

Hall Green Framework – Work to date

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WORK TO DATE



Work to date

Planning Officers requested to support the development of a Non Statutory Planning Framework to guide development in the Hall Green Local Centres

Steering group setup in early 2020 which consisted of:

- Council Planning Officers
 - Council Transport Policy Officers
 - TfWM Officers
 - Locally elected members
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- The group met twice, and a site visit to Hall Green was organised in August 2020

Work to date

- Implementation area was established to primarily be the three local centres of Hall Green.
- However would look outside of centres to consider connectivity issues between them



Work to date

- Inter Centre Analysis Conducted – focusing on history, Councillor feedback, transport, Green Infrastructure, Demographics, Local Centre Uses, Housing, any S106 agreements, land ownership, and planned regeneration programmes.
- Testing of initial ideas with colleagues in Planning, Transport, and Transport for West Midlands
- Draft outline framework has been written and is currently with colleagues for comment

HALL GREEN CENTRES – SCOPE OF ISSUES AND PROPOSALS



Issues Identified Across All Centres

From the meetings and sites visits there are key issues that were seen to apply to all of the centres. These were ;

- Uneven and broken paving
- Untidy parking forecourts & poor public realm
- Shop frontages tarnished and in a state of disrepair
- Unsanctioned forecourt & pavement parking
- Traffic Congestion and pedestrian safety
- Pedestrian safety crossing parking forecourts
- Lots of “dead” or incidental green space
- Congestion caused by parking for neighbouring schools/ Mosque
- Lost identity and central sense of place due to the traffic dominated A34 route



Proposals

- Pavement repair scheme
- Shopfront and Forecourt Improvement Scheme
- Inter local centre cycle path/ walking trail with display boards and public art referencing the history of Hall Green eg. Tolkien Trail – Green infrastructure led – from Hall Green North to Robin Hood Local Centre
- Public realm/ street furniture and paving pallet created for all three centres
- Maximise use of existing and new green space, so that they are multifunctional and contribute/enhance the identity and sense of place of the local centres

Already planned

- Delivery of new bus stops and more efficient travel as part of the proposed sprint scheme delivery from Hall Green local centre to UK Central Interchange via Solihull (bus lanes in parts, new residential parking bays in some areas, and parking probations)
- Delivery of Cycle Path (local route 64 from North Hall Green to Hall Green station via Sarehole Road and Green Road)

HALL GREEN CENTRE



Hall Green Centre

Specific Issues Highlighted

- Congestion due to parking from nearby York Mead Primary School
- Lack of a gateway feature into the Hall Green Area at the junction of A34 and Shaftmoor Lane
- Dead green space in the local centre between the A34 and Redding's Lane
- Lack of car parking at Hall Green Station
- Connectivity between South Birmingham College and local centre
- Poor public realm in front of Hall Green Library



Hall Green Centre Proposals

- Gateway feature on entry into Hall Green from the north, creating a sense of place and arrival. Green infrastructure led, and “welcome to” signs
- Cycleway way connecting to local route 64 and to Cole Hill Valley Park linking in with gateway to Hall green – start of proposed inter centre cycleway
- Multifunctional “village green” between A34 and Redding's lane, connecting both sides of the retail centre to create a “central identity”
- Short cycle way from York Mead Primary School connecting to inter centre cycleway
- / improved cycle & pedestrian connection from Hall Green Station to South Birmingham College
- Green Infrastructure led public realm improvements outside South Birmingham College, and outdoor education/ community growing space
- Green Infrastructure led public realm connection from South Birmingham College to Hall Green Library – linking to inter centre cycleway.
- New and improved bus stops as part of sprint route delivery



Early Concept Ideas

Hall Green Centre – Issues

Expansion of parking at Hall Green station as park and ride.

- It is not considered a TfWM priority in this regard
- Council transport policy is to discourage car use in the long term.
- Survey data also suggests the majority who park here are local and policy is to encourage locals to walk or cycle to the station.

HIGHFIELD ROAD CENTRE



Highfield Road Centre

- Large area of underutilised open space in central reservation A34
- Lack of central hub space/sense of place due to centre being dissected by Fox Hollies Junction
- Fox Hollies junction is a barrier to pedestrian connectivity and interaction and is subject to safety concerns and complaints by local residents



Highfield Road Centre – Proposals

- Creation of a multifunctional village green for the retail centre on POS to the North of the Old Bulls Head.
- Transport feasibility study to be commissioned into the repurposing of the Fox Hollies junction space, to improve traffic flow and the pedestrian realm
- Investigating using repurposed junction space to provide a multifunctional village square for the retail centre
- Create cycle connection in central reservation to Hall Green Centre as part of inter centre cycle route and south to Robin Hood Centre

ROBIN HOOD CENTRE



Robin Hood Centre – specific issues

- Traffic junction dominates local centre and has a negative effect on sense of place and identity – hollowed out centre
- Junction intersects the centre and makes pedestrian and cycle access around it difficult
- Currently a large amount of dead green space within the centre of the traffic island.
- Large empty commercial property to the south east of the centre which has a negative effect on the street scene.
- Traffic congestion at islands caused by lights and signalling issues



Robin Hood Centre - Proposals

- Option 1 - Develop a multifunctional village green in the centre of Robin Hood Island with associated traffic improvements for pedestrian access
- Option 2 – Same as Option 1, but located in the large open space within the curtilage of the Public House to the North of the Island
- Option 3 – Utilise both open spaces mentioned in options 1 and 2 to create a continuous “village common”, acting a green corridor within the centre and creating a larger amount of multifunctional green space, with associated traffic improvements and pedestrian access
- Transport study looking at improving island function or road layouts related to above options
- Work with landowner to bring empty commercial space back into use
- Create “gateway” entry feature on entry into Hall Green to the South and East.
- Use Green Infrastructure to improve public realm between parking forecourts and the main road way softening the environment and making it more pedestrian friendly
- Cycleway in central reservation connecting the north of Robin Hood Island with the Highfield Local Centre



Early Concept Ideas

Robin Hood Centre – Considerations

- Many of the options will depend on the ultimate route of the sprint route, and whether it goes through the Robin Hood Island or around it
- A transport feasibility Study will need to be undertaken

NEXT STEPS



Next Steps

- Once draft text has been agreed (by the end of the week) It will go to our City Design Team to prepare the graphics and images.
- The draft document will then be shared with the steering group, to obtain approval.
- Once we have reached this stage we will work with the steering group to develop a consultation strategy that is bespoke to Hall Green.
- After finishing consultation, we will produce an updated document which will again be put to the steering group for approval.
- If approval is given we will start the process of adoption

DELIVERY & FUNDING



Delivery & points to consider

Best chance of delivery of some of these proposals currently are through;

- The proposed sprint route – working with TfWM on supporting any proposals
 - Part of the Local route 64 cycle lane
 - Ad hoc S106 Agreements – However this is non statutory so not binding
 - Selected funders
 - Considered Neighbourhood Plan?
 - Get involved with Our Future City Plan consultation - eg link from Hall Green to City Centre for Sprint route?
 - Birmingham Development Plan Review
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- Useful to have a transport study of the corridor and a townscape appraisal conducted

Funding Audit

To date we have been having active discussions with the following funders;

- TfWM Bus Delivery
- GBS LEP – business – Christian Sayer
- WMCA – Single Commissioning Framework
- Big Lottery – Heritage Fund
- Arts Council – Large Grant Programme
- BCC Cultural Team
- Big Lottery – Partnership Fund
- HS2 – Local and Strategic
- Local Ward Minor Transport Works Allowance

Conversations are also planned with the following;

- Aviva Community Fund
- FCC Community Action Fund
- Severn Trent Community Fund
- Henry Smith Charity
- BCC Future High Streets Fund

Sprint Route and Route 64 Update


- The Sprint Route has strategic case approval from the WMCA to be delivered prior to HS2. Funding has not yet been identified to support the scheme, although the next stage of development is due to start in 2022 which will work towards an Outline Business Case. Public consultation would be expected in 2023.
- The local route 64 is not a regional route and will not be a strategic priority, therefore timeframe for delivery depending on funding would be 5-10 years.

Our Future City Plan Consultation

- Head to <https://www.birminghambeheard.org.uk/people-1/our-future-city-plan-shaping-our-city-together> and completing the online survey.
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- Send your comments on the Shaping our City Together document to CityCentreDevelopmentPlanning@birmingham.gov.uk
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- Attending one of the online discussions – see details on the website.

Any Questions?

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