

## 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"> <li>•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.</li> <li>•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.</li> <li>•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.</li> </ul> <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 <a href="https://www.birminghambeheard.org.uk/economy/southsidepr/">https://www.birminghambeheard.org.uk/economy/southsidepr/</a></p> <ul style="list-style-type: none"> <li>•There are no details on cycle parking in the development area.</li> <li>•Signage to lead people to the A38 cycle route needs to be included within these plans.</li> <li>•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.</li> <li>•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.</li> <li>•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.</li> </ul>	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.
<b>Key Stakeholders (Neighbourhoods Directorate)</b>	<b>Comments</b>	<b>Response</b>
Mahendra Chauhan	No Response received.	None required.
<b>Key Stakeholders (Traffic Officers)</b>	<b>Comments</b>	<b>Response</b>
Principal Traffic Officer	No Response received.	None required.
TRO Manager	No Response received.	None required.
<b>Key Stakeholders (UTC)</b>	<b>Comments</b>	<b>Response</b>
Mike Nixon	No Response received.	None required.
<b>Key Stakeholders (Maintenance)</b>	<b>Comments</b>	<b>Response</b>
Highways Change	No Response received.	None required.
<b>Key Stakeholders (Tree Officer)</b>	<b>Comments</b>	<b>Response</b>
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"> <li>•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.</li> <li>•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.</li> <li>•What species are proposed for replanting</li> <li>•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.</li> <li>•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?</li> <li>•Expected mature trees size should be indicated - to show potential clash with built infrastructure</li> <li>•Has clash detection been undertaken with existing/ proposed CCTV considering both planted and mature tree size.</li> <li>•Path resurfacing works are likely to impact on the existing trees on Smallbrook Queensway – Arb method statement would be required to detail working practices.</li> </ul> <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
<b>Key Stakeholders (Birmingham Taxi Trade Representatives)</b>	<b>Comments</b>	<b>Response</b>
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.
<b>Key Stakeholders</b>	<b>Comments</b>	<b>Response</b>
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"> <li>•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)</li> <li>•The new A38 blue Birmingham Cycle Revolution route starts from Kent Street just off Hurst Street.</li> <li>•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.</li> <li>•There is existing cycle parking within the pedestrianised area opposite Hippodrome foyer</li> </ul> <p>Suggestions</p> <ul style="list-style-type: none"> <li>•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?</li> <li>•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?</li> <li>•I assume that cyclists can make all turning movements at Smallbrook Queensway and it will only be motor vehicles banned from turning right?</li> <li>•Could you add advanced stop lines for cyclists on Smallbrook Queensway?</li> <li>•Can you show the cycle parking on the plans for the public realm? 'M' stands seem to be our standard design now.</li> </ul> <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 cluture 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 &amp; 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 &amp; Southside BID to create a public space better than any other UK city - even better than Leicester Square.</p> <p>Hong Kong, Shanghai &amp; 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



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

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

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

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

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

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 &amp; Hurst St area?</p> <p>2. Trees - the existing trees in Hippodrome Square block natural light and visuals during Spring &amp; Summer, you can't see the Hippodrome screen or down onto Hurst St - I think these should be removed &amp; 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 &amp; connecting each lamp post which would shine white but colour change for events (green so St Pats, rainbow for Pride &amp; 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 &amp; 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 &amp; 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

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

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



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

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