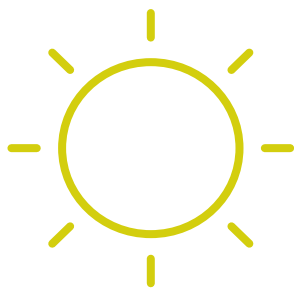


DIGBETH ACTIVE TRAVEL AND STREETS PROGRAMME



HAVE YOUR SAY:

Consultation closes on
Friday 21 June 2024



RESET



RESHAPE



RESTART

We want to improve key streets in Digbeth, ahead of future change in the area. The area will become a key connecting route from HS2 to the Eastside of the city, linking Digbeth's major public and private developments with HS2 and into the city centre.

These improvements will provide a safe, attractive and welcoming environment for walking, wheeling* and cycling. This will not only improve our physical and mental health, but also help reduce traffic congestion and air pollution.

**by wheeling we mean people travelling using wheelchairs and other wheeled aids, such as mobility scooters, as well as pushchairs or prams.*

OUR VISION

The Digbeth Active Travel and Streets Programme (AT&SP) will deliver world class safer streets and spaces, with reduced traffic. Access for residents, visitors and workers into Digbeth from HS2 Curzon Street Station, Moor Street Station and other public transport hubs will seamlessly integrate with Birmingham's existing retail and commercial city core.

Streets and spaces will be healthy, inclusive and inviting. Whilst maintaining the existing creative and industrial character of Digbeth, the scheme will maximise the regeneration potential of Eastside, creating a populous and thriving place to live, work and visit day and night.

OBJECTIVES

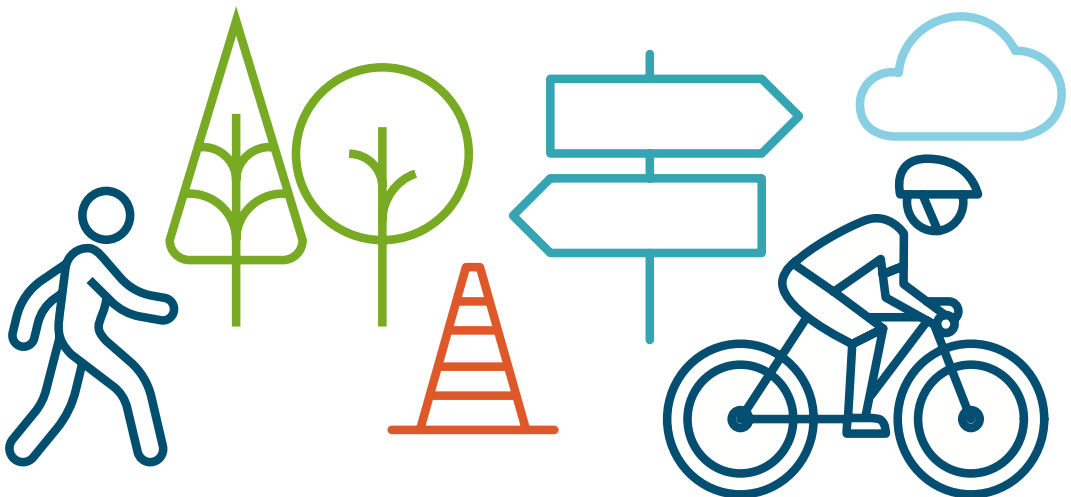
1. Enhance the street experience for residents, visitors and businesses in Digbeth
2. Harness the benefits of HS2 as a catalyst for change
3. Support and unlock regeneration/development potential in Digbeth
4. Encourage modal shift away from private car to sustainable travel with enhanced active travel connectivity
5. Celebrate distinctive local history and character, creating a sense of place
6. Improve safety for all users
7. Maximise sustainability and climate resilience



Understanding the issues

Following a review of existing conditions we have identified several issues affecting Digbeth:

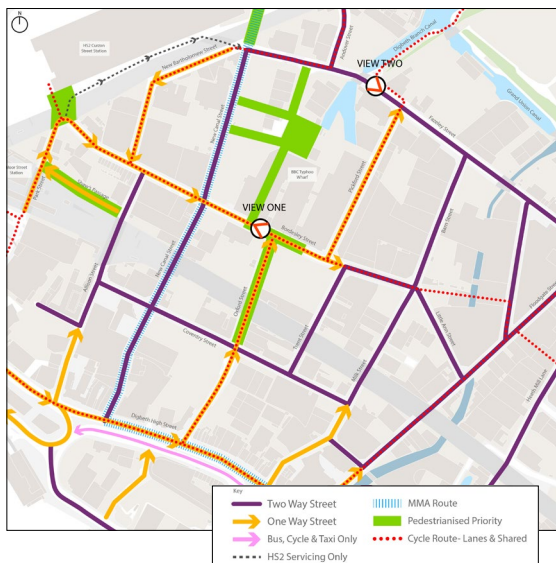
- Inefficient use of road space, including wide roads with empty parking bays
- Narrow pavements, unclear crossing points that are particularly inaccessible for people of reduced mobility
- Poor lighting and perception of crime
- Lack of acknowledgement of the urban and manufacturing heritage of Digbeth, the existing Conservation Area and listed buildings
- Need to improve connectivity to existing and under development infrastructure, including the canal, HS2 Curzon Street and Smithfield
- Need to tie-in with transformative regeneration projects, including BBC/Typhoo Wharf, The Bond, Smithfield, HS2 Curzon Street [etc]
- Need to provide access to existing businesses and for residents (including permit parking only bays), HS2 Curzon Street, and development sites, securing network resilience
- Support future aspirations for Midlands Rail Hub and improved bus services through the area
- Need to align with the Birmingham Transport Plan, Our Future City: 'Central Birmingham Framework 2040', and development Masterplans



DIGBETH ACTIVE TRAVEL & STREETS PROGRAMME

What improvements are proposed?

We have developed a new framework for improved streetscape, access and movement across Digbeth that aligns with other projects such as the Midland Metro Eastside extension, City Centre Segments, Smithfield, and access requirements for HS2 Curzon Street station. Together these proposals create a new context for exciting new projects like BBC's Typhoo Wharf, Warwick Barr and Oval Real Estate Masterplan.



Proposed Improvements

The first phase will focus on Bordesley Street, Fazeley Street, Oxford Street and Shaw's Passage. These streets link current regeneration sites and create a framework for future improvements with a high-quality benchmark for change.



Proposed illustrative view 1 of Bordesley Street looking north-west towards Park Street (view 1 on plan)



Proposed illustrative view of Fazeley Street looking south-east towards Pickford Street (view 2 on plan)



Typical section through Bordesley Street



Typical section through Fazeley Street

Traffic Management – proposed changes

- Direction of traffic under Park Street bridge to be reversed to allow general traffic to move between Digbeth High Street and Park Street, to Bordesley Street.
- Bordesley Street made one way between Park Street and Trent Street, to permit eastbound travel only for motorised vehicles
- Pickford Street made one way between Bordesley Street and Fazeley Street, to permit northbound travel only for motorised vehicles
- Oxford Street between Bordesley Street and Coventry Street closed to through traffic, except for access, and made one way between Digbeth High Street and Coventry Street, to permit northbound travel only for motorised vehicles
- Shaw's Passage to be closed to motorised vehicles (except for access), and parking spaces to be removed
- Parking provision to be rationalised and formalised with dedicated laybys

Public Realm Improvements

- Enhanced public realm with high quality paving materials throughout the area, whilst respecting and reinstating heritage paving wherever possible
- Introduction of Hostile Vehicle Mitigation measures in front of BBC Typhoo Wharf
- New and improved street lighting, making the area feel safer for all

- Upgraded street furniture where appropriate
- New street trees to Bordesley Street, Fazeley Street and Oxford Street
- New low-level planting and Sustainable Urban Drainage (SUDs) 'rain gardens'
- New low-level planting, street trees and native shrub planting to Shaw's Passage

Walking and Wheeling

- Walking and wheeling experience enhanced with improved surfacing and widened pavements wherever possible
- New and improved crossing facilities with tactile paving to prioritise walking and wheeling
- New street plaza adjacent to BBC Typhoo Wharf
- Oxford Street reimagined as a pedestrian priority street park

Cycling

- New two-way segregated cycle lanes to be provided on Park Street, tying into proposals on Moor Street Queensway (delivered as part of the Smithfield development proposals)
- One way segregated contra-flow cycle lane provided (southbound) on Oxford Street, between Coventry Street and Digbeth High Street
- Shared space for cycling on Shaw's Passage and Oxford Street
- Segregated cycle lanes on Bordesley Street between Park Street and Trent Street
- On-street cycling on Fazeley Street

HAVE YOUR SAY



We want to know what you think about our proposals. You can view full details of the consultation, a plan of the proposed scheme and respond to an online questionnaire at: <https://www.birminghambeheard.org.uk/economy/digbeth-active-travel/> or by scanning the QR code.

EVENTS

We will be holding drop-in events, where you can see the plans and talk to the project team - no booking needed.

Venue	Location	Date	Time
Birmingham Friends of the Earth – The Warehouse	54-57 Allison Street, Birmingham, B5 5TH	Tuesday 11 June 2024	2-4 pm
Birmingham Friends of the Earth – The Warehouse	54-57 Allison Street, Birmingham, B5 5TH	Tuesday 11 June 2024	5-7pm
Birmingham Friends of the Earth – The Warehouse	54-57 Allison Street, Birmingham, B5 5TH	Thursday 13 June	2-4 pm

If you require more information, have any questions or would like paper copies of the plans and questionnaire posted to you, please contact us at:

connected@birmingham.gov.uk

Consultation closes on Friday 21 June 2024

NEXT STEPS

Following this consultation, we will review comments received, and hope to move quickly to a detailed design. Our plan is to start construction in early 2026. We will do all that we can to minimise disruption by:

- Adopting a phased approach to the construction works
- Co-ordinating with other local works
- Maintaining access to businesses throughout the duration of the works, during business hours. Where the works might require short term unavoidable interruptions to access, we will carry out such works outside of normal trading hours.