

Title of proposed EIA	HS2 Curzon Station Enhanced Public Realm
Reference No	EQUA878
EA is in support of	New Function
Review Frequency	Two Years
Date of first review	01/05/2024
Directorate	Inclusive Growth
Division	Planning and Development
Service Area	
Responsible Officer(s)	 Hannah Willetts
Quality Control Officer(s)	 Richard Woodland
Accountable Officer(s)	 James Betjemann
Purpose of proposal	To maximise the regeneration and development potential of HS2 by upgrading and creating additional, high quality public realm. Providing a wide, attractive gateway into Digbeth and a seamless link to public transport infrastructure and the city centre.
Data sources	Consultation Results; relevant reports/strategies; Other (please specify)
Please include any other sources of data	Public consultation and stakeholder engagement has been undertaken as part of the HS2 scheme development, this process is ongoing and will continue throughout the construction of the station. Consultation has also been undertaken through the formal planning process as part of the approval of the Schedule 17 application and the Town and County Planning Act application for Paternoster Place.
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	Consideration of equality issues has been, and will continue to be, an integral part of the planning, design, construction and operation of High Speed Two (HS2).

The design of the Curzon Public Realm has been developed in accordance with the requirements of the Equality Act 2010 and will allow all users to access the space regardless of their age.

The design seeks to prioritise pedestrians, with no curbs to assist mobility across the site for all ages.

The frequency and variety of seating has been considered in detail in the enhanced public realm design to provide frequent resting spaces and a comfortable environment for all. In the main pedestrian spaces and routes seating is available at a minimum of 50m intervals with a range of seating heights, inclusion of seating both with and without backrests and arm-rests.

The design achieves a legible, level access across, around and through the landscape, providing step-free access from arrival on street, via vehicle, cycle, bus or tram to platform level. Main pedestrian paths within the public realm have been planned to provide direct routes between various destinations across the site including; connections to the station car park, disabled parking & taxis & Kiss & Ride, to other transport modes (tram, bus & Sprint), to the HS2 Curzon Street Station Eastern & Western Concourses, and connections to the wider city. In keeping with the HS2 vision for an inclusive public realm these routes are designed to be accessible to all users.

Additional low-level feature lighting along the bus route footway and the secondary paths in the Curzon Promenade and Curzon Square will provide adequate and safe lighting levels outside the Curzon Station and will improve the legibility and line of sight through the station; particularly catering to those users who will use the station in the dark.

Protected characteristic: Disability

Disability details:

The designs have been subject to an independent design review panel, whose remit is to ensure that the spaces are accessible for all.

Service Users / Stakeholders; Wider Community

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The design seeks to prioritise pedestrians, with no curbs to assist mobility across the site.

Material selection has been determined through consideration of the use of contrasting colours in order to provide a legible public realm for partially-sighted users. This includes use of a contrasting paving border or 'shore line' at both Station Square and Curzon Promenade where furniture elements such as light columns, bins and seating can be located, leaving clearly defined main routes that are free from potential obstacles.

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amount of obstructions and potential conflict points have been minimised to create an inclusive environment surrounding the station helping those users who suffer from mobility and/or visual impairments access and egress the station more safely.

Additional low-level feature lighting along the bus route footway and the secondary paths in the Curzon Promenade and Curzon Square will provide adequate and safe lighting levels outside the Curzon Station and will improve the legibility and line of sight through the station; particularly catering to those users who will use the station in the dark.

Frequency and variety of seating has been considered in detail in the public realm design, including seating which allows wheelchair users to sit socially amongst others and to laterally transfer across from a wheelchair to use a bench.

The designs have been subject to an independent design review panel, whose remit is to ensure that the spaces are accessible for all.

Protected characteristic: Sex

Not Applicable

Gender details:

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Service Users / Stakeholders; Wider Community

Pregnancy and maternity details:

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access the space regardless of their age.

The frequency and variety of seating has been considered in detail in the enhanced public realm design to provide frequent resting spaces and a comfortable environment for all. In the main pedestrian spaces and routes seating is available at a minimum of 50m intervals with a range of seating heights, inclusion of seating both with and without backrests and arm-rests.

The design achieves a legible, level access across, around and through the landscape, providing step-free access from arrival on street, via vehicle, cycle, bus or tram to platform level. Main pedestrian paths within the public realm have been planned to provide direct routes between various destinations across the site including; connections to the station car park, disabled parking & taxis & Kiss & Ride, to other transport modes (tram, bus & Sprint), to the HS2 Curzon Street Station Eastern & Western Concourses, and connections to the wider city. In keeping with the HS2 vision for an inclusive public realm these routes are designed to be accessible to all users.

Protected characteristics: Race

Not Applicable

Race details:

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Socio-economic impacts

The project will enable more inclusive growth that delivers benefits more widely and reduces unemployment by providing a more sophisticated and accessible connection between key growth sites such as the city core and the Digbeth area, as part of a wider sustainable transport network and will provide more economic and social

	opportunities for people living within Digbeth and Eastside.
Please indicate any actions arising from completing this screening exercise.	None
Please indicate whether a full impact assessment is recommended	NO
What data has been collected to facilitate the assessment of this policy/proposal?	<p>HS2 Act including environmental statement.</p> <p>The Birmingham Curzon Masterplan (2015)</p> <p>Schedule 17 and Town and Country planning application.</p> <p>Extensive public consultaiton and engagement.</p> <p>Regular meetings with key stakeholders.</p>
Consultation analysis	Stong support for a world class design for the Curzon Station which integrates fully with Birmingham City Centre and Digbeth, with world class public realm and enhanced public transport connections.
Adverse impact on any people with protected characteristics.	None
Could the policy/proposal be modified to reduce or eliminate any adverse impact?	N/A
How will the effect(s) of this policy/proposal on equality be monitored?	In broad terms this will be assessed by HS2 and the Council through ongoing engagement with stakeholders and users.
What data is required in the future?	<p>Ongoing engagement will take place with stakeholders and the community through the development of the final design.</p> <p>Continued public engagement will take place through HS2's delivery stages.</p>
Are there any adverse impacts on any particular group(s)	No
If yes, please explain your reasons for going ahead.	N/A
Initial equality impact assessment of your proposal	N/A
Consulted People or Groups	
Informed People or Groups	

Summary and evidence of findings from your EIA

In overall terms, the HS2 Curzon Enhanced Public Realm scheme has been assessed as leading to a positive effect on equality considerations through the provision of a safe, inclusive pedestrian environment with legible, seamless routes through the station area and into Digbeth, eastside and the city centre.

Elements of the public realm such as seating, pathways, the material palette and lighting have been designed so the station, the landscape and the public transport interchange is accessible to all users, in keeping with the HS2 vision for an inclusive public realm.

QUALITY CONTROL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

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Last modified at 25/03/2022 10:50 AM by Workflow on behalf of ■ James Betjemann

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