

Appendix G – Consultation Summary

Public consultation for the Metro BEE route took place on a number of occasions – twice in 2014 on the route options and in April/May 2016 as part of the Transport and Works Act (TWAO) process. For all consultations brochures were sent to a range of stakeholders including different community groups across the protected characteristics which included a questionnaire; this was also available on Centro's website. There were also social media tweets and Facebook messages, and press articles. There was also direct engagement with key stakeholders affected.

Key consultation outcomes include:

- First 2014 consultation specifically for the route from Bull Street to the HS2 station: High levels of support for linking Metro to the Eastside/HS2 station with over 90% of respondents expressing support for the scheme. Of the two route options offered, Option two (along Lower Bull Street crossing Dale End, with a tram stop at Albert Street, before reaching Moor Street Queensway) received more positive comments due to the directness of the route, cost and a lesser impact on existing modes of transport and offering the potential for redevelopment within the city centre.
- Second 2014 consultation specifically for the route from the HS2 station to the terminus: 94% of respondents stated their support for BEE with 74% preferring Option 2 (New Canal Street into Meriden Street, turning onto High Street Digbeth then continuing along High Street Digbeth) due to better location for access and connectivity between the city centre and Digbeth, links with Birmingham Coach Station, regeneration and redevelopment, integration with/impact upon other modes regarding congestion and a more suitable existing built environment.
- TWAO consultation April May 2016: 91% of respondents supported the scheme as a means to improve regeneration and connectivity. Some concerns were raised regarding cycle integration and suggestions were made on route alignment. Engagement sessions were also held with BCC, HS2, operators and other key stakeholders.

Many respondents to the consultation highlighted particular groups and issues which should be considered in taking the extension forward, such as the requirements of cyclists and particular groups, such as those who are disabled, elderly or travelling with small children. Dialogue has also been taking place with cyclists via Birmingham City Council and also with BCC regarding pedestrian access along the length of the route.

On Friday 19th May 2017, a workshop was held with key stakeholders to explore current issues relating to the public realm element of Digbeth High Street and understand the aspirations of those that live and work in the area. The day started with presentations from BCC and MMA, followed by collaborative sessions to identify the key constraints and develop a shared vision for the future of the area. All feedback was recorded and reviewed by MMA's design team to inform their Option Development.

A second, follow-up workshop was held on 28th February 2018 with the same key stakeholders to provide an update on progress, demonstrating how their previous feedback

had been incorporated into the Development of Options and how the emerging preferred option was aligned to their aspirations for Digbeth High Street. Further interactive sessions then encouraged participants to identify the challenges and opportunities in taking the preferred option through the Outline Design Stage. Much constructive feedback was received by MMA at this session which has been collated and reviewed, and will be used to inform development of the Outline Design.