

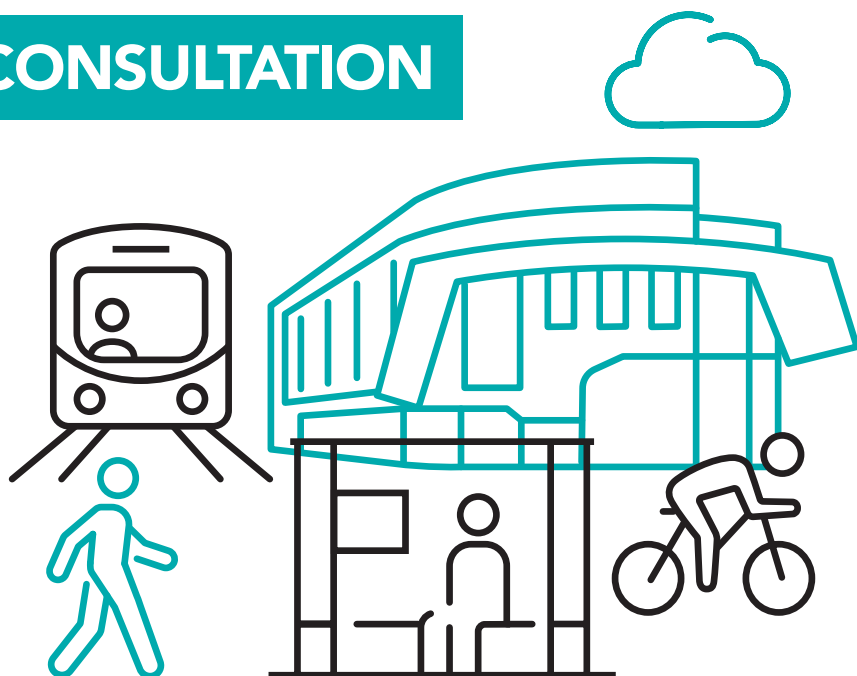
Have your say

Consultation closes
Friday 27 March 2020



DIGBETH HIGH STREET

CONSULTATION



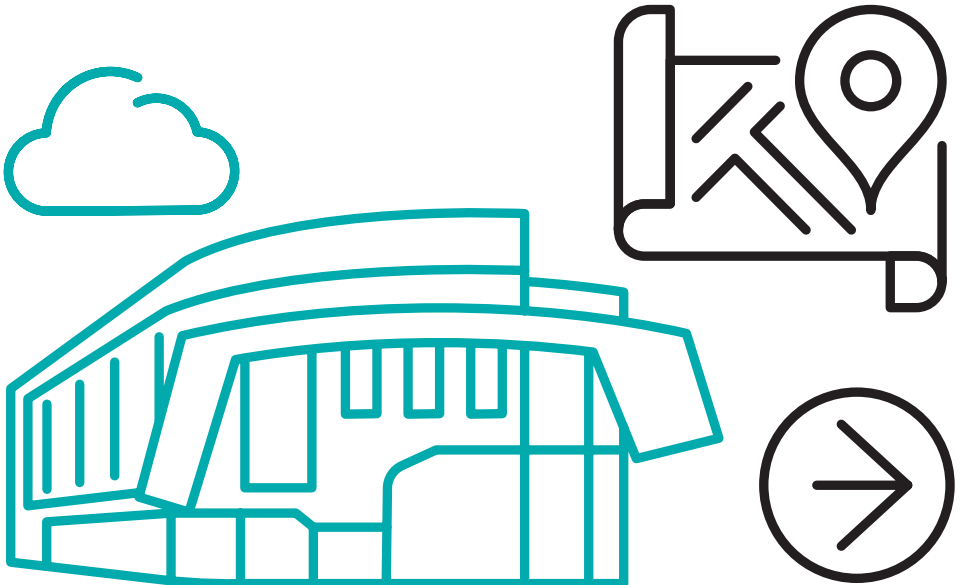
Making a positive difference



The Eastside area of Birmingham city centre, including Moor Street Queensway and Digbeth High Street, will be transformed over the coming years.

Major transport investment through Metro extension, new Sprint routes and the arrival of HS2 will see significant improvements to public transport and enhanced public realm, while new developments such as

Smithfield will change how this area is used. This will all contribute to the vision for a sustainable, green, inclusive, go-anywhere network set out in the draft Birmingham Transport Plan.

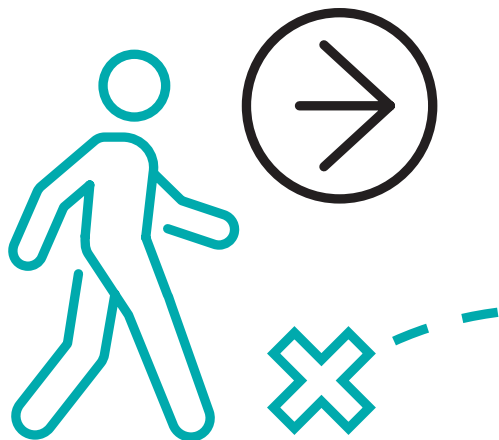
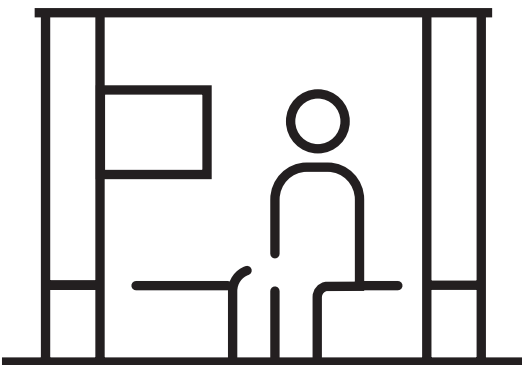


Birmingham City Council and the West Midlands Combined Authority are bringing forward enhancements to Digbeth High Street. We want to create an attractive, pedestrian-friendly space, with major improvements to public transport, and reduction in traffic.

The design has been developed following stakeholder workshops during 2017/2018.

The proposals include:

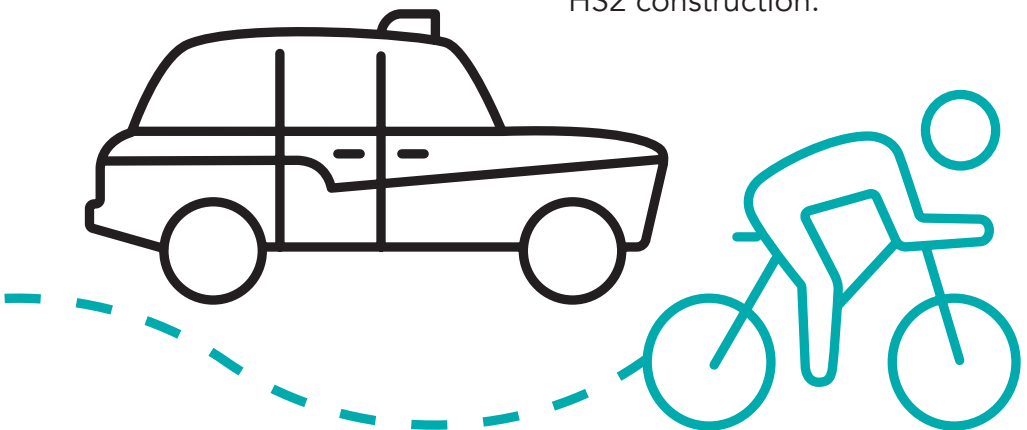
- Two way Metro running on the southern side of Digbeth (closest to the coach station).
- A wide area of attractive public space. Areas of planting, potentially including a green tram track section, have been proposed. Subject to sufficient space (utilities etc.), efforts will also be made to include new trees.
- One lane in each direction for general traffic on the northern side.



- Removal of some turning movements for traffic onto and off Digbeth, and at junctions on nearby side roads and changes to the direction of traffic flows on some of the surrounding roads.
- A 'bus, cycle and hackney carriage only' restriction on one part of the road to remove through traffic while allowing access for local servicing. Provision for loading will be from some designated bays and certain side streets.

These proposals complement similar plans being developed for Moor Street/Moor Street Queensway which look to restrict overall traffic movement through this area.

Subject to securing funding from the Greater Birmingham and Solihull Local Enterprise Partnership's Enterprise Zone it's proposed to implement most of the scheme during 2021/2022, to be ready in time for the Commonwealth Games. Work on the Metro services will happen at a later date, co-ordinating with HS2 construction.



How do these proposals affect me as a driver?

General traffic will no longer be able to drive along the full length of Digbeth High Street. Bus lanes will allow only buses, bicycles and taxis (Hackney Carriages) to use the whole of the High Street in both directions.

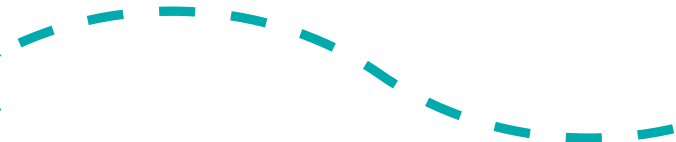
Inbound towards the city centre, the restrictions to private vehicles will be in place from the Stone Yard junction with Digbeth High Street as far as Meriden Street. Restrictions outbound away from the city centre operate between Floodgate Street and Gibb Street along Digbeth High Street. Some turning movements from and to Digbeth High Street will be prohibited.

Traffic will still be able to travel in both directions on Bradford Street, and the right turn from Digbeth onto Bradford Street (outside the old police station) will be reopened to allow vehicles to exit the city centre from Moor Street and Bullring car park and service yard.

A plan showing routes open to general traffic can be found online.

How do these proposals affect me as a cyclist?

Cyclists will continue to be able to use the entire length of Digbeth High Street. Options are being explored into the potential future provision of a segregated cycleway on Bradford Street.



How do these proposals affect me as a bus user?

Bus stops on Digbeth High Street will be retained and the waiting environment will be much nicer. By removing general through traffic, buses will be able to move through the area without delays, so services should become more reliable.

How do these proposals affect me as a pedestrian?

This scheme will dramatically improve facilities for pedestrians. The space will

be increased in size and repaved and will include new planting. With the removal of through traffic, the road will be quieter and safer, and the air quality will be better.

How do these proposals affect my business?

These proposals have been developed in consultation with local businesses and loading and access needs have been incorporated. A limited number of loading bays will be provided on Digbeth High Street and further loading provision will be available on certain side roads.

Businesses with a shop front on Digbeth High Street can expect increased footfall with the improved public realm and, later on the introduction of Metro services.



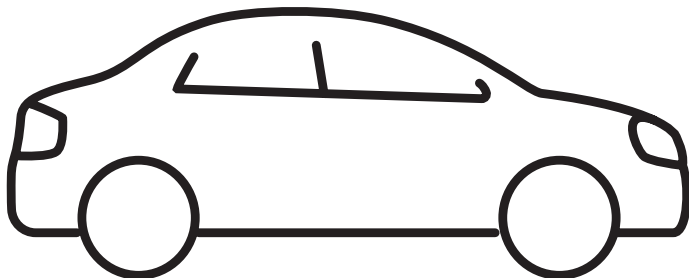
Find out more and have your say

We would like to know what you think about these proposals. Find out more about the scheme and respond to the consultation at **birminghambeheard.org.uk/economy/digbeth-high-street**

We will also be holding four drop in events, where you can view large copies of the plans and talk to the project team:

Venue	Location	Date	Time
Custard Factory Reception	Gibb Street, B9 4AA	Tuesday 3 March	3pm – 6pm
Custard Factory Reception	Gibb Street, B9 4AA	Tuesday 10 March	3pm – 6pm
Custard Factory Reception	Gibb Street, B9 4AA	Weds 18 March	10am – 1pm
Custard Factory Reception	Gibb Street, B9 4AA	Monday 23 March	10am – 1pm

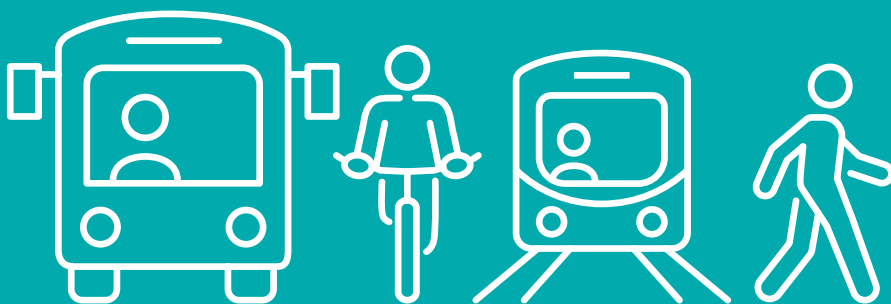
Consultation closes on Friday 27 March 2020



Contact us

If you have any questions, please email
**PlanningandRegenerationEnquiries@
birmingham.gov.uk**.

Your views will be taken into account during the next stages of design and there will also be further opportunities to have your say as the proposals move forward.





Digbeth High Street Consultation map

