury flats and all of that, so I hope this is aiming to not just make it attractive to flat buyers from London but helps local businesses :) :) | Comments noted |
| 1 member of public | I feel this will have a negative impact on the area. Firstly because I believe it will go the same way as the businesses affected on corporation street when we stopped the buses going down that route. Secondly it is already having an impact on the businesses around that region before the work has started. I know because I work in one of those businesses. I also find it bizarre that it is called hippodrome square? To me this shows bias and also suggests that one particular 'charity' is responsible for this space. I assume therefore, that they will be funding the policing and any maintenance? | Comments noted |
| 1 member of public | My only reservation, as somebody that works in the Gay Village, is the proposed "Gateway" which is amazing by the way, even tho maybe 10/15 years too late... And the consequent plans to develop said area therefore resulting in gay venue compulsory closures.... | Comments noted |
| 1 member of public | I'm happy to see the arch is finally going ahead it should make the area more of a destination I would like to see the lower portion of Hurst street pedestrianised in the future beyond tesco express or at least some high quality shared roadway | Comments noted |
| 1 member of public | A similar bollard system at skinner lane to bromsgrove st would help the traffic disperse and create a pedestrian even area . The lights at Tesco would then only have two flow traffic so reduce the wait . Traffic can exit hurst st down skinner lane and turn right or left . On Pershore street . | Comments noted |
| 1 member of public | Southside is currently a disgrace. It is a stain on the city and massively needs redeveloping. It is a mess or street furniture and these plans will make the area much better. They've been on the cards for a few years - let's just get cracking! | Comments noted |
| 1 member of public | Excellent plans overall which I support, however I am concerned about the cycleway cutting through the middle of the pedestrianised square which I think could be a safety risk - especially if only delineated with raised metal studs which may not be obvious to people walking through. Cyclists on this route frequently pass through at quite high speeds and I am concerned they would not take due care within the square. My preference would be to have "Cyclists dismount" at each end of the square and require cyclists to push their bikes across the square. This would help maintain safety for pedestrians within the square, and would be only a minor inconvenience to cyclists. It would also help to maintain their safety where the cycle route crosses Hurst St at the south edge of the square. | Comments noted |

| | | |
|--------------------|---|----------------|
| 1 member of public | <p>On Hill street I support the improvement of segregation for the cycle route, however there is sufficient space here to provide a bi-directional segregated cycle route. The high quality cycle route going through south side runs out for cyclists as they cross Smallbrook Queensway. For cyclists heading towards New St Station and Victoria square this up-hill section of Hill street is intimidating. Providing a bi-directional cycle lane as far as Station Street would allow cyclists to use Station Street and John Bright Street rather than the cycling along a busy main road.</p> <p>These proposals should make passive provision for a segregated cycle lane to be installed along Smallbrook Queensway. It is likely that a route will be built along Smallbrook Queensway to link the A38 and A34 cycle routes. Not making passive provision would result in expensive retrofitting to this junction at a later date. This is what is going to happen at the A38/ Priory Road crossroads and must be avoided – not least as it is disruptive to pedestrians, cyclists, bus users and car drivers alike.</p> <p>The cycle route across the Square in front of the Hippodrome should be segregated from pedestrians NOT SHARED SPACE. This is really important as it is a busy cycle corridor through a square with lots of people milling around. The shared space proposal will be dangerous for partially sighted people and all pedesrians/ cyclists as it introduces unnecessary conflict. A segregated route should be provided for the Hurst Street cycle route to the dropped kerb on Ladywell Walk.</p> | Comments noted |
| 1 member of public | I think these proposals will really freshen up the whole. Area and will improve tourism in this party of the city centre | Comments noted |
| 1 member of public | I think the proposals are great. I love Southside but the gateway from city centre is embarrassing and gives a bad impression to visitors. This will help refresh the area and give a positive impression. | Comments noted |
| 1 member of public | <p>The proposed connection from the A34 cycle route to the A38 cycle route at Kent Street passes through this square. As more and more people choose to use the bike to get into town, this will become quite a conflict point between pedestrians and people on bikes.</p> <p>The blue tarmac cycle route should be extended down through the square so that pedestrians know that there may be people on bikes passing through the square.</p> <p>Additionally, while the works are going on with this, the area of works should be extended to make the contra-flow cycle lane on Inge Street / Hurst Street to the south better & safer. Currently, there is a contra-flow opening at the traffic lights between Hurst Street and Bromsgrove street however because of the parked cars along the west side of Hurst Street, this forces cyclists into the main carriageway, towards oncoming traffic.</p> | Comments noted |
| 1 member of public | I really like the China town arch - Manchester, Liverpool and London have one, so we should too. I like that the public space will have trees and allows a public space for performances and exhibitions. A great plan and long over due for this area! | Comments noted |
| 1 member of public | <p>My concern is that the council is not taking a holistic view on improvements within the area.</p> <p>As an example, the improvements planned to the Hill Street approach to Southside are admirable. However when a visitor arrives at New St station, follows the Southside signs down the grand stairs and then.... sees the derelict Crown Public house then the benefit of the PR project is decimated.</p> <p>Similarly in the planned main square when one sees the broken windows of abandoned restaurants the benefit of the project is similarly decimated.</p> <p>I would appreciate a formal response to my comment please.</p> <p>Steve Cross</p> | Comments noted |
| 1 member of public | Looks great, just don't ruin it with crazy block paving. | Comments noted |

| | | |
|--------------------|--|----------------|
| 1 member of public | <p>Many visitors to Chinatown often ask us Brummies where Chinatown is, not realising they are there!</p> <p>This is a tremendous opportunity for BCC & Southside BID to create a public space better than any other UK city - even better than Leicester Square.</p> <p>Hong Kong, Shanghai & Tokyo all have vibrant, bright and colourful light to their public spaces. This is Birmingham's chance...</p> | Comments noted |
| 1 member of public | The arch looks great and has a nice nod to the area's Chinese heritage. Being half Chinese myself it makes me feel proud to have the visual representation as I eat in a lot of the restaurants around the area. | Comments noted |
| 1 member of public | Good proposals. It would be great if the cycle lane on Hurst Street could link with the new A38 cycle route that begins on Kent Street. | Comments noted |
| 1 member of public | Generally positive, but the cycle route past the Hippodrome should be properly defined in the established blue tarmac with white lines and kerb-segregation style of the new cycle infrastructure. This is important for the safety of pedestrians, who are currently startled by cyclists taking unpredictable paths across the shared-use area in order to reduce conflict, often unsuccessfully. | Comments noted |
| 2 member of public | Feel neutral, no comments added. | None required |
| 5 member of public | Feel positive, no comments added. | None required |
| 1 member of public | What will stop the deliveroo (et al) moped drivers using it as a cut through as they are at the moment? | Comments noted |
| 1 member of public | <p>Why do we need an outdoor performance space??</p> <p>The area needs cleaning up and being more attractive so the plans look great</p> | Comments noted |
| 1 member of public | <p>The current proposals will reduce the amount of segregation for the cycle route which is unacceptable. Currently a segregated cycle route extends as far as the Ladywell Walk Junction of Hurst St and these proposals will remove the cycle path and install shared space.</p> <p>The segregated cycle route should be retained as far as Ladywell Walk not removed and replaced with shared space back to Throup St. This is part of the National Cycle Route 5 and the Birmingham Cycle Revolution main A38 corridor so we should not be reducing the segregated cycle path on such a major cycling corridor. This scheme is genuinely proposing to spend funding to make cycling provision worse - this is unacceptable.</p> <p>In front of the Hippodrome the Shared Space should be altered to show a distinct (colour contrasting) segregated cycle route. This allows pedestrians to be aware of where bikes are likely to be and provides cyclists with an obvious path rather than weaving in and out of pedestrians.</p> <p>If the existing segregated cycle path is to be removed and replaced with shared space then this is a step in the wrong direction and the removal of cycling facilities should must be compensated elsewhere.</p> <p>Parking should also be removed on Hurst St (From Inge St. to Bromsgrove St) to improve the safety of the Cyclists through Southside who currently have to cycle against oncoming cars.</p> <p>I support the idea of increased cycle segregation on Hill St, but believe that a 2 way cycle track should be provided as far as Station St.</p> <p>Physical Segregation (i.e. Kerbs) should be provided on Hill Street as far as station Street by reducing Hill St to one lane. The current cycle path is too narrow and is dangerous. The bollards have been hit by several vehicles and look messy in front of New St Station (the gateway to South Side). This would be improved with Kerbs.</p> | Comments noted |

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| 1 member of public | <p>I was not in favour of the blocked road on Ladywell Walk and Hurst Street. We have lost quite a bit of trade since the blocked road. However it still went ahead.</p> <p>It is what it is. The longer it takes to complete this proposed public square and the Chinese Arch, the further the damage to the businesses in the area. At the moment, it is just a blocked no through road, with no purpose and no atmosphere.</p> <p>The proposed plan has only just concentrated on Ladywell Walk and Hurst Street. I see a lot of money will be spent on Ladywell Walk, Hurst Street and the square, but it doesn't look like Wrottesley Street is included in the grand scheme of things. Wrottesley Street looks terrible, and the path is uneven and dirty, poor lighting, bins everywhere, with foul smells and grease coming out from the bin areas, just not welcoming at all. There is a night club, a fish monger, a supermarket and a restaurant situated on this street, and these businesses rely heavily on passing trade.</p> <p>Businesses situated on Wrottesley Street are already having a less prominent position than other businesses on Hurst St and Ladywell Walk. Since businesses on Wrottesley Street is within our thriving Chinatown/ Southside Bid, could you please see what you could do to improve this currently dead-end, dark and uninviting street? Big Wok on Wrottesley Street has already closed down, can we afford to lose anymore businesses?</p> <p>Wrottesley Street - Forgotten-Unwanted-Neglected</p> | Comments noted |
| 1 member of public | The road should have never been closed. As a result congestion around Pogada island has dramatically increased also due to Paradise circus closure. The archway should be placed by the Hippodrome Theatre, there's space for it without causing another unnecessary closure. | Comments noted |
| 1 member of public | <p>I like the public realm proposals, but I think there is enough capacity to segregate cyclists through the space and help to avoid conflict, especially with pedestrians with visual or hearing impairments. The cycle lanes seem to just end and then continue with steel roundals, while it might look more attractive, will it be legible for pedestrians with visual impairments? On this occasion I'm not sure blue road surfacing is required and a more subtle surface could be used that continues through the public realm and look more consistent.</p> <p>Moreover how will cyclists make the transition back onto Hurst Street on the corner of Inge Street? it's not clear.</p> | Comments noted |
| 1 member of public | <p>Without clear markings, or a segregated cycleway, I can see this square being quite hazardous to cycle across. There will be times, when this square is quite full, like at the end of performances at hippodrome for example. Trying to cycle across a busy square, where visitors may not be aware it's a shared space, is bound to lead to misunderstandings and possible, confrontations.</p> <p>Asking cyclist to get off and walk across this space, seems at odds with wanting more cyclist to cycle through the area (which forms part of the NCN5 route, as far as I'm aware). Markings on the floor will not stop people walking across this area, especially those who have been drinking in the area. Cyclists don't all work 9-5.</p> <p>Is this another example of the disjointed way BCC seem to work? Spend money, improving things one year (as with the A38 cycleway) and then, spend more, making it harder for them to travel that way in future.</p> | Comments noted |
| 1 member of public | It is my firm belief that side streets, especially Wrottesley Street, should be improved. Such thoroughfares attract small independent businesses which are the lifeblood of our city and which excite customers. The present neglected state of Wrottesley Street is a detriment to such businesses. | Comments noted |

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| 1 member of public | <p>As a former student living in Selly Oak and commuting to Aston uni by train, this new proposal, coupled with the new bike line would definitely have encouraged me to cycle to university.</p> <p>Focus on improving the pedestrian access and creating market space would draw me to the area more, during the day, rather than just on a night out in the gay village.</p> <p>It would be very interesting to see what is done with the proposed projectors, and trees would improve the feel of the area.</p> <p>Where I like the idea of improving access for taxis, I am quite concerned about opening the road up to through traffic. I feel it would be better to pedestrianise Thorp Street from the bend and provide access to emergency and service vehicles only. Moving taxis to Hurst Street or further up Thorp Street</p> | Comments noted |
| 1 member of public | <p>I love the Archway please ensure this isn't omitted from final plans. It would also be nice to include something showing this as the gateway to the Gay Village as well such as a rainbow crossing or pink triangle in the paving like the monument in Amsterdam. Approve of more trees throughout the area. Consider measures to increase a "cafe culture" around the edge of the new square by licensing venues to have outside patio areas The Green Room is a great example but full pedestrianisation will allow the units fronting Albany House to do the same this should encourage a vibrant street scene. It may be worth discussing with the hippodrome alternative arrangements for smokers as at interval the current square can be somewhat of a haze if possible a roof terrace or balcony or at the least a smoking area on Thorp Street.</p> | Comments noted |
| 1 member of public | <p>Great to see this area being consolidated as an active movement zone.</p> <p>Cycle route feels too compromised. Shared space like this exposes pedestrians with limited vision to unexpected conflict, and cyclists have to contend with unexpected changes in pedestrian routes.</p> <p>This is a critical link for the A38 cycle lane to feed in to, and merits clear demarcation. My preference would be for the cycle lane to be continuous, with retained segregation. Embedded roundells will not accomplish this. A better solution, compliant with the commitments for quality cycle infrastructure made by the city would be a path marked by waist high bollards, and a visually distinct surface between them indicating a through route. This protects the vast majority of the space for pedestrians whilst also securing safe flow of cyclists through the area.</p> <p>With the narrowing of Hill Street, it also appears that the contraflow cycle lane could be made bi directional to the corner of Hinckley Street, making for a safer crossing across a junction with conflicting traffic to the left, and creating opportunity for the continuous cycle path to connect all the way to New Street.</p> <p>Also unclear how cyclists get from southern approach into Ladywell Walk with this plan, and density of bollards. Cuts off a flow into market area for arriving cyclists.</p> | Comments noted |
| 1 member of public | <p>Residents of the Southside apartments should be considered. St John's Walk should be gated to allow residents some privacy and security as the footfall increases</p> | Comments noted |
| 1 member of public | <p>I think it would look good if there was a rainbow arch at the end of Hurst Street celebrating the gay community</p> | Comments noted |

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| 1 member of public | <p>I think the Chinese arch is a great idea as is the increased lighting and public realm. It would be good if owners of Albany House could be persuaded to improve the exterior of that building to make it more appealing in the square. It would be good if a statue was put there as a focal point for the square, perhaps to a local LGBTQ pioneer for the area or local artist to make it distinctive for the local community.</p> <p>Also, it would be good if some of the local vacant plots could be used for street food shops to bring the square to life.</p> | Comments noted |
| 1 member of public | <p>As a resident of southside I think the developments look absolutely fantastic. The pedestrianised square is an excellent idea and the proposed roundels across the square are a fantastic idea as the cyclists seems to just shoot all over the place.</p> <p>I hope that the Chinese development can go ahead, because it will bring more tourism to the area, for example London and Liverpool have fantastic Chinese areas as do some of the other international cities I have visited New York, Toronto, San Francisco etc. The arch and the foo dogs are an excellent idea.</p> <p>I would really like to see the bottom half of Hurst street get a revamp as well, the same granite pavements would be lovely, as would the trees along the roads. I think it would again make the area more appealing and increase footfall. Many gay villages I have visited in different cities have had a much tidier and inviting look. I think rainbow flags on the street signs such as in cities like (Liverpool and Toronto) would be fantastic. I also think the totems in the gay village should keep the LGBTQ flag on them all year round. A rainbow road crossing would also be nice, and perhaps so more flowers and plants in the area, or something similar to the pocket park that used to be outside loft. There are no really nice areas to sit down and relax in the area, I find many people sit down and eat lunch on the steps down st john's walk especially in the summer.</p> <p>A pedestrian crossing at the crossroads by Tesco and missing would also be beneficial? I find it difficult sometimes to cross that road as you can't see the traffic lights clearly.</p> <p>I really hope that the phone boxes in the area also disappear because they seem to attract beggars/homeless people and anti social behaviour.</p> | Comments noted |
| 1 member of public | I think the proposals look really nice and I think its a great idea to add a new archway | Comments noted |
| 1 member of public | <p>Overall I really like the proposals. I think a public square in this area is vital to allow footfall to pass freely in this area and the Chinese arch could be a landmark for years to come.</p> <p>I would however plant more trees and create seating areas so families can sit and take in the atmosphere.</p> | Comments noted |

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| 1 member of public | <p>It's very bland, aside from the arch. It is bog standard pedestrianisation and there's not a lot to really get excited about.</p> <p>There's a cycle lane, some funky lights and some, but very few trees. This area should be vibrant and exciting like Soho and adequately flow into Hurst Street, the abrupt end of the pedestrianised space next to Hurst street is odd, can you pedestrianise Hurst street so you have a lovely tree lined traffic free road?</p> <p>It's hard to get excited about the plan when you don't know anything about the street furniture that will be used, the details of the paving, how it will interact with hurst street, and whether the bridge building where snobs used to be have been demolished at this point.</p> <p>How will the route for cyclists through the shared space be adequately marked for cyclists? Maybe some light up lines that link the two cycle routes so they're an interesting feature at night too.</p> <p>If you want to go north on dudley street will you have to turn left into Ladywell walk and do a three point turn to then turn left onto Dudley street?</p> | Comments noted |
| 1 member of public | It will be a considerable improvement once completed, would be great to see the phasing plan and how this will impact on business and residents during the building work. | Comments noted |
| 1 member of public | Bad idea full stop, the road needs to reopen to relieve the increasing congestion on Pagoda Island. | Comments noted |
| 1 member of public | I would like to see some more green. There is a lot of paving within the City Centre, we need more green spaces for well being & natural drainage, as well as for attracting wildlife. | Comments noted |
| 1 member of public | It is a mess at the moment and needs making safer. Anything to do that is welcomed. | Comments noted |
| 1 member of public | <p>The proposed changes do not seem to be very big, but the resurfacing etc can definitely improve the public realm of this space.</p> <p>My main concerns are about the cycling route. Whilst these routes themselves are very good, they often lack connectivity to create a more comprehensive cycling network. A better connectivity of the cycling routes makes them easier to use, and can improve cycling in Birmingham in a wider sense.</p> <p>For instance, if you'd cycle from Thorp street towards Hill Street, there is no direct way to use the cycle path. A gap in the proposed central island would improve this.</p> <p>Also, it would be useful to not only consider the cycling connection between the cycleway and the Inge street, but also explicitly think about a connection to the Ladywell walk (and beyond).</p> | Comments noted |
| 1 member of public | <p>Hi, the design of hippodrome square is beautiful but I really don't think it's a good idea to add the Chinese archway (PaiLou) there. With such a big archway you will expect to see far/long beyond it but the distance between Albany house/hippodrome and the archway is too short. Not sure it's good Fengshui either, it feels out of proportion.</p> <p>I would replace it with a Chinese statue or bring the archway back out a bit, and design the turning space around it.</p> <p>Thanks</p> | Comments noted |

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| 1 member of public | <p>I cycle through the affected area twice daily as part of my commute. While I am broadly supportive of the plan to improve an area that I remember a being very vibrant (when I was younger and child-free and could actually go out), I am disappointed there are no fundamental improvements to the existing cycle provision as part of this scheme, especially as the new A38 cycle route terminates just south of this development, and with the council's policy of promoting alternative transport within the coming clean air zone. While it is now much easier to reach the edge of the city centre by cycle using the new blue routes, making further progress into and across the centre is still significantly affected by lack of segregated/traffic free cycle ways, and several choke points of which the area outside the hippodrome is one. There are 2 issues I regularly encounter:</p> <p>1) Congestion in the area immediately outside the Hippodrome. This is a significant choke point with pedestrian traffic crossing between the Hippodrome and the Arcadian. Combined with the (currently) very poor cycle lane marking here and down the north part of Hurst street, it can be hard to safely navigate around the pedestrian traffic. This is exacerbated when there are major events at the Hippodrome and crowd control barriers are erected outside, effectively cutting off this route completely. There are no alternative segregated cycle routes in this case and even dismounting and walking with a laden cycle is not possible when very busy. One of the aims of the plan seems to be to promote further events within this area resulting in even more disruption. I do not believe this plan is compatible with the presence of a major cycle route that can be relied on for city-centre travel, and that ultimately an alternative cycle route towards Sherlock Street will be required in this case. In the mean time, I would like to see the route made sufficiently wide and very clearly marked, regardless of aesthetics.</p> <p>2) Pedestrians stepping off the pavement onto the cycle way between Hinckley Street and Thorpe Street without checking it is clear. Pedestrians seem to view the cycle lane (subconsciously or otherwise) as a safe space away from the one-way motor traffic and will wander out without looking in the opposite direction. I witness cyclists having to make emergency stops or take avoiding action to prevent collisions on a weekly basis. I notice the plans show a barrier to the road side however there doesn't appear to be any kind of physical barrier to the pavement side that might help with this.</p> | Comments noted |
| 1 member of public | We need good sized public space for city events - they need to be designed for flexibility and permeability - I would hope the architects continue to consult Birmingham Hippodrome in the development of Hippodrome Square and are mindful of the East/West routes through and connection with Smithfield / Digbeth | Comments noted |
| 1 member of public | The area generally is going through a transition with a high degree of private sector investment in new developments. it would be incongruous for the public realm not to be improved and enhanced, particularly here on the Hippodrome doorstep where the current space is in such a poor state. | Comments noted |
| 1 member of public | I used to live in Southside & I know the area very well, it needs investment and much needed improvements are necessary, as a vibrant part of the city it has looked shabby compared to other parts of the city that are seeing investment. | Comments noted |
| 1 member of public | Create a cycle lane on hurst st from hippodrome to bromsgrove at for both directions. | Comments noted |

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| 1 member of public | <p>I like the whole idea of the public reclaim in this area, it certainly needs something. A few thoughts and ideas:</p> <p>1. The cycle lane cuts right through the middle of the square, I feel this is dangerous as not all public will realise its there despite signage and in different colours, plus I often see motorbikes using the existing cycle lanes and Hippodrome Square to take short cuts. It would also be difficult for cyclists to get through the Square when big events are on. and before/after shows when it's very crowded. Could an alternative route be found around the Square & Hurst St area?</p> <p>2. Trees - the existing trees in Hippodrome Square block natural light and visuals during Spring & Summer, you can't see the Hippodrome screen or down onto Hurst St - I think these should be removed & replanted elsewhere, the square itself kept tree free and have the trees in the proposed place alongside the cycle lane (so long as falling leaves in winter don't clog up the lanes.</p> <p>3. Tourist Attraction - look at giving the tourist and visitors some selfie or photo opportunities to constantly promote the area and make people want to come especially to see, for example, the Arch and lion statues will attract the Chinese visitors, maybe a big Hippodrome 'H' logo where theatre goers can pose for a photo with it in front of the Theatre before a show - so many try to get one with the screen, this would compliment and enhance it (removable for events) and for the gay community, a rainbow pavement from the back to backs/Sly Old Fox down to Tesco/Missing with rope LED light spots draped & connecting each lamp post which would shine white but colour change for events (green so St Pats, rainbow for Pride & Saturday nights) - a welcoming gateway to the gay area and a big focal/talking point, and cheap to maintain. And promote yourself, a big sign outside or near Snobs welcoming all to Southside, advertising what is ahead, Chinese Quarter, Gay Village, Back to Backs, Hippodrome, Dance Hub, BRB, Arcadian, etc.</p> <p>4. Controlled Taxi Rank - Abandon all on street parking on Inge St & Hurst St to have this area as a dedicated controlled taxi rank on Thursday to Saturday nights from 11pm-6am. All other times it would be open to all traffic & coaches as it is now.</p> | Comments noted |
| 1 member of public | I'm not sure about the oriental pagoda and all the other proposals are great as currently the space looks run down and once the cycling lane etc is put in that will create a pleasant space | Comments noted |
| 1 member of public | Particularly like the lighting. A big feature Chinese arch is long needed - Birmingham has long lagged behind London and Manchester in this regard | Comments noted |
| 1 member of public | The Hippodrome is an excellent theatre. Visitors need to feel safe visiting. There must be easy access to drop off by taxis. No cycles should be allowed near the entrance. Mainly patrons wouldn't expect a bike to be there. Mostly BEGGARS are a persistent annoyance. No homeless allowed near or beggars. To invite visitors from other main centres get rid of the beggars or so called music, prayers. Or anything else detrimental. | Comments noted |
| 1 member of public | I am very supportive of the proposals, especially measures reduce traffic and promote cycling and walking into the city centre. I am concerned that these proposals might affect small independent venues and businesses and believe that these should be fully consulted and engaged with | Comments noted |

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| 1 member of public | <p>As a resident who walks from Bromsgrove Street to work in Colmore Row past the Hippodrome twice a day and frequently uses this route more than 5 times a week I would make the following point:</p> <p>Taxis who wait for custom all over Birmingham , and in the streets in the area concerned run their engines continuously whilst stationary. This aggravates my lungs and causes unnecessary air pollution. I frequently make use of a particulate catching face mask as I am aware that the air pollution, particularly in the summer months, constricts my airways. Taxis waiting for the Hippodrome to come out queue up and keep their engines running. They do this for the matinee performances as well as in the evening, often twice a day.</p> <p>In the interests of air quality this activity should not be allowed, there is no reason for them to pollute the air in this way.</p> <p>As a condition of the proposed existing taxi ranks it would be beneficial to local people and to the local air quality of the environment to impose a condition on the use of those ranks which prohibits the continuous running of their engines unless they are electric vehicles. I would be very grateful, and so would the air quality if it could speak, if you would consider imposing such a condition.</p> | Comments noted |
| 1 member of public | <p>As a resident in the area I welcome the proposal. I would hope the proposal will help avoid the use of the Arcadian carpark for music events. The car park is an echo chamber and creates a cacophony. This years hip hop festival's use of the space was unbearable for local residents. Residents I have spoken to were also distressed by the day / evening long interference and disruption of their weekend. It was impossible to complain to you as your e-mail / phone lines were not answered at the weekend.</p> <p>I would like the cycle route across the proposed square to be clearly signed and delineated. This has been done successfully in joint pedestrian / cycle areas in Bristol, for example.</p> <p>The retained taxi ranks should be made subject to a condition prohibiting the continual running of engines while waiting. This could help the City work towards its clean air quality objectives.</p> <p>The planting of trees is good and provision should be made for them to be properly maintained.</p> <p>The trees recently removed further down Hurst Street near Sidewalk and Medusa should be replaced.</p> | Comments noted |
| 1 member of public | <p>It's good to make that area a public space but it is in the middle of the main cycle route into/out-of the city centre, the NCN5 Route. It is difficult to negotiate your way amongst pedestrians on a bike in front of the Hippodrome at present, this will potentially make it more difficult. When there are events on (e.g. last weekend 13-Jul-19) that route is blocked to those on bikes. The diversionary route that was put in place that day needs to be made the primary cycle route BUT with segregation so it is safe for all. Alternative segregated routes are probably also achievable.</p> <p>Any alternative segregated routes would also overcome having to run the gauntlet of the contraflow on Hurst Street between Bromsgrove Street and the Hippodrome.</p> | Comments noted |
| 1 member of public | Please can you link the end of A38 cycle path to Hurst st, Hurst St should also have a blue cycle path along it's entire length to the Hippodrome | Comments noted |
| 1 member of public | Fully pedestrianised area would provide a great area for outdoor events and attract a lot of people to the area. | Comments noted |
| 1 member of public | I think the archway is a good addition to China town and the area will be improved by pedestrianisation | Comments noted |

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| 1 member of public | <p>Is this cycle lane going to link the A38 / A34 blue routes ?</p> <p>Plenty of cycle parking please. 200 or 300 stands spread around the new square and surrounding area to really encourage people not to drive and create a critical mass of cyclists to the area.</p> <p>Discounts could be offered to Hippodrome customers that cycle to the venue.</p> <p>Prioritise public transport / Sprint</p> <p>When the square is fully open have zero tolerance of pavement parking or taxis hanging about on double yellow lines with engines running waiting for customers.</p> | Comments noted |
| 1 member of public | <p>You have completely omitted cycle parking and from the proposed design it appears that you are removing the existing cycle parking which is very well used and often oversubscribed. You are trying to improve the area and make it better but do not forget that it is not only a movement corridor, it is also a destination in itself and people will want to come here by their bikes seeing that you are improving the cycle facilities. But they will end up coming and there will be nowhere to leave their bike at and they will end up chaining it in unsafe places or somewhere where it will cause damage to the fancy bespoke street furniture. Also, there should be some benches/places to sit for the public to make sure that the public can dwell in the space and use it for different purposes - i.e. having lunch or coffee. The lack of seating is a terrible plague in Birmingham because designers think it causes antisocial behaviour - well we shouldn't let the few disrespectful people terrorise the rest and as a mitigation measure not provide a facility for the rest of society who can act in a civilised manner. Ensure and add to your materials specification that the paving on the square is either stain-proof or easily cleaned as it is guaranteed that after events organised often on the square it will be stained with spilled drinks etc and it will quickly look like someone projectile vomited all over - not an attractive look for a high profile area of the city centre (look the Metro Corridor for example of poor choice of footway surfacing).</p> | Comments noted |
| 1 member of public | <p>Given that the A38 cycleway brings a lot of cycle traffic through this area is a shared space the best option for cyclists heading towards new street station? Can an improvement also be included for cyclists at the corner of Inge Street and Hurst Street. The current layout has cyclists heading towards the city coming up to a blind corner with cars coming from Inge Street.</p> <p>Overall I like the proposal and like the inclusion of trees, could an additional green space be included such as a SuDS feature.</p> | Comments noted |
| 1 member of public | <p>I like these proposals as they it is important for Southside to have a public square that is a suitable and safe place for people to spend leisure time and for events to take place for the local communities.</p> <p>It looks like the proposal includes removing much of the clutter of old street furniture in the area, making Southside a more attractive part of the city to be in.</p> <p>The addition of more trees in the area is welcome, it may be a shame to lose them from the front of the Hippodrome, although it is necessary to create a usable space.</p> <p>The separated cycle lane on Hurst street is a good inclusion in the proposals, as is having trees between the road and cycle lane.</p> <p>The only thing I'd suggest doing differently is to take the proposals further, taking more space in the city away from cars and private vehicles and giving it back for people to use in the city.</p> | Comments noted |

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| 1 member of public | <p>I think the proposal is very good, however you should connect the cycle route from the Traffic lights by snobs all the way through to the Gay Village cycle route. Stopping and Starting it doesn't make sense and makes the situation of walking and cycling dangerous for both pedestrians and cyclists. Also if you do this then the cycle route will be available all the way from New Street station to Selly Oak, with the exception of a street or two.</p> <p>On this note, the Gay Village cycle route could do with being repainted as it could on Sherlock Street and one added to Pershore Road. I know there's a cycle route on the Bristol Road but Pershore Road is still used by a vast amount of cyclists (including myself).</p> <p>Also, there is constantly glass around Wetherspoons near the Hippodrome, near Snobs and the traffic lights opposite and Sherlock Street and now also a large amount of rubbish culminating on the new A38 cycle path. The glass is constantly there and is never cleaned. Could you not make the pubs (likely responsible) ensure their area is tidy and safe for everyone including smashed glasses (no doubt from their pubs) on the roads.</p> | Comments noted |
| 1 member of public | <p>Proposal is much already in place. The fundamental to Southside Realm improvement should be safeguarding residents from excess pollution and noise pollution during event nights, Friday and Saturday nights. At many instances our family can't sleep due to the continuous horn sounds, vehicle stop by inge street and playing loud music. I really hope this could be sorted.</p> | |
| 1 member of public | <p>Please ensure that there is adequate cycle parking around the new square. The existing cycle stands by the Hippodrome are well used.. this and the Arcadian right alongside are key destinations. Stands should continued to be available in this location. I'd suggest stands near the closure of Ladywell walk and also towards the Thorp Street junction to conveniently cater for the many other destinations around the square. Cyclists should be able to move from Thorp Street to the two way cycle track going inbound.. the kerbed divider as shown makes this an awkward manoeuvre. Some modification/reducing the length of the divider would make this easier.</p> | Comments noted |
| 1 member of public | <p>There should also be added protection for cyclists travelling North on Hill St. The proposed protections should extend up Hill St to at least the Junction with Station St.</p> <p>Turning bans for motor vehicles should not prohibit cycles - a left turn into Hill St from Smallbrook Queensway that bypasses the traffic lights would cater for cyclists - especially for cyclists coming from Bullring as this is a popular feeder road into NCN 5 (Hill St) - this is standard junction design in the Netherlands. Similarly, the no right turn onto Smallbrook Queensway from Hill St should not prohibit cycles as this is a popular route to Bullring, Eastside, Moor St and New St Stations, and provides a link between A38 and A34 cycleways.</p> <p>Why have the cycle stands outside the Hippodrome been removed in these plans? They are a popular parking spot and should be sensibly replaced.</p> <p>The single-phase pedestrian crossings at Smallbrook Queensway are a big improvement for pedestrians - why does one of them remain in two crossing phases, though?</p> | Comments noted |
| 1 member of public | <p>There is no cycle parking in the proposal - people need a safe place to lock up their pedal cycles if you want to encourage active travel.</p> <p>Share with care through the pedestrianised area rather than dismount. Leicester has been using this strategy for a number of years. Not everyone can dismount easily and walking alongside a bike is more awkward than pedalling it when the space allows.</p> <p>Signage is needed for people on pedal cycle to lead them to/from the A38 cycleway as well as into/through City Centre</p> <p>Hinkley Street is still an issue - drivers don't look for pedal cyclists only at oncoming traffic.</p> | Comments noted |

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| 1 member of public | <p>I would like to make note of why on the proposed plans there are no cycle stands being installed. There are already cycle stands outside of the Hippodrome and to remove them without any forethought of replacing them in the same location or near by I strongly feel is incredibly counter productive to any city plan.</p> <p>Please make provisions to put in at least the same amount of cycle stands. Many thanks.</p> | Comments noted |
| 1 member of public | <p>The increase in blue cycle path to allow safer cycling in the city centre and to reduce pollution is to be welcomed. It would be better if this was extended to join the new A38 blue way and the signage/directions improved including added where missing. I have ridden this route from Selly Oak and got lost when it ended as there were no signs. I particularly feel safe when the cycle way is distinct from the road and pedestrians.</p> <p>In principal it is always good to see improvements to an area. I also welcome pedestrianisation, and reduced traffic around the theatre area to make it more pleasant and to encourage people to stay in the area and spend money at local businesses.</p> | Comments noted |
| 1 member of public | <p>The provision for cyclists, which is metres from the end of the flagship A38 route, is weak. It throws cyclists into direct conflict with pedestrians. I get that there needs to be compromise, but there needs to be at least basic decent provision - not a soft "stainless steel roundels" route.</p> | Comments noted |
| 1 member of public | <p>I definitely agree that Southside could do with some investment of this nature.</p> <p>However, I have some concern over the fact the square is being created from having taken out a piece of road which could be providing a more logical outflow of traffic. Ladywell Walk will essentially be a dead end and given that this street is quite wide, the area could be perceived as being rather empty.</p> <p>When I visited the consultation event last month I put forward a different suggestion which I felt would have the same effect as what you're looking for:</p> <p>- continuation of the pedestrianisation of Hurst Street from Inge Street and down towards Bromsgrove Street. This would allow for a spill out of people from the pubs and restaurants along Hurst Street, along with an improved public realm for visitors to the Hippodrome, Back to Backs, Glee Club and the Arcadian. There could even be a little square created outside of the Hippodrome and the Old Fox pub. Importantly this area of Hurst Street is not so busy for vehicles and so would not help to cause logjams in other areas of the city centre. It would also afford the opportunity to keep Ladywell Walk in service as a one-way street as well as being open for coach parking, taxi bays and drop offs etc. Traffic should then hopefully disperse out onto Smallbrook Queensway to exit the city centre.</p> <p>However, if you are very much committed to the creation of the square as is presented in the proposals then I would recommend the following ideas:</p> <p>1) the section of Hurst Street which runs from Thorp Street to Smallbrook Queensway should be completely flat surfaced and in appearance should be converged with the materials of the new square so that there is a uniform identity to the whole area. My belief is that there will be minimal vehicle traffic that runs along Thorp Street and onto Hurst Street and hence I would consider it a missed opportunity not to transform this section of Hurst Street to make it more appealing to pedestrians and leisure dwellers. I would also remove the middle island of tree planting which I would consider an unnecessary barrier and rather, plant the trees on either side of the street</p> | Comments noted |
| | | |
| | | |

Southside Public Realm Improvement Scheme

Consultation Analysis Report

Date: August 2019

| Revision Record | | | | | |
|-----------------|-------------|-------------|------------|---------|----------|
| Rev | Description | Date | Originator | Checker | Approver |
| A | First draft | August 2019 | MM | | |
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Executive Summary

Introduction

Birmingham City Council (BCC) and Southside Business Improvement District (BID) have developed plans to create a vibrant and high quality public square outside the Hippodrome Theatre.

In 2011 the council adopted the Big City Plan which included proposals for improved streets and a public square in Southside.

The City Council have now completed the changes to traffic movements in the area. The final step is to transform the pedestrianised area outside the Hippodrome into a high quality, lively public space suitable for everyday use and special events. The square will create a new heart for Chinatown and will provide an enhanced setting for the Hippodrome and Back To Back Houses plus a gateway to the Gay Village. It will also transform pedestrian and cycling links between New Street Station and Birmingham Smithfield development. We expect that these improvements will add value and appeal to the area, attracting more visitors to this part of the city.

Well known as one of the most diverse and creative areas of Birmingham, Southside BID supports a diverse range of businesses. This truly unique public space will create a cultural heart for Southside to further promote the area, whilst celebrating and highlighting a huge range of local talent.

Not only will this be a great opportunity to attract new visitors and tourists to the Southside district, it will also increase dwell time and provide an exciting new space for events, festivals and entertainment to take place and act as a magnet to drive footfall.

Who took part in the consultation?

95 individuals responded to the consultation via BeHeard and 5 responses were received separately from key stakeholders and businesses/ organisation. Birmingham City Council also ran a number of public events to discuss the issues and answer questions.

Headline findings from the consultation

Of the 95 total respondents to the online questionnaire 82% of respondents said that they liked the scheme, of which 45% really liked the scheme. Additionally, 83% of respondents felt that the proposed scheme will have positive effect on businesses.

Analysis of the consultation responses identified key themes and concerns from local individuals and organisations including:

- 51% of respondents expressed their support for the proposed public realm scheme;
- 19% of respondents showed support for the chinese archway in particular; and
- 19% felt that the proposed cycle route needs to be segregated across Hippodrome Square.

Birmingham City Council

The City Council has thoroughly read and analysed each response to this consultation. Any aspects of the proposed design that has been highlighted through the consultation that can be changed will be considered when the scheme moves forward to detailed design. The responses to this consultation will also form part of the Full Business Case (FBC).

1 Consultation Process

1.1 Background

This report will look at the consultation process including various response channels. As well as the methodology used for the analysis of the consultation responses and the results of this analysis. This chapter provides an overview of the consultation process, outlining the methods of communication used by Birmingham City Council to promote the consultation as well as engaging with members of the public, businesses and other stakeholders.

The consultation was launched on Monday 17th June 2019 and ran for 5 weeks until Friday 19th July 2019.

The aim of the consultation process was to seek feedback from individuals and organisations that live or have a business in the Southside area on the proposals for the public realm improvements. Specifically identifying:

- Thoughts on the proposed public realm changes; and
- Perceived impact on businesses in the area.

1.2 Publicising the consultation

Birmingham City Council, along with its partners, used a number of different channels of communication to spread the word about the Southside Public Realm Improvement Scheme consultation. This included:

- Existing stakeholder and community networks;
- Existing email and other electronic communications (corporate BCC, Birmingham Connected);
- Press briefing (undertaken by the BID team);
- Letters delivered to all residents and commercial properties surrounding the scheme area. See **Appendix A** for the letter drop boundary plan;
- Social media activity including Facebook and Twitter (undertaken by the BID team); and
- Public events.

1.3 Response channels

Where contact was made through a channel other than Be Heard, we encouraged people to also complete the questionnaire online.

Other response channels included:

1.3.1 Online – Be Heard

All publicity directed citizens to BeHeard directly at <https://www.birminghambeheard.org.uk/economy/southsidepr/>

The following documents were available to view or download on the BeHeard site:

- Before and after Computer Generated Images (CGIs) of the proposed scheme; and
- Proposed technical plan of the scheme area.

1.3.2 Email correspondence

All email correspondence sent to transport.projects@birmingham.gov.uk was logged, acknowledged and responded to where relevant and appropriate. 5 emails relating to the Southside Public Realm Improvement Scheme were logged and responded to accordingly.

1.3.3 Public drop in sessions

Three face to face drop-in sessions were held. Two events were held in the Birmingham Hippodrome and one event at the Chung Ying Cantonese Restaurant. Consultation materials including CGIs and the proposed scheme plans were displayed at these events. The events attracted different levels of interest, with an average of 20 attendees per event.

Table 1: Time, location and number of attendees for each of the public consultation events

| Location | Event date | Approximate number of attendees |
|---|--|---------------------------------|
| Birmingham Hippodrome - Thorp Street Entrance, Hurst Street, B5 4TB | Monday 24 th June 2019 (15:00-19:00) | 23 |
| Birmingham Hippodrome - Thorp Street Entrance, Hurst Street, B5 4TB | Wednesday 3 rd July 2019 (10:00-14:00) | 19 |
| Chung Ying Cantonese Restaurant, 16-18 Wrottesley Street, B5 4RT | Thursday 11 th July 2019 (12:00-14:00) | 20 |
| | Total | 62 |

The consultation materials were also on display at the Southside BID office.

1.3.4 Stakeholder Communication

Emails were sent to stakeholders inviting them to give their views on the proposals via BeHeard, see **Appendix B**. Attached to the email was:

- A letter outlining the scheme and information about the drop-in sessions; and
- The Scheme Consultation Plan detailing the proposals.

Other stakeholder communication included Birmingham City Council Officers engaging with taxi representatives in informal discussions about the scheme prior to the consultation.

2 Methodology

Responses to the consultation were collated and analysed by Birmingham City Council. The results of this analysis are set out in this report.

2.1 Confidentiality

All responses to the survey were made anonymously and confidentially, with no personal details being requested that could identify the respondent, however postcodes were collected in order to ascertain how people living in different locations responded to the survey. The respondent's personal data was held by Birmingham City Council as the data controller. The survey was conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

2.2 Consultation Survey

The survey was a mixture of qualitative and quantitative questions, with the qualitative questions requesting people's comments in order to explain their views and give suggestions.

2.3 Analysis of Consultation Responses

2.3.1 Quantitative Analysis

Analysis was conducted on all responses to the quantitative questions. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all responses totals may equal 100%.

2.3.2 Qualitative Analysis

Each of the qualitative responses was read, analysed, and assigned to a theme or themes relevant to the question asked.

While the numbers of respondents mentioning particular themes and issues have been recorded and noted, caution should be applied in viewing and using the figures alone to support a particular position. A large proportion of respondents chose not to provide answers to all the qualitative questions in the consultation; therefore, it is difficult to view these numbers as indicative of the views of the entire set of respondents. It is important, therefore, that views and suggestions are taken on their individual merits and qualities, rather than their apparent popularity.

That being said, being able to view the number of respondents who highlighted a particular theme does provide valuable insight into key drivers for the views expressed in the quantitative questions.

We have set a minimum number of 15 responses by individuals mentioning a theme for them to be included in the analysis tables in this report. A list of additional themes mentioned by fewer respondents is set out after each question.

3 Respondent Demographics

3.1 Summary

95 individuals responded to the consultation via the questionnaire on BeHeard.

5 responses were submitted separately to Birmingham City Council from organisations and individuals including Transport for West Midlands and Hammerson.

3.2 Demographics

Optional equality questions were asked at the end of the questionnaire to be able to understand who had responded to the consultation. This data has been compared with demographic data from the 2011 census of Birmingham. Some demographics may be slightly under or over represented due to the diverse characteristics of Birmingham as a whole compared to the extent of the proposed scheme area.

3.2.1 Age

21% were under 29, with 27% aged 30-39, 20% aged 40-49, 17% aged 50-59 and 4% aged 60 or over. 10% gave no answer or preferred not to say.

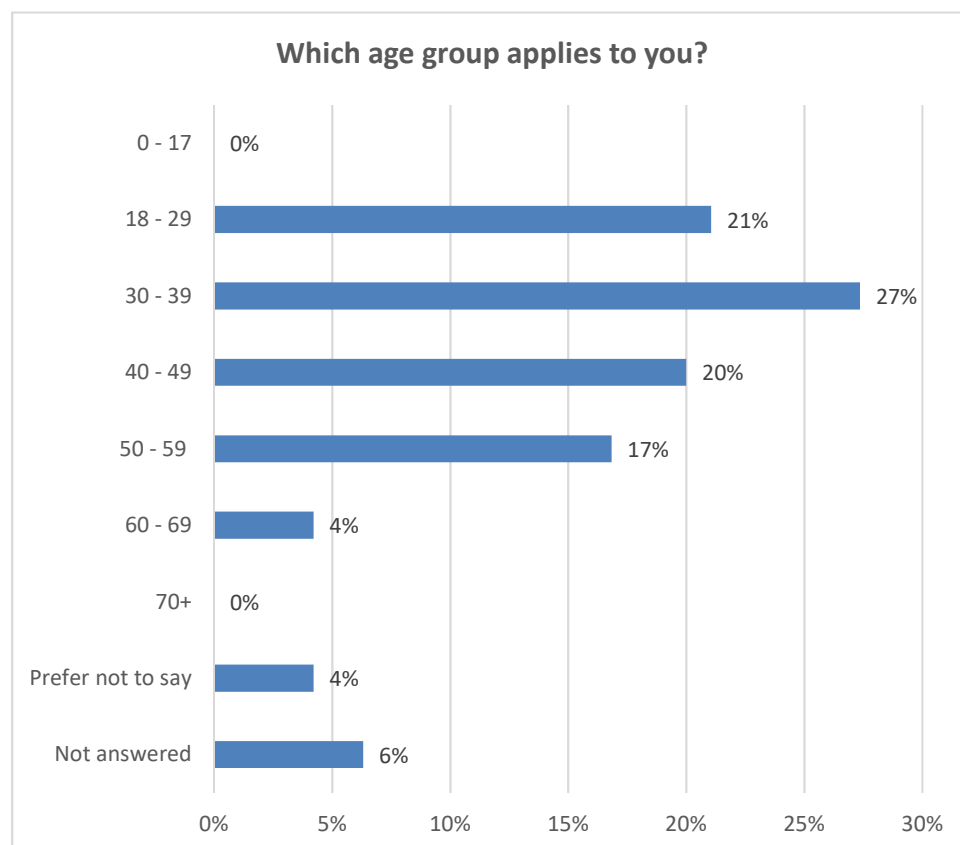


Figure 1: Which age group applies to you?

3.2.1.1 Comparison to Birmingham Population

The under 18s age group is significantly under-represented, as might be expected in this type of consultation. As a result, other age groups are over-represented in the

respondents to the survey, with the exception of those aged over 60 where this is an under-representation.

Table 2: Demographics - Age

| Age Group (Data from Census 2011 for Birmingham) | % of questionnaire respondents | % of Birmingham Population | Difference |
|--|--------------------------------|----------------------------|------------|
| 0-17 | 0% | 23.9% | - 23.9% |
| 18-29 | 21% | 14.0% | + 7% |
| 30-39 | 27% | 15.5% | + 11.5% |
| 40-49 | 20% | 12.7% | + 7.3% |
| 50-59 | 17% | 12.0% | + 5% |
| 60-69 | 4% | 9.1% | - 4.9% |
| 70+ | 0% | 13.0% | - 13% |

3.2.2 Sex/ gender

64% of respondents were male and 23% female, with 11% not answering or preferring not to state their sex/ gender.

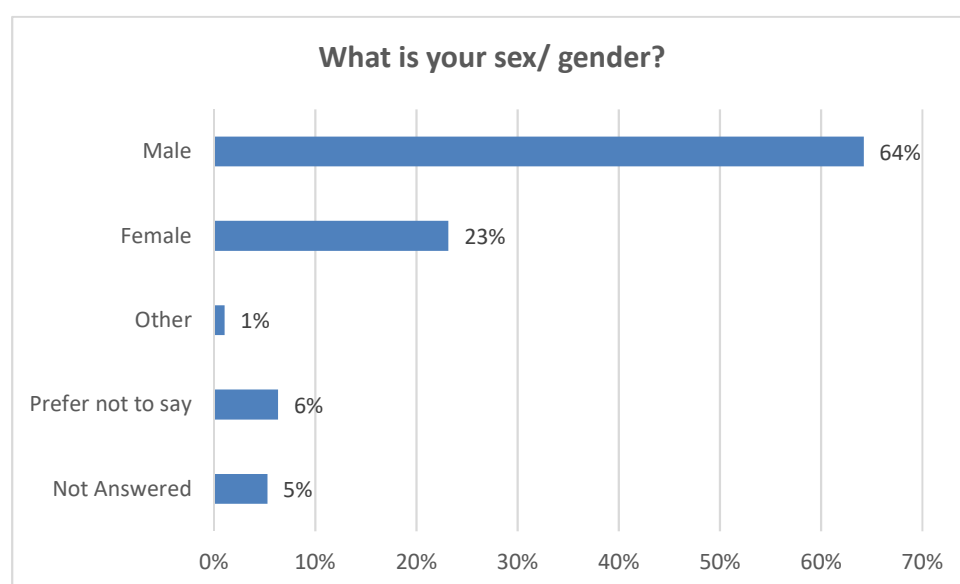


Figure 2: What is your sex/ gender?

3.2.2.1 Comparison to Birmingham Population

The survey has an under-representation of respondents who are female, when compared to the Birmingham population this is due to the small size of the sample.

Table 3: Demographics – Gender

| Gender (based on ONS Mid 2016 Population Estimates) | % of questionnaire respondents | % of Birmingham Population | Difference |
|---|--------------------------------|----------------------------|------------|
| Male | 64% | 49.5% | + 14.5% |
| Female | 23% | 50.5% | - 27.5% |

3.2.3 Disability

8% of respondents reported having a disability (defined as having a physical or mental health condition or illness lasting or expected to last for 12 months or more). 74% said they did not have a disability and 18% either did not answer or preferred not to say.

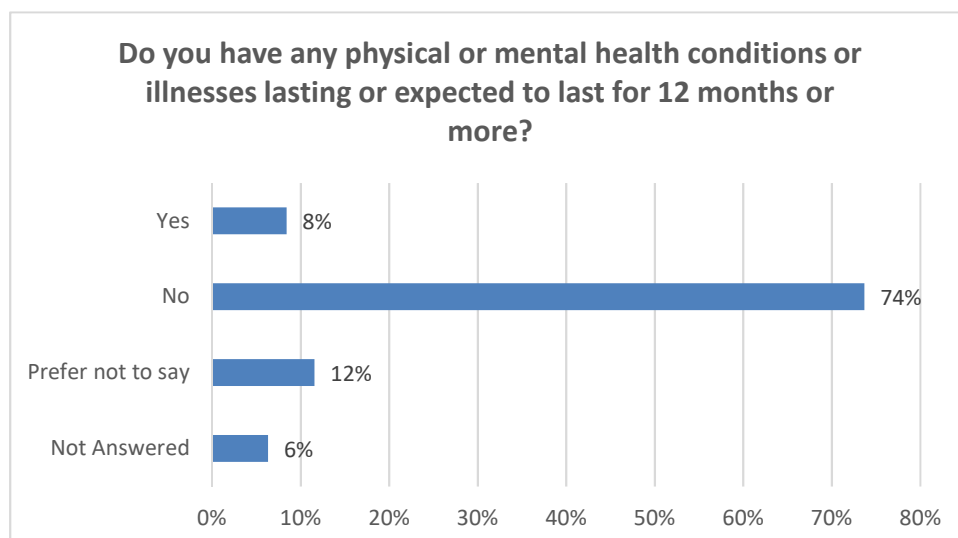


Figure 3: Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

3.2.3.1 Comparison to Birmingham Population

The survey has a slight under-representation of respondents with a disability, when compared to the Birmingham population.

Table 4: Demographics – Disability

| Disabled population (Data from Census 2011 for Birmingham) | % of questionnaire respondents | Difference |
|--|--------------------------------|------------|
| 18.4% | 8% | - 10.4% |

3.2.4 Ethnicity

71% of respondents described their ethnicity as White English/ Welsh/ Scottish/ Northern Irish/ British. 3% selected 'Other White background'. 3% described themselves as mixed/ from multiple ethnic groups. 5% reported that they were Asian/ British Asian. 1% said they were Black African/ Caribbean/ Black British. 3% of respondents described their ethnicity as from another ethnic group and 12% did not answer or preferred not to say.

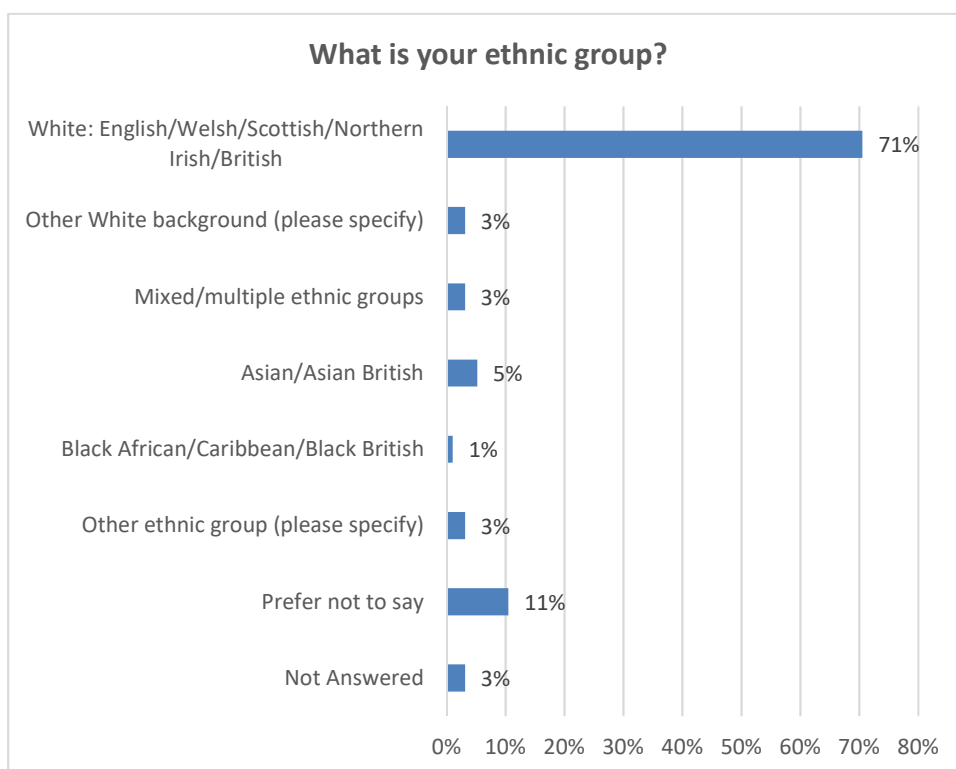


Figure 4: What is your ethnic group?

3.2.4.1 Comparison to Birmingham Population

The survey has an under-representation of respondents from Asian/Asian British and Black/African/Caribbean/Black British ethnic backgrounds, when compared to the Birmingham population. This has resulted in an over-representation of people from White ethnic groups.

Table 5: Demographics – Ethnicity

| Ethnicity (Data from Census 2011 for Birmingham) | % of questionnaire respondents | % Total Birmingham Population | Difference |
|--|--------------------------------|-------------------------------|------------|
| White | 74% | 55% | + 16% |
| Other white | 3% | 3% | 0% |
| Asian/ Asian British | 5% | 27% | - 22% |
| Black African/ Caribbean/ Black British | 1% | 9% | - 8% |
| Mixed/ multiple ethnic groups | 3% | 4% | - 1% |
| Other ethnic group | 3% | 2% | + 1% |

3.2.5 Sexual Orientation

54% described their sexual orientation as heterosexual, 22% as gay or lesbian, 1% as bisexual and 21% preferring not to say or not answering.

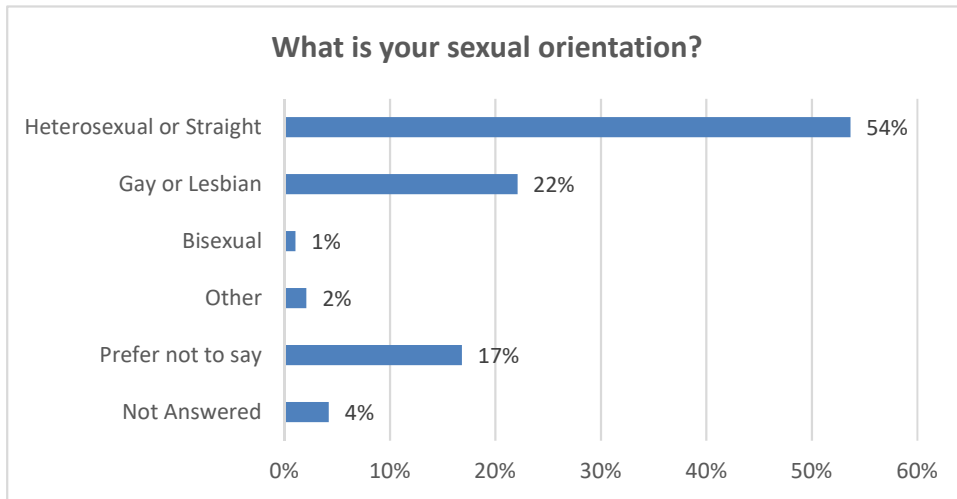


Figure 5: What is your sexual orientation?

This question was not asked in the 2011 Census therefore there is no comparison to the Birmingham population.

3.2.6 Religion

59% described themselves as having no religion, while 18% said they were Christian and 2% were Buddhists. 1% said they were Hindus whilst 18% did not answer or preferred not to say.

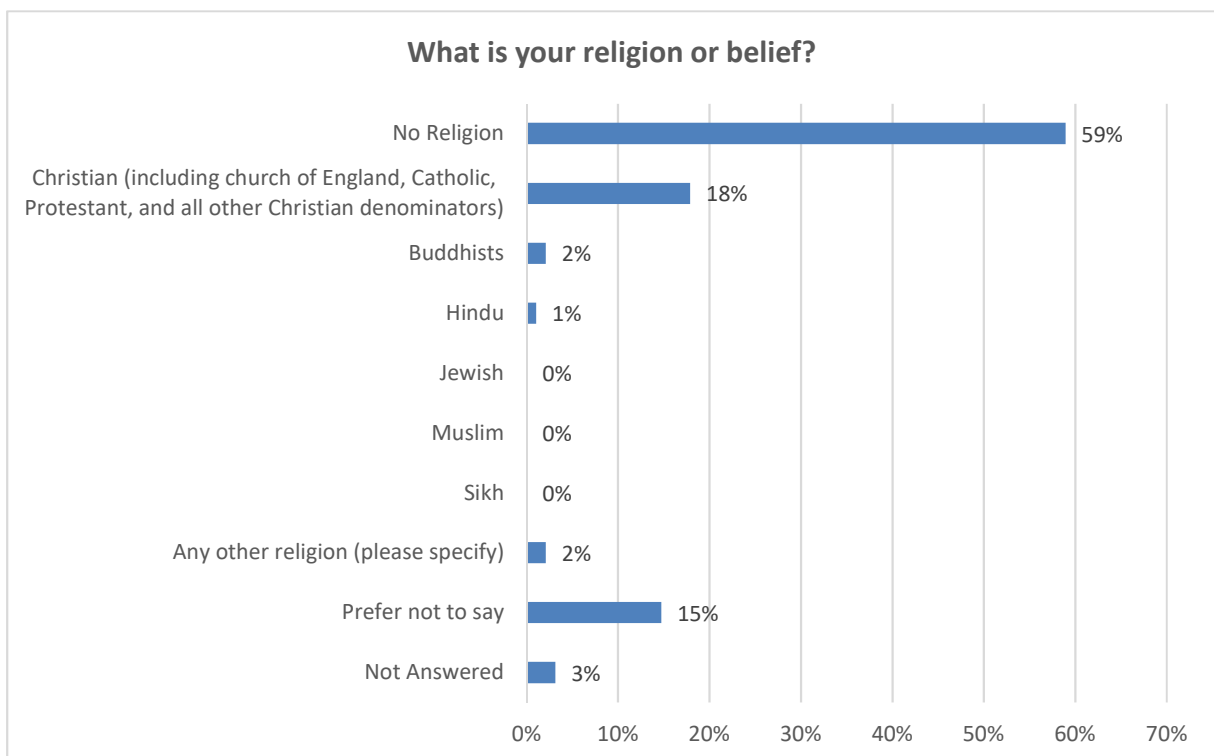


Figure 6: What is your religion or belief?

3.2.6.1 Comparison to Birmingham Population

The survey has an under-representation of people who identify as being from Christian and Muslim faiths, due to the small sample size compared to the total population of Birmingham.

Table 6: Demographics – Religion

| Religion (Data from Census 2011 for Birmingham) | % of questionnaire respondents% | Total Birmingham Population | Difference |
|---|---------------------------------|-----------------------------|------------|
| No religion | 59% | 19% | + 40% |
| Christian | 18% | 46% | - 28% |
| Muslim | 0% | 22% | - 22% |
| Religion not stated | 18% | 7% | + 11% |
| Sikh | 0% | 3% | - 3% |
| Hindu | 1% | 2% | - 1% |
| Other religion | 2% | 0.5% | + 1.5% |
| Buddhist | 2% | 0.4% | + 1.6% |
| Jewish | 0% | 0.2% | - 0.2% |

3.2.7 Location of respondents

Figure 7 shows the location the respondents to the consultation listed as their home address

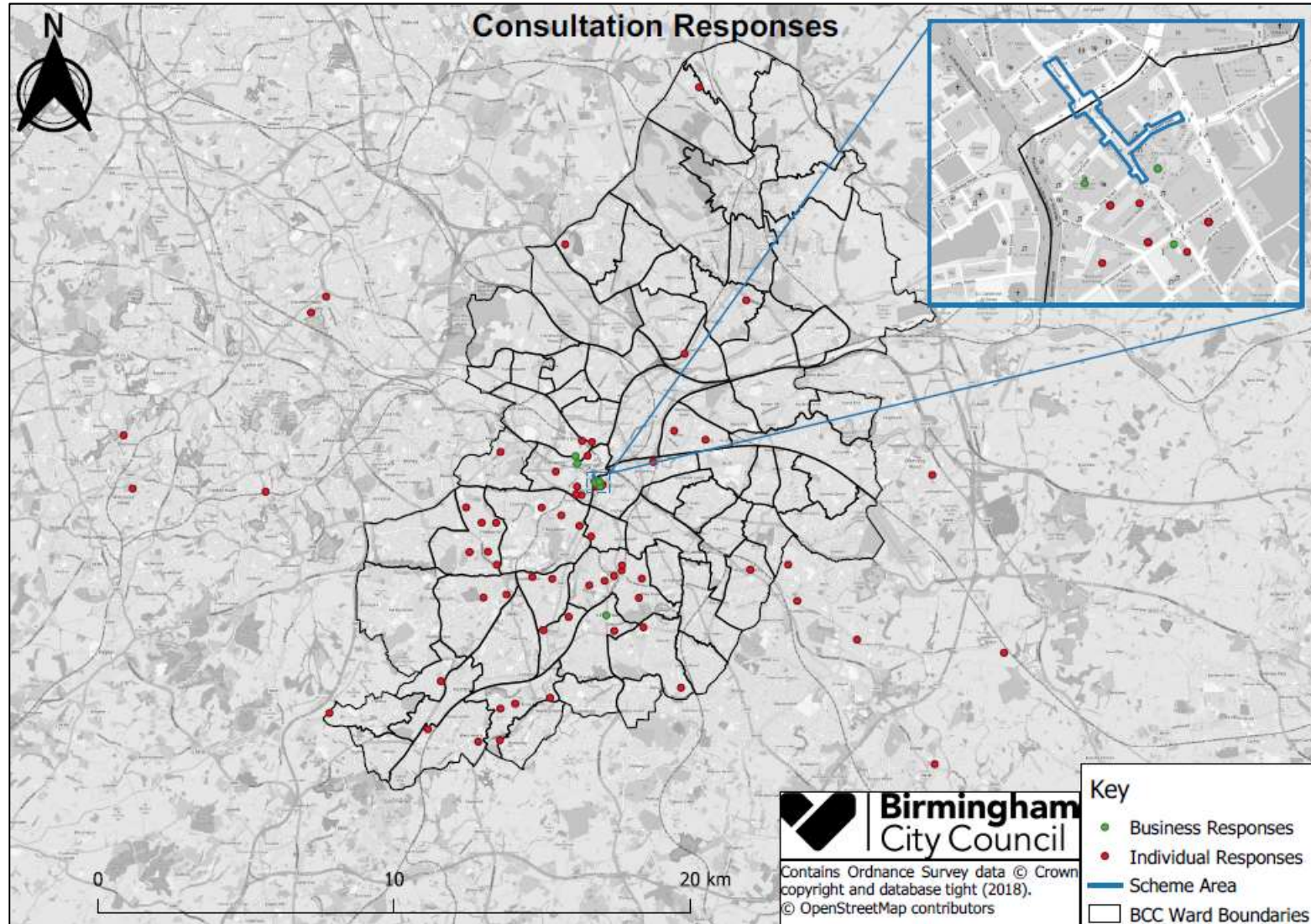


Figure 7: Location of responses for the Birmingham area.

4 Findings

4.1 About you

4.1.1 Q1. Who do you represent?

92% of respondents represented an individual citizen and 8% said that they were a representative of a group or organisation (including elected members).

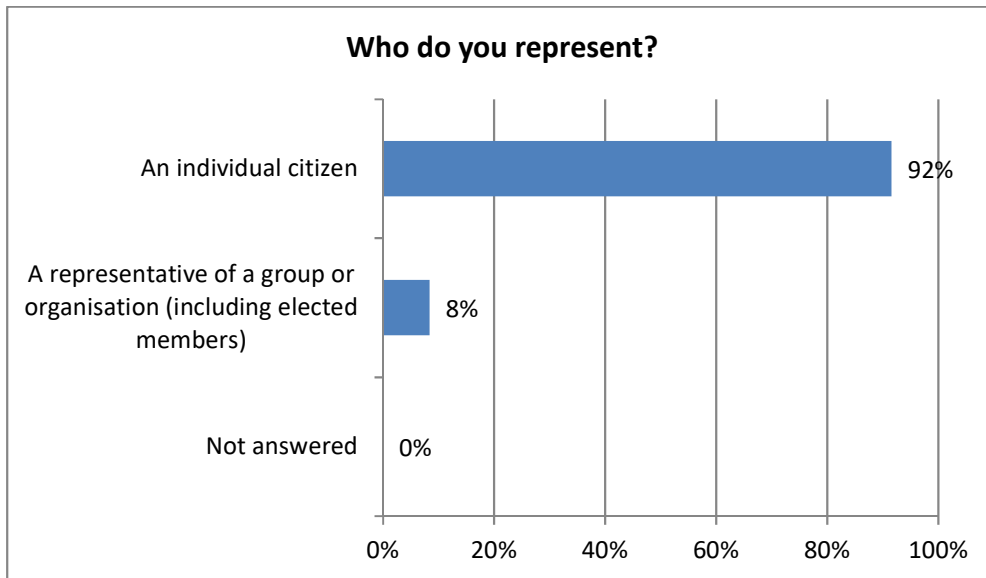


Figure 8: Who do you represent?

4.1.2 Q2. What is your home postcode?

See **Section 3.2.7** for location of respondents.

4.1.3 Q3. How often do you travel in Birmingham city centre by the following types of transport? - Walk

45% said that they travel by this mode at least twice a week. 7% travel by this mode once per week and 4% walk in the city centre once a month. 6% travel by this mode less than once per month and 11% never travel by this mode. 26% chose not to answer.

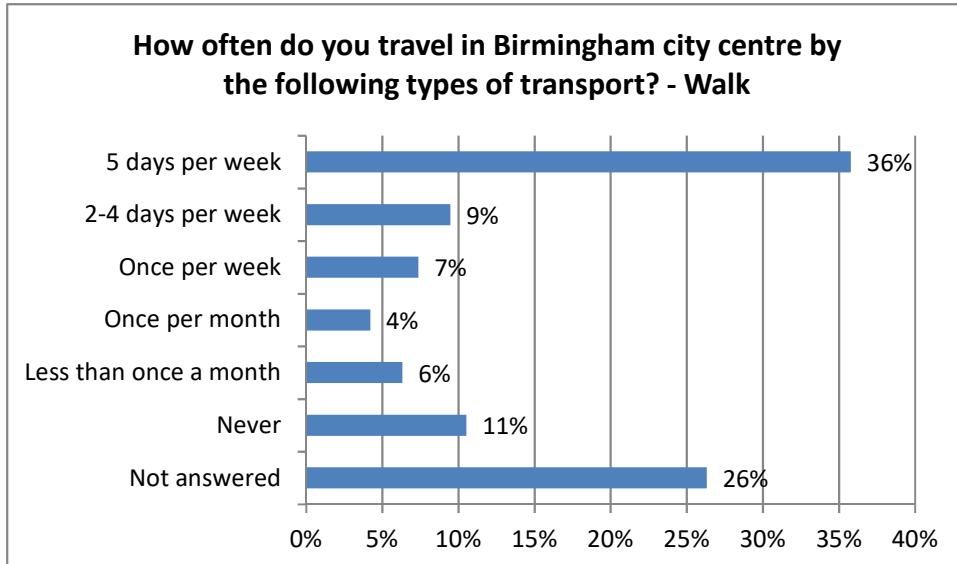


Figure 9: Trips by walking

4.1.4 Q4. How often do you travel in Birmingham city centre by the following types of transport? - Cycle

23% said that they travel by this mode at least twice a week. 6% travel by this mode once per week and 5% cycle in the city centre once a month. 33% never travel by this mode. 33% chose not to answer.

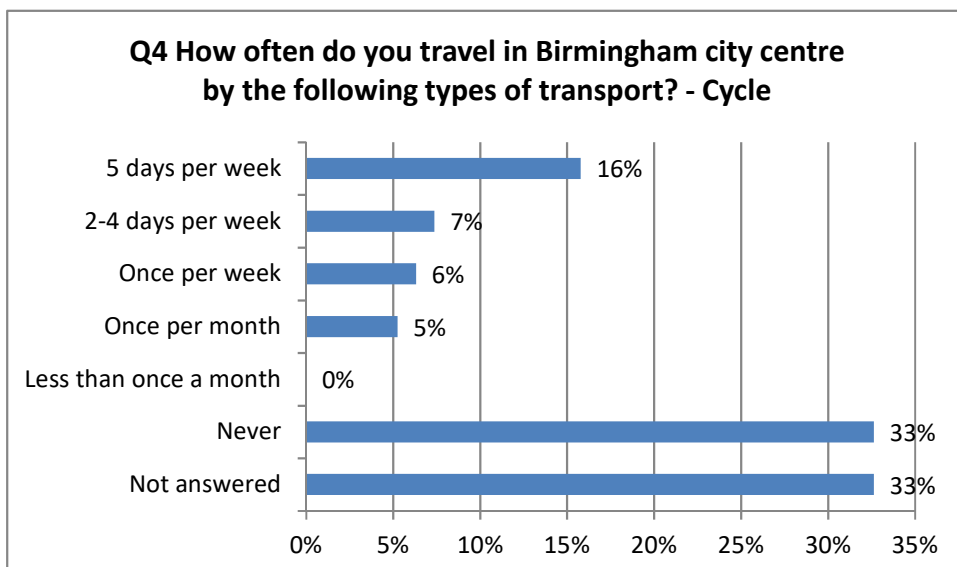


Figure 10: Trips by cycling

4.1.5 Q5. How often do you travel in Birmingham city centre by the following types of transport? - Bus

13% said that they travel by this mode at least twice a week. 11% travel by this mode once per week and 13% travel by bus in the city centre once a month. 12% travel by this mode less than once per month and 20% never travel by this mode. 33% chose not to answer.

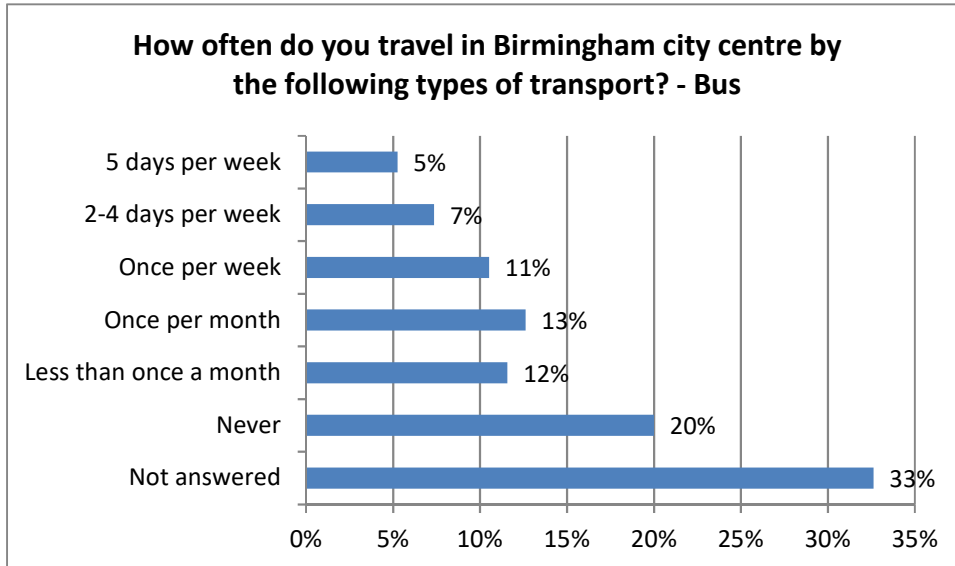


Figure 11: Trips by bus

4.1.6 Q6. How often do you travel in Birmingham city centre by the following types of transport? - Train

23% said that they travel by this mode at least twice a week. 12% travel by this mode once per week and 17% travel by train in the city centre once a month. 15% travel by this mode less than once per month and 11% never travel by this mode. 23% chose not to answer.

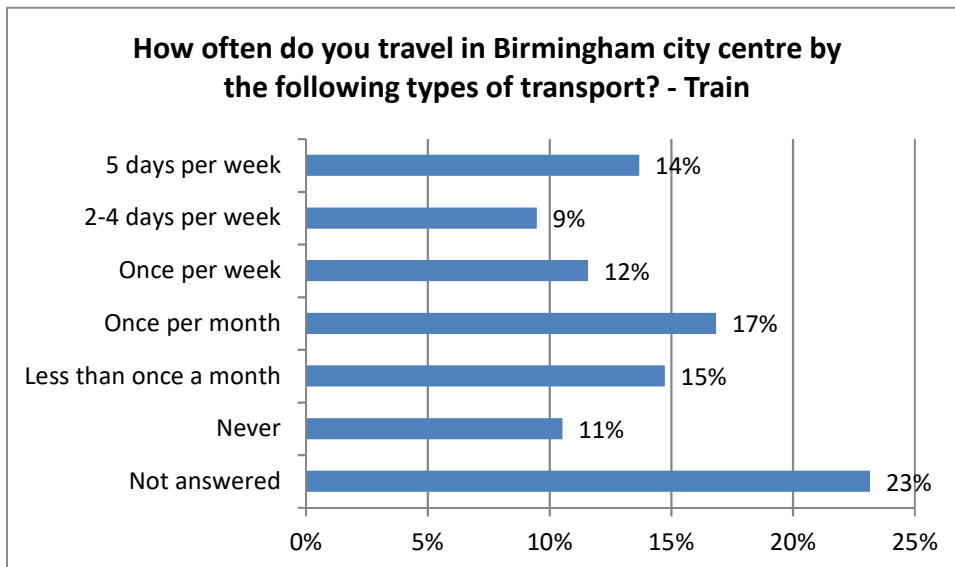


Figure 12: Trips by train

4.1.7 Q7. How often do you travel in Birmingham city centre by the following types of transport? – Tram (Metro)

2% travel by this mode once per week and 4% get the tram (Metro) in the city centre once a month. 20% travel by this mode less than once per month and 38% never travel by this mode. 36% chose not to answer.

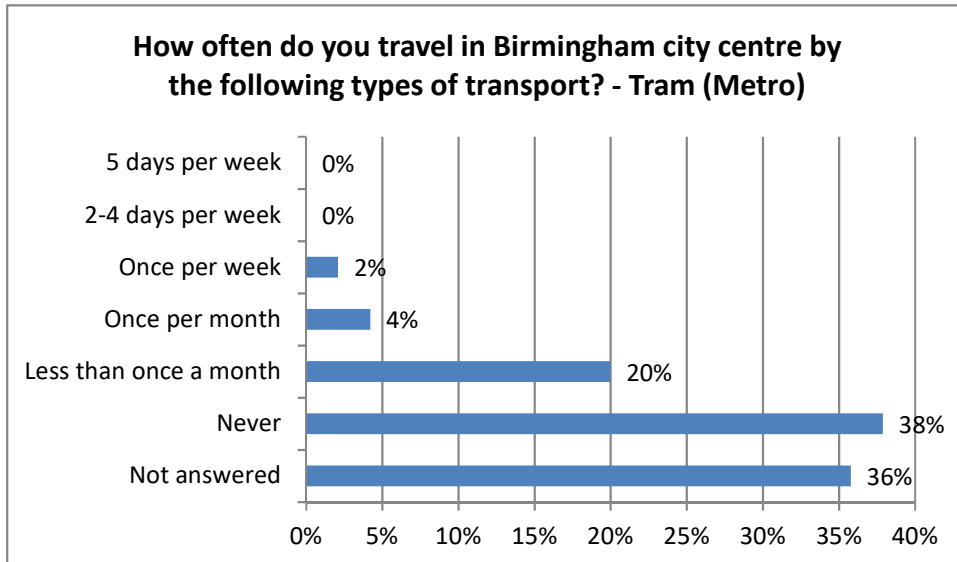


Figure 13: Trips by tram (Metro)

4.1.8 Q8. How often do you travel in Birmingham city centre by the following types of transport? – Motorcycle

63% never travel by this mode. 37% chose not to answer.

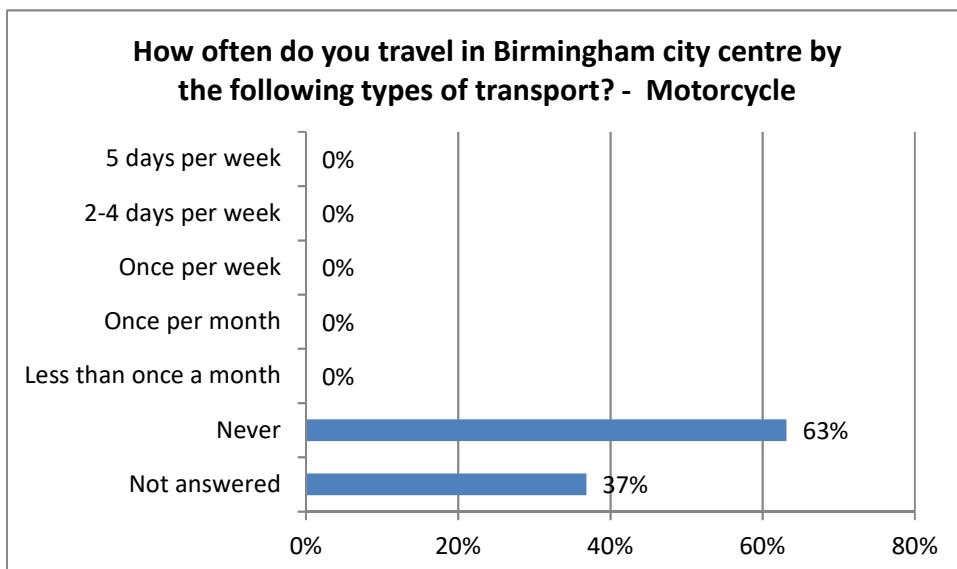


Figure 14: Trips by motorcycle

4.1.9 Q9. How often do you travel in Birmingham city centre by the following types of transport? – Car/ Van

16% said that they travel by this mode at least twice a week. 11% travel by this mode once per week and 13% travel by car/ van in the city centre once a month. 13% travel by this mode less than once per month and 24% never travel by this mode. 24% chose not to answer.

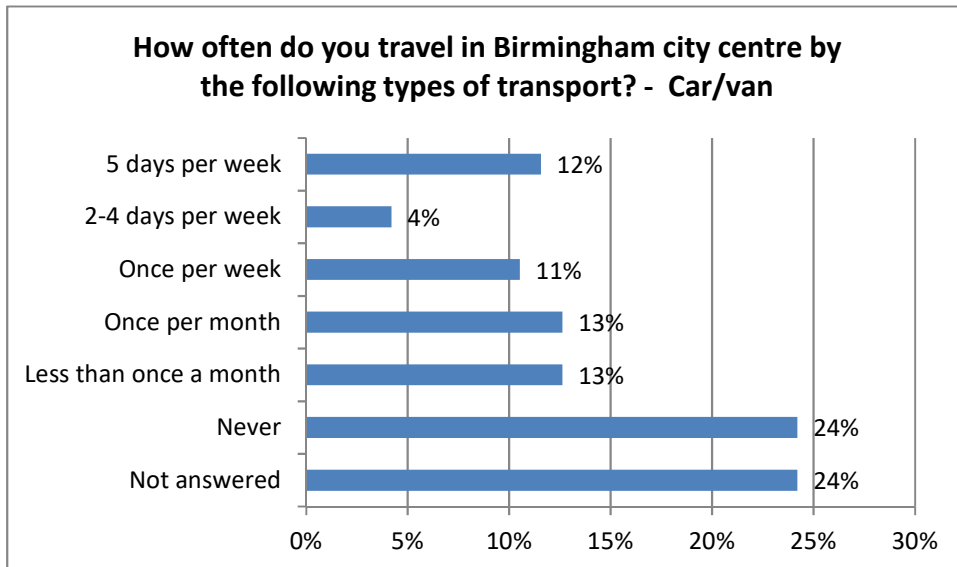


Figure 15: Trips by car/ van

4.1.10 Q8. How often do you travel in Birmingham city centre by the following types of transport? – Taxi/ Private hire (including Uber)

19% said that they travel by this mode at least once a week and 12% travel by taxi/ private hire in the city centre once a month. 24% travel by this mode less than once per month and 15% never travel by this mode. 31% chose not to answer.

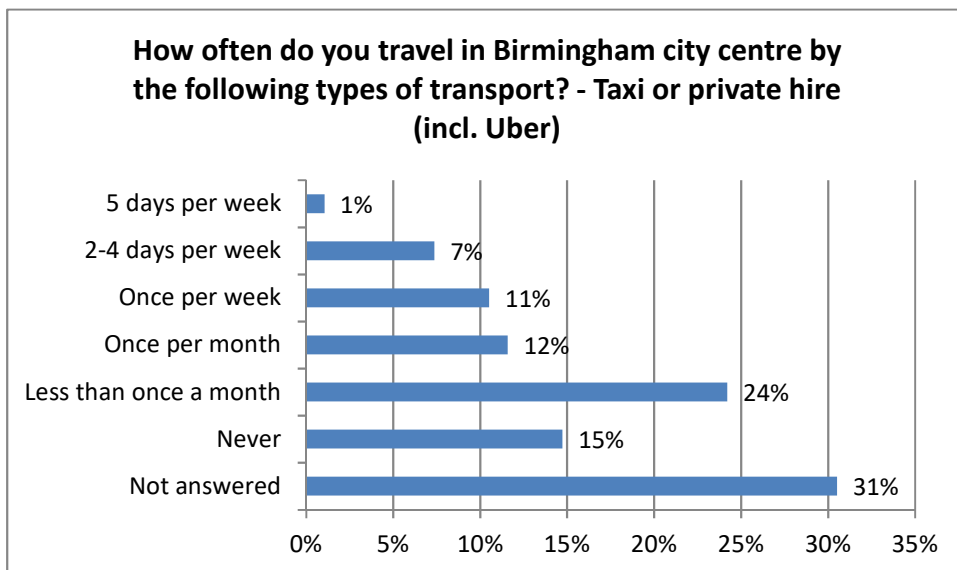


Figure 16: Trips by taxi or private hire (including Uber)

4.2 About the scheme

4.2.1 Q15. What do you think of these proposals to improve the public realm in Southside?

82% of respondents liked the scheme, of which 45% really liked the scheme. 8% had a neutral response and 9% did not like the scheme.

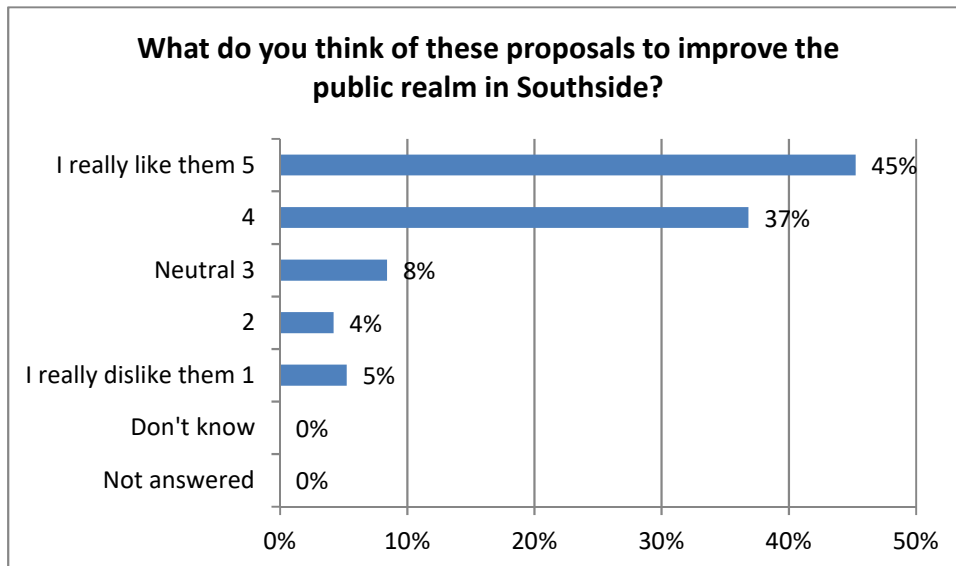


Figure 17: What do you think of these proposals to improve the public realm in Southside?

4.2.2 Q16. What impact do you think the proposals will have on businesses in the area?

83% of respondents feel that the scheme will have a positive effect on businesses in the area, of which 56% think the scheme will have a very positive effect. 6% believe that the scheme will have a negative impact on businesses. 2% answered do not know.

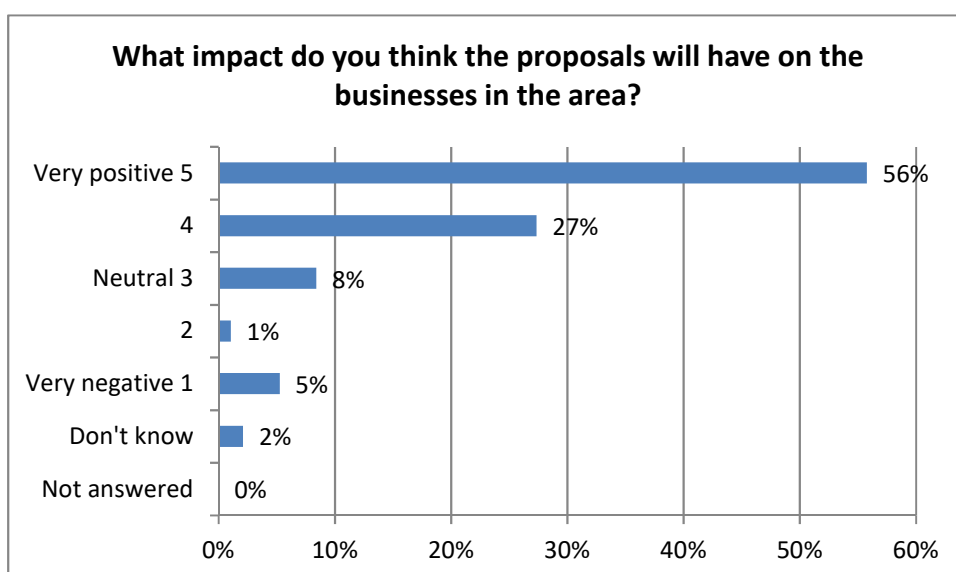


Figure 18: What impact do you think the proposals will have on the businesses in the area?

4.2.3 Q17. Please use this space to give us your views on the proposal, why you do or do not like it, and anything you think should be done differently

Respondents were also asked to provide their reasoning as to why they liked/ did not like the scheme and if anything should be done differently. There were 88 responses to this question and of these the most common themes are shown below:

Table 7: Views on the proposals – Most common themes

| Theme | No. of responses mentioning this theme |
|---|--|
| Supports the public space changes | 45 |
| Support for the archway | 17 |
| Continue the improvements to other areas | 15 |
| Cycle route across Hippodrome Square needs to be segregated | 17 |

Supports the public space changes

The majority of the respondents expressed support for the scheme. Many made reference to the public space improvements and how these improvements would make the area more attractive. Respondent's comments included:

"Really important step for Southside - great to see investment in a high quality public realm...."

"Really looking forward to the redevelopment of Hippodrome Square. This will transform the area to an exciting multicultural destination part of Birmingham and home to the Chinatown arch"

Support for the archway

One aspect of the scheme which respondents showed support for was the Chinese Arch. Some respondents commented that the addition of the archway would make the area a destination.

"I'm happy to see the arch is finally going ahead it should make the area more of a destination"

"Overall I really like the proposals. I think a public square in this area is vital to allow footfall to pass freely in this area and the Chinese arch could be a landmark for years to come..."

Continue improvement onto other areas

Some respondents felt that the proposed improvements should extend to include other areas. Other areas which respondents have suggested are the Gay Village, Wrottesley Street and further along Hurst Street.

"Really need to see this continued into the Gay Village also, with a second square somewhere on the lower part of Hurst Street potentially with some form of shared space near Sidewalk/Kent St."

"It is my firm belief that side streets, especially Wrottesley Street, should be improved. Such thoroughfares attract small independent businesses which are the lifeblood of our city and which excite customers. The present neglected state of Wrottesley Street is a detriment to such businesses."

Improvements to the cycling provision are needed

Many respondents, who are supportive of the scheme, expressed reservations about the proposed cycling provision. Many felt that the proposed shared use section across Hippodrome Square would negatively impact on safety for both cyclists and pedestrians.

Respondent's comments included:

"Excellent plans overall which I support, however I am concerned about the cycleway cutting through the middle of the pedestrianised square which I think could be a safety risk..."

"Without clear markings, or a segregated cycleway, I can see this square being quite hazardous to cycle across. There will be times, when this square is quite full, like at the end of performances at hippodrome for example. Trying to cycle across a busy square, where visitors may not be aware it's a shared space, is bound to lead to misunderstandings and possible, confrontations."

Additional themes that were highlighted include:

- Improvement to the area is much needed
- Will encourage more visitors to the area
- Continue the improvements to other areas
- Include more greenery, trees and outdoor seating
- Remove the phone boxes
- Negative impact on businesses

4.2.4 BCC's response

For BCC's responses to these comments are shown below in

Table 8: BCC's response to themes highlighted in Q17

| Theme | BCC's response |
|---|----------------|
| Supports the public space changes | |
| Support for the archway | |
| Continue the improvements to other areas | |
| Cycle route across Hippodrome Square needs to be segregated | |

4.3 About the consultation

4.3.1 Q18. Do you feel that the information provided has enabled you to make an informed comment on the proposals?

89% of respondents felt that the information provided enabled them to make an informed comment on the proposals.

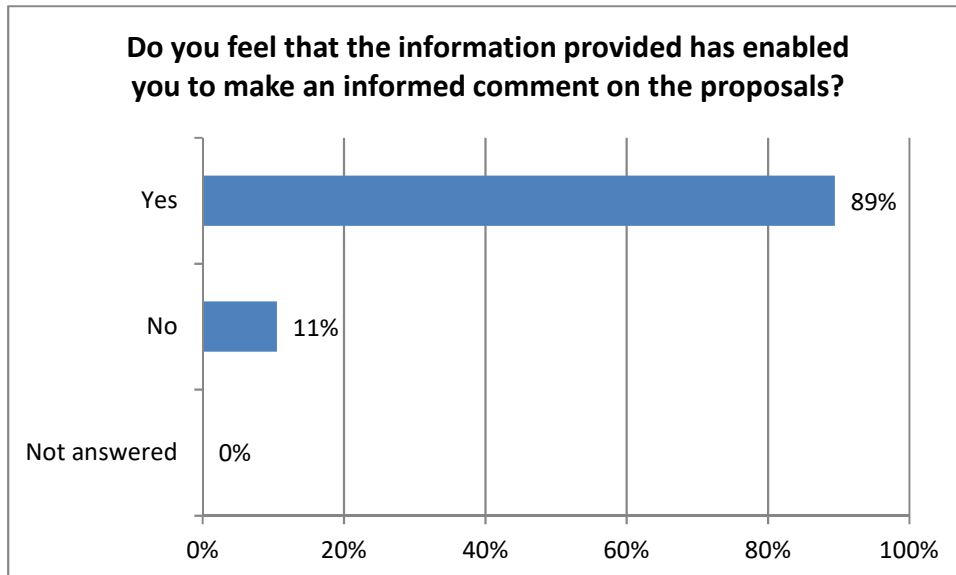


Figure 19: Do you feel that the information provided has enabled you to make an informed comment on the proposals?

4.3.2 Q19. What additional information would have helped you to comment on the proposals?

Respondents were also asked to provide comments or suggestions on what extra information could have been provided. There were 27 responses to this question and of these the most common theme for this question was that respondents would have like more and clearer visuals.

Would like additional and clearer visuals

Over half of the respondents to this question would have like to have seen more visuals of the proposed scheme. Some respondents would have liked clearer visuals of the proposed area to understand fully what the area will look like. Respondent's comments included:

"More visuals would have been helpful."

"More artistic impressions from different angles to see proposed plans clearly."

"Maybe more artist impressions but the information seems fine."

Additional themes that were highlighted include:

- More information on the proposed materials to be used
- For the consultation to have been better publicised
- More information on cost/ funding
- Aims of the scheme / what issues does it address
- Information on the construction and delivery timeframes

-
- Process of how the comments are read and passed on
 - More information on the types of events going to take place in the area

4.3.3 BCC's response

For BCC's responses to this theme is shown below in **Table 9**:

Table 9: BCC's response to themes highlighted in Q19

| Theme | BCC's response |
|-------------------------------------|----------------|
| Would like more and clearer visuals | |

4.4 Key Stakeholder Feedback

The table below shows the feedback received from key individuals, businesses and organisations and Birmingham City Council's response to their feedback. Also included in the table is a response by the schemes partner, Southside BID.

Table 10: Key Stakeholder Feedback

| Stakeholder | Response | BCC's response |
|--|---|----------------|
| Allison Kennedy | See Appendix C for full response | |
| Accor Invest (owners and operators Ibis Birmingham New Street) | See Appendix H for full response | |
| Century Management Ltd | See Appendix H for full response | |
| Hammerson | See Appendix D for full response | |
| Simon Needle | See Appendix G for full response | |
| Southside BID | See Appendix H for full response | |
| Staycity Service Apartments | See Appendix H for full response | |
| The DanceXchange Ltd | See Appendix H for full response | |
| The Arcadian | See Appendix H for full response | |
| Tim Gibbons | See Appendix E for full response | |
| Transport for West Midlands | See Appendix F for full response | |
| William Hill | See Appendix H for full response | |
| WMGC | See Appendix H for full response | |

Appendix A

Letter drop boundary



Figure 20: Letter drop boundary

Appendix B

Stakeholder email

Dear Stakeholder,

The City Council in partnership with Southside Business Improvement District (BID) has today launched its public consultation on the Southside Public Realm Improvement Scheme which aims to create a vibrant and high quality public square outside the Hippodrome Theatre suitable for everyday use and special events. The square will create a new heart for Chinatown, an enhanced setting for the Hippodrome and Back To Back Houses and a gateway to the Gay Village. It will also transform pedestrian and cycling links between New Street Station and Birmingham Smithfield development.

We expect that these improvements will add value and appeal to the area, attracting more visitors to this part of the city. A letter with plan showing the proposals is attached, and includes:

- High quality natural stone paving, suitable for pedestrians and cyclists, replaces the existing footway and old black top road.
- New lighting will be installed and old street clutter (e.g. poles from road signs) will be removed to create a new space for events in front of the Hippodrome.
- New trees will improve the look of the area and bring environmental benefits.
- The cycle route through the area will be retained, with a new central island on Hill Street to improve segregation from vehicles.
- Changes to taxi facilities.

Consultation will run for a period of 5 weeks from **Monday 17 June 2019** to **Friday 19 July 2019**.

You can view full details of the consultation and provide feedback online via [Be Heard](#), by attending one of our public drop-in sessions at the Birmingham Hippodrome Theatre, Hurst Street, B5 4TB on:

- Monday 24 June 2019 3pm to 7pm
- Wednesday 3 July 2019 10am to 2pm

If you require any further information or have any other queries, please contact us at transport.projects@birmingham.gov.uk

We look forward to hearing your views.

Kind regards

Infrastructure Delivery

Appendix C

Allison Kennedy's Response

Hello

As mentioned, just a few comments and questions about the cycling elements.

Notes

- National Cycle Network Route 5 passes through Southside Public Realm and is probably our busiest cycle route to and from the city centre. We have had some comments previously from cyclists saying that they are confused when crossing Smallbrook Queensway between Hurst Street and Hill Street (as it's two-way on Hurst Street but contraflow cycle lane on Hill Street)
- The new A38 blue Birmingham Cycle Revolution route starts from Kent Street just off Hurst Street.
- Our interim plans are to link the new A38 blue Birmingham Cycle Revolution to New Street Station and beyond to the A34 route by taking cyclists up Hurst Street and right onto Smallbrook Queensway.
- There is existing cycle parking within the pedestrianised area opposite Hippodrome foyer

Suggestions

- Would it be possible to have some markings across the Smallbrook Queensway junction to show that northbound cyclists need to take a diagonal line across?
- Could the scheme include some cycle direction signs, incorporating NCN5 and linking to cycle direction signs to be installed shortly for new A38 blue Birmingham Cycle Revolution route, as well as signs to New Street Station and Moor Street Stations?
- I assume that cyclists can make all turning movements at Smallbrook Queensway and it will only be motor vehicles banned from turning right?
- Could you add advanced stop lines for cyclists on Smallbrook Queensway?
- Can you show the cycle parking on the plans for the public realm? 'M' stands seem to be our standard design now.

Thanks

Alison

Alison Kennedy
Principal Transport Policy Officer
Inclusive Growth Directorate - Birmingham City Council
0121 464 9608 0788 523 5157

Appendix D

Hammerson's Response

Bullring – Southside Public Realm Improvement Scheme

Transport and Connectivity

Birmingham City Council

Birmingham City Council and Southside Business Improvement District (BID) have published plans to create a vibrant and high quality public square outside the Hippodrome Theatre, which include retaining existing cycle ways and adding new cycle paths and widening of footways. This representation welcomes the improvements as a whole around the Hippodrome Square, but is seriously concerned for the effects of all the proposed changes north of Smallbrook Queensway and would require a reconsideration of those proposals.

We would welcome a discussion with the scheme sponsors.

The plans change the operation of the Queensway / Hill Street / Hurst Street junction significantly. This junction gives the principal access to three main car parks associated with Grand Central / Bullring shopping centres, of which Hammerson is the owner.

Routes for access to Car Parks

Summary

Hammerson has reviewed the current parking provision and access to the Bullring car parks and the signing on the highway, with a view to rationalising, reducing and enhancing the signage for customers heading to the Bullring and Grand Central. A separate paper will discuss this with Birmingham City Council, but the work has demonstrated how the majority of vehicles arrive. There are 1195 spaces at Moor Street (Selfridges), accessed mainly by Park Street currently, 1015 spaces in the main centre car park, accessed by Smallbrook Queensway and 850 spaces at Edgbaston (Debenhams) car park on Dudley Street accessed via Hill Street.

Issue

The current proposals on the north side of Smallbrook Queensway propose 1) a Left Turn Only lane into Hill Street, 2) Hill Street narrows with widened footway and enhanced contraflow cycleway, 3) widening of the footway on Smallbrook Queensway and new pedestrian crossing and central island to NE.

Problem

All these proposals throttle traffic for the Bullring estate car parks down to a single lane, within 50m of the merge from Holloway Circus and exit from the Radisson hotel. This will generate a clash for those wishing for the outer lane to proceed straight on and not forced to turn left up Hill Street. Furthermore, the carriageway narrowing on the other side of the junction will generate increased clashes by inevitable vehicle movements that do not follow the segregated turn.

This will increase delays and consequently the air quality pollutants by unnecessary emissions, which the proposals should be addressing. There is a negative safety issue as well, when traffic flows clash, combined with the expected increased pedestrian movement.

The proposals also do not make clear how the two way segregated cycleway on Thorp Street integrates with the one way southwards cycle lane on Hill Street. Signals co-ordination will mean that allowing greens for exiting Hill Street (which would otherwise not be required) will add delay in reds on the main road. It is assumed that some traffic modelling has been provided as part of the proposals and it would be useful to review that.

Recommendation

Access from the north and west to any of the Bullring car parks is most likely via M6 J6 and the A38(M) Aston Expressway and the ring road. These all lead to Holloway Circus and Smallbrook Queensway. The main Centre car park is directly ahead on that road and the Debenhams and Moor Street Car parks have to be accessed via Hill Street. In view of the delay and pollution that will inevitably be generated by reducing the number of lanes on the approaches, we would recommend removal of all the current changes on the north side of Smallbrook Queensway. There may be other initiatives that could support the improvements on the south side and Hippodrome Square, but these particular ones will not succeed.

JCB

18 July 2019

Appendix E

Tim Gibbon's Response

Please can the below be added to the consultation responses:

I have no objection with the scheme proposals and support the scheme. As part of this scheme can the below be considered as this is an issue that has been present for some time and links into the scheme proposals:

- The existing the contra cycle lane, which starts to the south of the drawing and links Inge Street to Hurst Street towards its junction to Bromsgrove Street has received complaints from cyclists that they are getting complaints from motorists who think they are incorrectly cycling against traffic.
- The existing cycle lane in the opposite direction from Bromsgrove Street travelling into Hurst Street suddenly stops in front of a parking bay on Hurst Street (near its junction with Bromsgrove Street).
- Both these items need to be reviewed to consider what can be done to improve the existing facilities for cyclists, this might require the amendments of TROs.

The above cycling infrastructure were part of an earlier Projects scheme from 2007 approx. and the Southside public realm scheme could give an opportunity to address these issues and improve the area as a whole.

I'm happy to meet to explain and discuss further if required,

Best wishes,

Tim

Tim Gibbons MSc MCIHT
Local Engineer
Summerfield Community Centre
Winson Green Road
Birmingham
B18 4EJ
Tel 0121 303 5406

Email: tim.gibbons@birmingham.gov.uk

Appendix F

Transport for West Midland's Response

Hi,

There are some comments below from the cycling and walking team at TfWM. Apologies that they are late.

Emma

- There are no details on cycle parking in the development area.
 - Signage to lead people to the A38 cycle route needs to be included within these plans.
 - Should be shared space – share with care and move away from cyclist dismounting – it is more awkward to walk alongside a bike then it is to ride it slowly through a shared area (depending on the level of foot traffic). Also not everyone can easily mount/dismount and they are using their pedal cycle for mobility purposes (inclusive cycling). Leicester has done this for many years now.
 - Hinckley Street/Hill street is an issue. People don't look for cyclists coming down Hill Street and they look to the traffic going up they are trying to merge with.
 - Signage and wayfinding for people on pedal cycle needs to be better. Only the most experienced people on pedal cycles know what to do once they get into town.
-

Appendix G

Simon Needle's Response

Hi

Just from a BCC arboricultural policy perspective a few questions – which I have raised before.

- What is the impact on the existing 4 x hornbeam (not indicated on plan) currently in the pedestrianised section of Hurst Street? If these are to be removed we need to know the CAVAT value of these.
- What is the impact on the existing trees on the start of Hill Street 2 x Lime (not indicated on plan) - then as above CAVAT value etc.
- What species are proposed for replanting
- Has the tree species been matched to available rooting volumes – or if there is to be constructed tree pits then details should be shown of this – ideally these should incorporate SUDS.
- Assuming trees are well planted and expected growth occurs what is the projected CAVAT value of the replacement trees - is there a net gain or does any loss need to be evaluated and compensated for?
- Expected mature trees size should be indicated - to show potential clash with built infrastructure
- Has clash detection been undertaken with existing/ proposed CCTV considering both planted and mature tree size.
- Path resurfacing works are likely to impact on the existing trees on Smallbrook Queensway – Arb method statement would be required to detail working practices.

I know this is a public facing document but I have a lot of contact from well informed individuals who understand the benefits and requirements of trees and impacts on trees through development.

Happy to discuss

Regards

Simon

Simon Needle TechArborA.

Principal Arboriculturist/ Principal Ecologist

Inclusive Growth | Planning and Development | City Design and Conservation Team

Birmingham City Council

1 Lancaster Circus Queensway,

Birmingham B4 7DJ

PO Box 14439,

Appendix H

Business responses from BeHeard

Below in Table 11 are the responses from businesses in the area that were submitted to BeHeard.

Table 11: Responses from businesses that were submitted to BeHeard

| Stakeholder | Response |
|-----------------------------|---|
| The Arcadian | The area is in a very poor state and really needs to be upgraded to help with antisocial behaviour, littering and graffiti. |
| Staycity Service Apartments | The area certainly needs a spruce up, it will only help with footfall and appealing to visitors to the area. Currently the area under proposal looks tired and messy, and I feel the Chinese gateway is just what the 'Chinese Quarter' needs. |
| William Hill | As a business and a resident of Birmingham the proposal looks great. However I would like to make one recommendation that the phone box located outside William Hill/Albany House is removed as part of these works. Currently the phone box is linked with ASB/criminal activity. This has been reported to BT, police and the local BID |
| Southside BID | Really looking forward to the redevelopment of Hippodrome Square. This will transform the area to an exciting multicultural destination part of Birmingham and home to the Chinatown arch |
| WMGC | Meets the needs of Southside and its businesses to have a public open space for performance, festivals and other activities Brings the urban landscape of an important central area of Birmingham city centre up to a good quality Enhances route-finding and wayfinding Gives an iconic landmark to this area of Birmingham city centre |
| The DanceXchange Ltd | DanceXchange is based in the Birmingham Hippodrome where we deliver classes, performances and projects, and we also run Birmingham International Dance Festival which takes place in outdoor spaces across the city. These proposed developments will greatly improve people's perceptions of the area and in general are very positive. Our concerns, however, are that the Foo Dogs and Chinese Arch might impact on the permeability and access into the site (e.g. for performance sets and technical set up as well as audiences) and they might therefore limit the types of performance we can present in these outdoor spaces. We are also concerned that the Arch might 'block' East-West transit / connectivity to Smithfields / Digbeth. In addition, the unusual lampposts look like they may impede certain performances and visibility to the Hippodrome digital signage. Please also be aware that the city's signature festival, Birmingham International Dance Festival, produced by DanceXchange, along with the Hippodrome's B-Side and Summer-in-Southside festivals, take place over the summer so it is essential that the actual works to Hippodrome Square are not begun until Autumn 2020, AFTER the main festival period Jan – Aug. It will be important to work closely with Hippodrome partners in order to ensure that these much-needed improvements are not counterproductive, limiting our potential to put on exciting cultural events that showcase this quarter of the city and attract visitors to the area. Please do not hesitate to contact me should you wish to discuss any of my comments. |

| | |
|--|--|
| | <p>Many thanks,</p> <p>Clare Lewis, Executive Director DanceXchange clare.lewis@dx.dance / 0121 6679464</p> |
| Century Management Ltd | <p>As local managing agents representing 28 individual businesses (shops, restaurants, car parks etc) in this immediate vicinity we weren't at all sure about the impact the road closure would have and we continue to be concerned that some businesses have been impacted negatively. As time goes by we feel our tenants and their customers have slowly got used to it, but the delays in completion mean that the area looks very peculiar and disjointed. The proposals are welcomed and we hope there are no further delays in the timetable to complete the works.</p> <p>We do feel that all of the improvements and investment of significant funding has been concentrated to the top half of Ladywell Walk and Hurst Street, with the lower end of Ladywell Walk and particularly Wrottesley Street being ignored. These are as much a part of, and contribution to the "Chinese Quarter", but they feel left out and neglected. It is hoped some investment could be made to improve these areas to make them more inviting and attractive to visitors.</p> <p>We understand the benefits of the regular events such as Gay Pride, Chinese New Year, Cycle events etc, but during these events the roads leading to Ladywell Walk and Wrottesley Street are closed off and our car park tenants (surface car park fronting China Court and APCOA multi-storey car park on Wrottesley Street) suffer very badly as no cars can enter or leave. They get no choice in the matter or any compensation for a day's lost takings and these events seem to becoming more and more frequent now the pedestrian square is established. Hopefully something can be done to assist them.</p> |
| Accor Invest (owners and operators Ibis Birmingham New Street) | <p>We own and operate Ibis Birmingham New Street.</p> <p>We object to these proposals due to the alterations to the existing Ibis drop off facility. This is going to cause significant disruption not only to our business but also in-turn to the area which will counter productive. We do not believe the area will be able to operate with this alterations.</p> <p>The proposed land is not big enough to create a loading bay once measured.</p> <p>We reserve our right to object further but have requested an on site meeting to discuss our objection in full, by way of a General Manager, this with your Julia Robinson, Jaswant S Chawal and Wendy Lane.</p> |

Appendix I

Consultation questionnaire

Question 1: Are you responding to this consultation as:

Question 2: What is your home postcode?

Question 3: How often do you travel in Birmingham city centre by the following types of transport?

- Frequency of mode - Walk
- Frequency of mode - Cycle
- Frequency of mode - Bus
- Frequency of mode - Train
- Frequency of mode - Tram (Metro)
- Frequency of mode - Motorcycle
- Frequency of mode - Car/van
- Frequency of mode - Taxi or private hire vehicle (including services such as Uber)

Question 4: What is the name of your group or organisation?

Question 5: What is the postcode of your group or organisation?

Question 6: What is your name?

Question 7: Please confirm you are authorised to respond on behalf of your group or organisation.

Question 8: What do you think of these proposals to improve the public realm Southside?

Question 9: What impact do you think the proposals will have on businesses in the area?

Question 10: Please use this space to give us your views on the proposal, why you do or do not like it, and anything you think should be done differently.

Question 11: Do you feel that the information provided has enabled you to make an informed comment on the proposals?

Question 12: What additional information would have helped you to comment on the proposals?

Question 13: Which age group applies to you?

Question 14: What is your gender?

Question 15: Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

Question 16: What is your ethnic group?

Question 17: What is your Sexual Orientation?

Question 18: What is your religion or belief?

Appendix E – Risk Register (Southside Public Realm Improvement Scheme)

| Risk No | Risk description | Risk mitigation | Residual / current risk | | | Additional steps to be taken |
|---------|--|---|-------------------------|--------|----------------|--|
| | | | Likelihood | Impact | Prioritisation | |
| 1. | Programme over run so not complete ahead of CWG | Programme design will include contingency but also allow for works to be halted at suitable points until after the CWG if delays mean that over run is likely. Works to be phased pre and post games. | Low | High | Tolerable | The scope of work will be continuously reviewed to meet timescales in place when leading up to the CWG. |
| 2. | Disruption to road users during the construction stage | Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. The Contractor is to work with the Project Manager and Traffic Management Services to further investigate traffic management controls to implement the works with least overall impact to users. Members of the public to be informed prior to start of works of the likely disruption, the diversion routes and advised to use other modes of transport. | Medium | Medium | Tolerable | Ongoing |
| 3. | Objections of the scheme being received as a result of the advertisement of the Traffic Regulations Orders (TRO) | Detailed stakeholder management plan produced to ensure the Southside BID are involved throughout the scheme development to alleviate concerns surrounding the TRO implementation. Proposed | Medium | High | Tolerable | Consultation Ongoing. Project team to work with objectors to allay their concerns and seek to remove their objection. Present any remaining objection to decision maker with a rebuttal. |

| | | | | | | |
|----|---|--|--------|--------|-----------|--|
| | | TROs shown on consultation plans. | | | | |
| 4. | Design changes leading to increased construction cost | A robust design has been outlined for the tender process to adhere to, while a build contract will be utilised. | Low | Low | Tolerable | Ongoing |
| 5. | Costs overrun due to unknown factors emerging during construction | A contingency has been applied to elements of the work during the detail design to reflect risk. | Low | Medium | Tolerable | Maintain risk and contingency provision held against the project. The project team is planning to engage with the contractor through early contractor involvement and work collaboratively to find the most cost effective solution. |
| 6. | Impact of disruption due to local businesses during works implementation | Development of consultation and stakeholder plan to ensure good communication between the council contractor and business; visitors and other stakeholders. | Medium | Low | Tolerable | Ensure adherence to key performance indicators by contractors to minimise disruption. |
| 7. | Delays to statutory undertakers diversion works | Current C3 costs obtained from utility companies to ensure correct assumptions made. Majority C4 costs obtained, indicative C4 cost obtained for those awaiting confirmations. | Medium | Medium | Tolerable | Ongoing |
| 8. | Lead time of specified granite materials from China being longer than usual (Chinese New Year, COVID19), Brexit affecting supply from Europe. | Close liaison with suppliers. Early placement of key orders. Alternatives identified. | Medium | Medium | Tolerable | Ongoing |
| 9. | Covid-19 affects human resource availability and productivity | Social distancing on site. Ensure facilities are sanitised on a regular basis. | Medium | Medium | Tolerable | Ongoing |

Measures of likelihood/ Impact:

| Description | Likelihood Description | Impact Description |
|--------------------|--|--|
| High | Almost certain, is expected to occur in most circumstances. Greater than 80% chance. | Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long-term recovery period. |
| Significant | Likely, will probably occur in most circumstances. 50% - 80% chance. | Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from. |
| Medium | Possible, might occur at some time. 20% - 50% chance. | Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from. |
| Low | Unlikely, but could occur at some time. Less than 20% chance. | Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect. |

Southside Public Realm

Initial Air Quality Assessment

Birmingham City Council

7 February 2020

Quality information

Prepared by

Elisa Uginet
Graduate Air Quality
Consultant

Verified by

Garry Gray
Technical Director – Air Quality

Approved by

Garry Gray
Technical Director -Air Quality

Revision History

| Revision | Revision date | Details | Authorized | Name | Position |
|----------|---------------|-----------------------|------------|------------|--------------------|
| 0 | 07/02/2020 | 1 st Issue | 11/02/2020 | Garry Gray | Technical Director |
| | | | | | |
| | | | | | |
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Prepared for:

Birmingham City Council

Prepared by:

AECOM Limited
The Colmore Building
Colmore Circus Queensway
Birmingham B4 6AT
United Kingdom

T: +44 (121) 710 1100
aecom.com

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Tables

Table 3.1. National Air Quality Objective Values 6

1. Introduction

- 1.1 A package of improvement works is proposed around Hippodrome Square (the Scheme). This report describes a review of the potential air quality effects based on the preliminary design, as described in the preliminary design drawing CA-027000-16 (Revision B) (**Error! Reference source not found.**).
- 1.2 This assessment has considered the following documents:
 - Preliminary design drawing CA-027000-16 (Revision B)
 - National air quality objectives and European Directive limit values
 - Birmingham City Council's 2019 Air Quality Annual Status Report
 - Defra Background Pollutant Concentration Maps

2. Summary of Existing Conditions

- 2.1 The scheme is located over a 100m away from the A38 and properties on the side of roads affected by the Scheme are mostly shops, restaurants and offices, with only a handful of residential flats at first floor or above. Long term nitrogen dioxide (chemical formulae NO_2) and particulates (size fractions PM_{10} and $\text{PM}_{2.5}$) concentrations in the area need to be considered against the annual mean objective value (Section 3) at the external facades of the residential properties.
- 2.2 Due to the number of shops, and the central location, there is a high number of pedestrians that travel in the area. These are relevant receptors for short term exposure to nitrogen dioxide, therefore the 1-hour mean nitrogen dioxide objective (Section 3) is considered in this assessment.
- 2.3 Birmingham City Council doesn't have any monitoring locations within the area of proposed road improvements [1]. However, there is an automatic monitoring station on Lower Severn St (BCA 3), about 200m north west of the Scheme's location, which measures hourly mean nitrogen dioxide concentration and annual mean nitrogen dioxide concentration and can be considered representative of the air quality in the area of proposed road improvement. There are diffusion tubes located within 500m of the Scheme that record long term measurements of nitrogen dioxide but they all are located on the side of A roads and therefore will not be representative of the Southside Public Realm area.
- 2.4 The automatic monitoring site (BCA 3) measured an annual mean nitrogen dioxide concentration of $36 \mu\text{g}/\text{m}^3$ for 2018, the most recent year that data is available for. The hourly mean nitrogen dioxide concentration for this location was below the 1-hour mean nitrogen dioxide objective value of $200 \mu\text{g}/\text{m}^3$.
- 2.5 Projected particulate concentrations for the area including the Southside Public Realm location are provided by Defra's background concentration maps [Ref 2]. The 2019 projected PM_{10} and $\text{PM}_{2.5}$ concentrations location are $15.4 \mu\text{g}/\text{m}^3$ for PM_{10} and $10.3 \mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$. Particulate concentrations are well below the annual mean objective values and it is highly likely that the 24 hour mean objective value for PM_{10} is also achieved at this location, based on the margin of achievement of the long term objective.

3. Relevant Legislation and Policy

National Air Quality Strategy

- 3.1 The Air Quality Standards Regulations 2010 [3] set air quality limits for a number of major air pollutants that have the potential to impact public health. As required by the Environment Act 1995 [4] the UK Government has produced a Clean Air Strategy [5] which contains air quality objectives and timescales to meet the objectives to help Local Authorities manage local air quality improvements.
- 3.2 The objectives of importance in this review are those for nitrogen dioxide and particulates, as these are the pollutants of importance in Birmingham Air Quality Management Area, and traffic is a major source of nitrogen dioxide, so most likely to be affected by the proposed changes. The relevant objective values are shown in Table 3.1.

Table 3.1. National Air Quality Objective Values

| Pollutant | Averaging Period | Value |
|---|------------------|--|
| Nitrogen dioxide (NO ₂) | Annual mean | 40 µg/m ³ |
| | 1-hour mean | 200 µg/m ³ not to be exceeded more than 18 times a year |
| Particulate matter (PM ₁₀) | Annual mean | 40 µg/m ³ |
| | 24-hour mean | 50 µg/m ³ not to be exceeded more than 35 times a year |
| Particulate matter (PM _{2.5}) | Annual mean | 25 µg/m ³ |

Local air quality management

- 3.3 Birmingham City Council undertake yearly review and assessment of the local air quality within their district and publish the results as an annual status report [1]. The most recent report is for 2018 and covers the state of air quality within the city for that year and states that the main air quality issue in Birmingham is elevated levels of nitrogen dioxide as a result of road traffic emissions.
- 3.4 Birmingham City Council have declared an Air Quality Management Area that covers the whole of the Birmingham city. This was originally declared for nitrogen dioxide, due to the levels resulting from road traffic emissions. This was later extended to include particulate matter.
- 3.5 Birmingham City Council's focus is on achieving the national air quality objectives within areas that currently exceed the limit values, principally within and around the City Centre. A Clean Air Zone will be implemented in the city centre soon (planned 1st of July) and does include the area of proposed development.
- 3.6 Moreover, the new draft transport plan [6] announces that “access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.” At the Scheme's location, the implementation of that plan would not have any negative impacts that could be material to this initial air quality assessment.

4. Likely Effects on Air Quality

Are changes likely to worsen existing local air quality?

- 4.1 The main changes relating to road traffic arising from the Scheme will be the reduction of the carriageway width on Hill Street and Smallbrook Queensway. This means one lane will be removed on both those roads, moving the emissions from motorised vehicles a little further away from the nearest buildings.
- 4.2 Even if the implementation of the Clean Air Zone did not decrease the number of vehicles using roads within the study area, the removal of the previously mentioned two lanes shouldn't create any congestion that could result in exceedances of the short-term nitrogen dioxide concentration limits, given current baseline air quality.
- 4.3 Background particulates concentrations in the area of the road improvements are well below the annual mean limit. The small changes in the road conditions are unlikely to increase particulates concentrations to above the objective limit. Therefore, changes to particulates concentrations as result of the road improvements are not likely to worsen existing local air quality.
- 4.4 Although the nearest measured annual mean nitrogen dioxide concentrations are below the objective value at the measurement location by a small margin, the road improvements are unlikely to increase nitrogen dioxide past the objective value. It is unlikely that nitrogen dioxide concentrations with the improvement in place will exceed the 1-hour objective value more than the number of times allowed in the objective.
- 4.5 As the current annual nitrogen dioxide and particulates concentrations are below the relevant objective limits, and the changes to air quality resulting from the road changes are expected to be small to imperceptible, the air quality objective values for nitrogen dioxide and particulates are not expected to be at risk of exceedance as a result of the proposed road improvements.

Are the changes likely to be beneficial to wider air quality?

- 4.6 The beneficial changes in air quality as a result of the road improvements is not expected to be large. Therefore, any changes in air quality are likely to only occur on a very local scale, and any beneficial impact on the wider area will not be perceptible, although any reduction to emissions within the city is helpful to the city's wider aims of reducing background air pollutant concentrations.

5. Proposed Changes to Design

- 5.1 Given the very low risk of significant changes to the exposure of people to air pollutants occurring as a result of the Southside Public Realm improvements, no changes to the design of the development are considered necessary on air quality grounds.
- 5.2 Our recommendation is not to undertake post completion monitoring of the air quality within this study area, as it would not add any information of value with respect to air quality.

6. References

1. Birmingham City Council (2019). 2019 Air Quality Annual Status Report (ASR) (containing data for 2018).
2. Defra (2016). Background Pollutant Concentration Maps. Accessed via URL: <https://laqm.defra.gov.uk/review-and-assessment/tools/background-maps.html>, date accessed: 04/02/2020.
3. The Air Quality Standards Regulations (2010). Statutory Instrument No. 1001. The Stationary Office.
4. H.M. Government (1995). The Environment Act.
5. Department for Environment, Food and Rural Affairs (Defra) (2019), Clean Air Strategy 2019.
6. Birmingham Transport Plan 2031. Accessed via URL: https://www.birmingham.gov.uk/info/20013/roads_travel_and_parking/2032/draft_birmingham_transport_plan, Date accessed 04/02/2020.

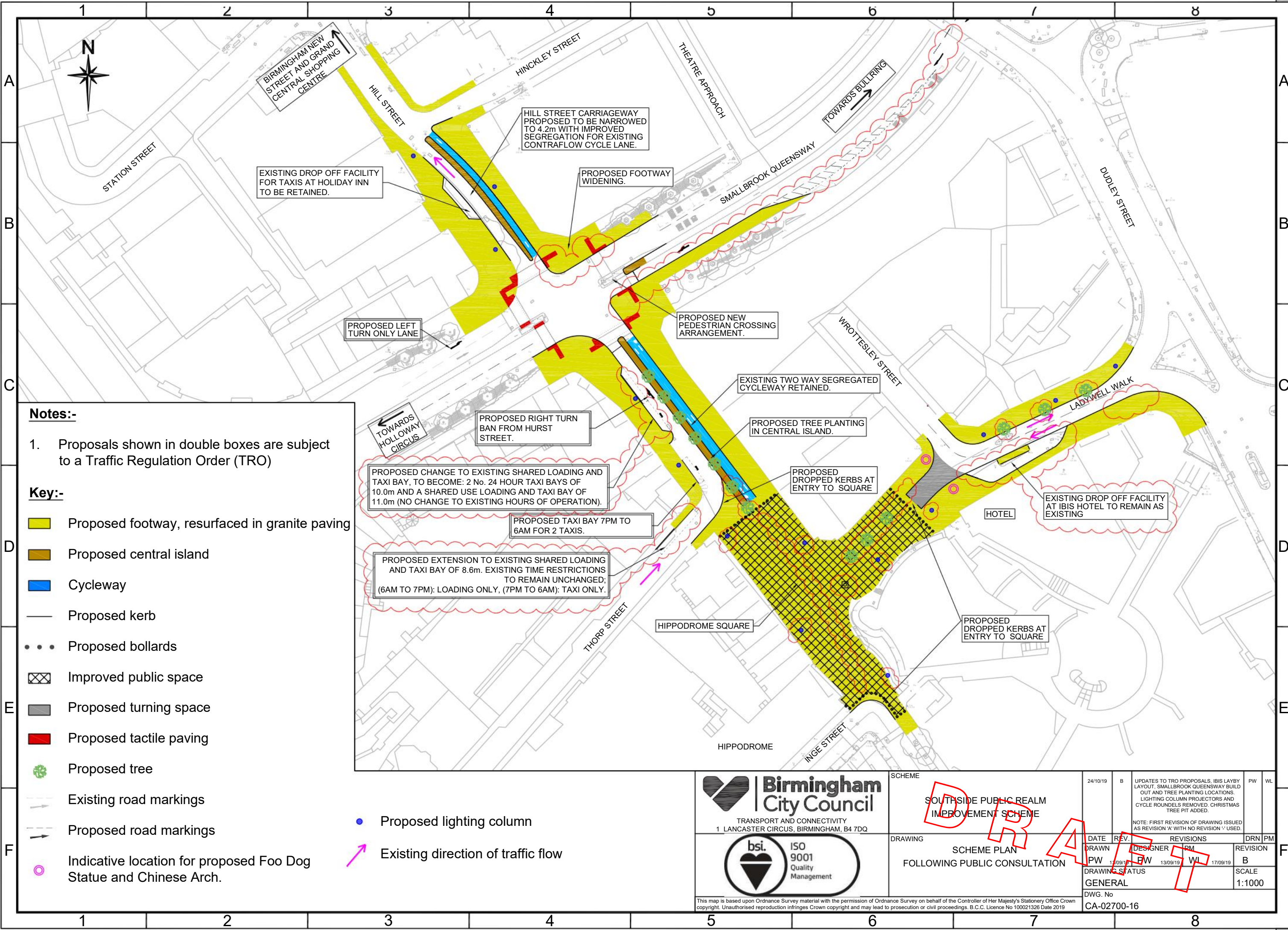
Appendix A

A copy of Draft figure CA-027000-16 (Revision B) used in this assessment is reproduced in this appendix.

FILE PATH - P:\GBBMA\Hard\TCS\Projects\5153307 - MTC_EZCOOP Phase 2\20_CAD\01_Drgs\01_Highways\CA-02700-16 B Scheme Plan.dwg



A3



Notes:-

- 1. Proposals shown in double boxes are subject to a Traffic Regulation Order (TRO)

Key:-

- Proposed footway, resurfaced in granite paving
- Proposed central island
- Cycleway
- Proposed kerb
- Proposed bollards
- Improved public space
- Proposed turning space
- Proposed tactile paving
- Proposed tree
- Existing road markings
- Proposed road markings
- Indicative location for proposed Foo Dog Statue and Chinese Arch.
- Proposed lighting column
- Existing direction of traffic flow

Birmingham City Council
TRANSPORT AND CONNECTIVITY
1 LANCASTER CIRCUS, BIRMINGHAM, B4 7DQ

bsi. ISO 9001 Quality Management

SOUTH SIDE PUBLIC REALM IMPROVEMENT SCHEME

SCHEME PLAN
FOLLOWING PUBLIC CONSULTATION

| | | | | | |
|--|------|----------|----|-----|----|
| DATE | REV. | DESIGNER | PM | DRN | PM |
| 24/10/19 | B | PW | WL | | |
| REVISIONS | | | | | |
| AS REVISION 'A' WITH NO REVISION 'I' USED. | | | | | |
| SCALE 1:1000 | | | | | |

DWG. No CA-02700-16

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Appendix G

Outcome of the Procurement Process -Southside Public Realm Improvement**1. Stage 1 – Selection Questionnaire (SQ) Stage**

- 1.1 The SQ shortlisting report was approved by the Head of Major Transportation Projects, Inclusive Growth and Head of Commissioning & Procurement on the 17th November 2020 and the top three ranked suppliers proceeded to the Invitation to Tender (ITT) stage:

2. Stage 2 – Invitation to Tender (ITT Stage)

- 2.1 Tender documentation was issued on 18th November 2020 to the three recommended suppliers, with a return date of 18th December 2020. The deadline was extended to 5th January 2021 to allow tenderers more time to complete their tender response due to the Christmas period and to allow sufficient time to liaise with their supply chain on material availability and pricing.
- 2.2 During the tender period, Bidder A withdrew, citing they could not proceed as they would require an additional 12 weeks for submitting a tender response by the deadline and also meeting the project programme delivery timescales due to their resources being allocated to other projects.
- 2.3 Tenders were returned by Bidder B and Bidder C by the deadline.

3. Evaluation Summary

- 3.1 The tender from Bidder B was discounted from the process on the basis of having submitted a non-compliant bid. Their bid was dependent on collaborative dialogue with the Council in order to reach mutually acceptable terms. Qualified statements cannot be accepted in accordance with the tender instructions.
- 3.2 Tenders were evaluated using a split of 50% quality, 15% social value and 35% price. The results of the evaluation process are detailed below.

Quality Evaluation

The results of the quality evaluation are set out below:

| COMPANY | <i>Bidder C</i> |
|-------------------------|------------------------|
| Score (Max 100) | 89.60 |
| Adjusted Score (Max 50) | 50.00 |
| Rank | 1 |

There were no issues arising from the evaluation of Bidder C's quality submission.

Social Value

The results of the social value evaluation are set out below.

| COMPANY | <i>Bidder C</i> |
|-------------------------|-----------------|
| Qualitative | |
| Score (Max 100) | 96.00 |
| Adjusted Score (Max 3) | 3.00 |
| Quantitative | |
| Financial Proxy | £2,242,955.88 |
| Adjusted Score (Max 12) | 12.00 |
| Overall Social Value | |
| Total (Max 15) | 15.00 |
| Rank | 1 |

There were no issues arising from the evaluation Bidder C's social value submission.

Price Evaluation

The results of the price evaluation are set out below.

| COMPANY | <i>Bidder C</i> |
|-------------------------|-----------------|
| Adjusted Score (Max 35) | 35.00 |
| Rank | 1 |

Clarifications were issued to the bidder and responded to. The price above is the final figure after completion of the pricing clarifications.




Overall Evaluation

The results of the overall evaluation are set out below:

| COMPANY | <i>Bidder C</i> |
|-----------------|-----------------|
| OVERALL SUMMARY | |
| Quality | 50.00 |
| Social Value | 15.00 |
| Price | 35.00 |
| TOTAL | 100.00 |
| RANK | 1 |

4. Recommendations

- 4.1 It is recommended that the contract for the Southside Public Realm Improvement Works should be awarded to Bidder C on the basis of the supplier having submitted a compliant tender submission in line with the requirements. The tender response is considered reasonable and demonstrates value for money as a commercial assessment of the price supplied was undertaken by the Council's technical advisor, Jacobs who analysed the cost of the works and found these to be in line with current industry rates and the expected cost of working within the restrictions outlined in the Contract. The cost is within the pre-tender estimate.
- 4.2 Further details are detailed in Exempt Appendix J

| | |
|---|---|
| Title of proposed EIA | Southside Public Realm Improvements |
| Reference No | EQUA466 |
| EA is in support of | New Function |
| Review Frequency | Six Months |
| Date of first review | 03/08/2020 |
| Directorate | Inclusive Growth |
| Division | Transport and Connectivity |
| Service Area | Transport Projects |
| Responsible Officer(s) |  Elena Browne |
| Quality Control Officer(s) |  Janet L Hinks |
| Accountable Officer(s) |  Andy Chidgey |
| Purpose of proposal | To seek approval for the Full Business Case for the Southside Public Realm Improvement Scheme. |
| Data sources | Consultation Results; relevant reports/strategies |
| Please include any other sources of data | N/A |
| ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS | |
| Protected characteristic: Age | Wider Community |
| Age details: | <p>Children, young people and the elderly can be more concerned over personal security and would be more sensitive to any changes in pedestrian access. Children and elderly people will be positively impacted by changes to pedestrian access through the resurfacing and public realm improvements to Hippodrome Square. The resurfacing will mean that particularly children and the elderly will be able to easily cross the Square without needing to step up/ down off the kerb or find a suitable dropped kerb to cross.</p> <p>Improved segregation of the cycle route will have a positive benefit for people of all ages, in particular younger and older cyclists who are less confident at cycling on busy roads. This</p> |

will lead to health and environmental benefits. Additionally, changes to the eastern pedestrian crossing at the Smallbrook Queensway/ Hurst Street junction will make access easier for cyclists of all ages and those in wheelchairs or with prams to navigate the crossing. On-crossing detection will be used, to identify whether the green time needs to be extended slightly to allow older people to clear the crossing.

The consultation received responses from a range of age groups. The majority of age categories were over-represented in comparison to the 2011 census of Birmingham. The age categories that were either not represented or under represented were 0-17 years which was not seen as unusual. Over 60s were also under represented, however this is due to the small amount of responses to the consultation.

Protected characteristic: Disability

[Service Users / Stakeholders; Wider Community](#)

Disability details:

The proposed scheme will bring benefits to disabled people by improving existing pedestrian and cycle measures in the Southside area. Wider and level paving footways and improved crossing facilities will bring benefits to disabled people making travel through the area easier.

The improved public space will impact pedestrian access across Hippodrome Square. However, these changes will be positive as the removal of the existing road layout and resurfacing it with granite paving will allow for better pedestrian access. This resurfacing will mean that those with mobility issues or use a wheelchair/ walking aids can

easily travel across the Square without having to step down off the kerb or find a suitable dropped kerb.

The improvements to the existing cycle route will include using coloured paving route for cyclists. The coloured surface will help define where user groups should be on the highway, particularly for those with a visual impairment e.g. pedestrians and wheelchair users on the footway and cyclists on the cycle route, therefore improving safety for all. People with a disability, who want to cycle, are likely to benefit from these proposals knowing that they can use the route, segregated from vehicles and pedestrians.

The changes to the eastern pedestrian crossing at the Smallbrook Queensway/ Hurst Street junction will make access easier for those in wheelchairs to navigate the crossing.

The public realm measures being introduced as a part of this scheme will improve connectivity between Birmingham New Street Station and the Chinese Quarter as well as providing a future route to Smithfield development.

The public consultation included engagement with disability groups to seek their feedback on the scheme proposals. Although they did not submit a response, feedback was collected from individuals who stated they had a physical or mental health condition or illness. 2011 Census data was collected for Birmingham. The public consultation feedback received an under representation from disabled people as 8% of respondents stated they had a disability compared with census

data which shows 18.4% of people in Birmingham had a disability.

Responses received from those with disabilities were analysed and despite some concerns all who responded showed support for the overall scheme.

Protected characteristic: Sex

Gender details:

Wider Community

2016 mid-year population estimates show that for Birmingham has a 49.5%/ 50.5% split of males and females respectively. The consultation responses represented a 64%/ 23% split of males and females, with 11% selecting prefer not to say or not answering. The survey has an under representation of respondents who are female, when compared to the Birmingham population, this is due to the small number of respondents to the consultation. It is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage people because of their gender.

Protected characteristics: Gender Reassignment

Gender reassignment details:

Not Applicable

It is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage transgender people.

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Not Applicable

It is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage people who are married or in civil partnerships.

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

Not Applicable

The improved public space will positively impact pedestrian

access across Hippodrome Square as the removal of the existing road layout and resurfacing it with granite paving will allow for better pedestrian access. This resurfacing will mean that expectant mothers with reduced mobility and mothers with prams and small children can easily travel across the Square without having to step down off the kerb or find a suitable dropped kerb.

It is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage people who are pregnant.

Protected characteristics: Race

Wider Community

Race details:

Compared to England and Wales, much of Birmingham has a high proportion of its population that identifies as Black, Asian and Minority Ethnic (BAME). Data collected from the 2011 census shows that of the population of Birmingham 42% identify as BAME. The public consultation received comments from a range of ethnicities however BAME were under represented with 12% of responses from this group. White ethnicity represented 74% of the responses received compared with the 55% of the population in the area they represent. This was a 16% over representation of this group due to the small number of responses to the consultation.

It is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage people because of their race.

Protected characteristics: Religion or Beliefs

Wider Community

Religion or beliefs details:

2011 census data shows that for Birmingham Muslims represent 22% of the population and Christians represent 46%. Both Muslims and Christians were under represented in the public consultation responses, representing 18% of respondents. 59% stated they had no religion compared to 19% in the 2011 Census. Again, this was due to the small sample size received from the consultation.

It is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage people who have a religious belief.

Protected characteristics: Sexual Orientation

Sexual orientation details:

Wider Community

54% of respondents to the consultation identified themselves as heterosexual or straight with 17% choosing not to say. This question was not asked in the 2011 census so there is no data to compare this to. However, it is not considered that the Southside Public Realm Improvement Scheme is likely to disadvantage people because of their sexual orientation.

Socio-economic impacts

Please indicate any actions arising from completing this screening exercise.

There are no relevant issues therefore no actions are currently required. The equalities assessment will be updated upon completion of the detailed design.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact?

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

Birmingham City Council (BCC) and Southside Business Improvement District (BID) have developed plans to create a vibrant and high quality public square outside the Hippodrome Theatre.

In 2011 the council adopted the Big City Plan which included proposals for improved streets and a public square in Southside.

The City Council have now completed the changes to traffic movements in the area. The final step is to transform the pedestrianised area outside the Hippodrome into a high quality, lively public space suitable for everyday use and special events. The square will create a new heart for Chinatown and will provide an enhanced setting for the Hippodrome and Back To Back Houses plus a gateway to the Gay Village. It will also transform pedestrian and cycling links between New Street Station and Birmingham Smithfield development. We expect that these improvements will add value and appeal to the area, attracting more visitors to this part of the city.

Well known as one of the most diverse and creative areas of Birmingham, Southside BID supports a diverse range of businesses. This truly unique public space will create a cultural heart for Southside to further promote the area, whilst

celebrating and highlighting a huge range of local talent.

Not only will this be a great opportunity to attract new visitors and tourists to the Southside district, it will also increase dwell time and provide an exciting new space for events, festivals and entertainment to take place and act as a magnet to drive footfall.

The proposals will provide improvements to pedestrian and cycle infrastructure, encouraging more people to walk and cycle; improving health and the environment as well as reducing car dependency. The introduction of public realm will make the Southside area more attractive, accessible and connected place to live, work and encourage further business and residential development.

The scheme has no adverse impacts on the protected characteristics groups listed below. Many of the measures proposed will provide benefits to pedestrians and cyclists. The scheme will improve connectivity, providing high quality pedestrian and cycle measures whilst improving health and the environment.

As part of the Southside Public Realm Improvement Scheme, the city council undertook extensive public and stakeholder engagement. The consultation ran for 5 weeks and took place between 17 June 2019 and 19 July 2019. 95 responses were received via the City Council's online consultation platform, BeHeard. Further responses were received from Transport for West Midlands, Hammerson and other key stakeholders.

The results of the consultation will be presented to the Cabinet

as part of the Full Business Case. The views of individuals and groups representing protected characteristic groups were invited to comment on the impact of the scheme proposals on their protected characteristic. All comments received were considered as part of the consultation analysis. No adverse impacts relating to protected characteristics were received.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Accountable Officer 17 02 2020

Updated proceed to Accountable Officer 15 12 2020

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

15/12/2020

Reasons for approval or rejection

Please print and save a PDF copy for your records


Yes

Julie Bach

Person or Group

Content Type: Item

Version: 74.0

Created at 31/01/2020 12:00 PM by  Brandon Wright

Last modified at 02/02/2021 12:30 PM by Workflow on behalf of  Clive Dixon

Close

Item 1

| | Task Name | Duration | Start | Finish | Predecessors | Successors | % Complete | |
|----|--------------------------------------|----------|--------------|--------------|--------------|------------|------------|--|
| 1 | Project Milestones | 685 days | Thu 11/07/19 | Thu 31/03/22 | | | 30% | |
| 2 | ✓ Public Consultation | 1 day | Thu 11/07/19 | Thu 11/07/19 | | | 100% | |
| 3 | ✓ Detail Design | 32 days | Thu 10/09/20 | Fri 23/10/20 | | | 100% | |
| 4 | ✓ Works Procurement | 77 days | Mon 21/09/20 | Tue 19/01/21 | | | 100% | |
| 5 | FBC Approval | 1 day | Fri 26/02/21 | Fri 26/02/21 | | | 80% | |
| 6 | Construction Works | 253 days | Mon 22/03/21 | Thu 31/03/22 | | | 0% | |
| 7 | GBS LEP Approvals | 293 days | Wed 11/12/19 | Fri 05/02/21 | | | 96% | |
| 15 | BCC Approvals | 240 days | Tue 17/03/20 | Mon 01/03/21 | | | 66% | |
| 26 | ✓ Detail Design | 94 days | Thu 03/09/20 | Tue 26/01/21 | | | 100% | |
| 35 | Utility Diversion Protection Works | 275 days | Tue 13/10/20 | Mon 15/11/21 | | | 15% | |
| 43 | Traffic Reegulation Orders / Notices | 411 days | Tue 04/08/20 | Wed 06/04/22 | | | 15% | |
| 54 | Tendering and Contract Award | 131 days | Mon 06/07/20 | Mon 18/01/21 | | | 80% | |
| 76 | Construction | 274 days | Mon 01/03/21 | Fri 08/04/22 | | | 0% | |
| 93 | Defect Correction Period | 243 days | Mon 04/04/22 | Wed 08/03/23 | | | 0% | |

Project: Southside Programme
Date: Tue 02/02/21

Task Split

Milestone Summary

◆ Project Summary Inactive Task

Inactive Milestone Inactive Summary

◇ Manual Task Duration-only

Manual Summary Rollup Manual Summary

Start-only Finish-only

External Tasks External Milestone

Deadline Progress

Manual Progress

Page 1

Project: Southside Programme
Date: Tue 02/02/21

Task Split

Milestone Summary

Project Summary Inactive Task

Inactive Milestone Inactive Summary

Manual Task Duration-only

Manual Summary Rollup Manual Summary

Start-only Finish-only

External Tasks External Milestone

Deadline Progress

Manual Progress

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