

Appendix B: Equality Analysis Ref EA002880 and MMA Equalities Impact Assessment for BEE

FULL EQUALITY IMPACT ASSESSMENT TEMPLATE

An Equality Impact Assessment (EIA) is a review of a new or existing policy/service/function/scheme/strategy which establishes whether the policy/service/function/scheme/strategy has a differential impact on specific equality groups. It involves anticipating consequences of actions on different sections of the community and making sure that any negative consequences are eliminated or minimised. Ultimately, an EIA aims at improving Centro's work, by promoting equality and ensuring that the proposed or existing policy/service/function/scheme/strategy promote equality and do not discriminate (either directly or indirectly) against staff and service users.

DIRECTORATE		Metro	
DIRECTOR RESPONSIBLE FOR OVERLOOKING ASSESSMENT		Phil Hewitt	
PERSON RESPONSIBLE FOR CONDUCTING ASSESSMENT		Mike Ogden	
NAME OR TITLE Midland Metro Birmingham Eastside Extension	IS IT A: POLICY FUNCTION <u>PROJECT/SCHEME</u> OBJECTIVE Please highlight as appropriate	IS IT: <u>NEW</u> EXISTING Please highlight as appropriate	
DATE OF COMPLETION		July 2016	
DATE DUE FOR REVIEW		Monitor throughout development/ implementation and review at the end of the project	
PERSON RESPONSIBLE FOR ARRANGING REVIEW AND MONITORING		Vicki Matthews	

DIRECTOR RESPONSIBLE		Phil Hewitt
SIGNATURE	DATE July 2016	

A. ABOUT THE POLICY/SERVICE/FUNCTION/SCHEME/STRATEGY

1) What is its main aim/purpose and outcome?

The construction and operation of 1.7km of on street twin-tracked tramway starting from the BCCE at Bull Street/Corporation Street junction providing a new link to the proposed HS2 station at Curzon Street and terminating at High Street Deirterend to the east of Birmingham City Centre. The BEE route will run through the Digbeth and the Eastside areas. BCC has longstanding plans for further investment and regeneration of Digbeth and the Eastside areas and they involve maximising the benefits arising from improved connectivity and investment in HS2 and associated commercial, retail and residential developments.

The objectives of the scheme are to a) provide connectivity to the new HS2 Curzon street station, and b) to extend Metro to Digbeth and the south of the city forming a cross city route. The BEE will provide connectivity between HS2 and the centre of Birmingham as well as direct links to New Street and Snow Hill Stations via BCCE. The BEE will also improve links to the wider transport network in and around Birmingham City Centre, as well as linking to the city centres railway stations and also provide interchange with bus, Sprint and coach services as well as adding to the network of Metro route sin operation and those being developed.

The BEE comprises four street level tram stops: Albert Street, New Canal Street, Meriden Street and High Street Deritend.

The BEE will comprise the following additional elements:

- Earthworks, track laying and other associated infrastructure such as track drainage and alterations to existing highway drainage;
- Highway alterations, repaving of highways and possible footpaths;
- Modifications to highway signaling;
- Construction laydown areas;
- Installation of tram signaling and electrical equipment including substations etc;
- Ducts, chambers and cabinets for low voltage and communication cables;
- Hard landscaping works;
- Accommodation works

- Installation of parallel feeders and
- Hard/soft landscaping along the BEE alignment

The Scheme construction will take place in 2020 to 2021 and the tram route will be operational in 2022.

2) Who is intended to benefit?

All current future and potential tram users through better integration and improved transport links This BEE alignment delivers a number of benefits:

- Transport benefits – to connect HS2 Curzon Street Station with the wider Birmingham City Centre area; to maximise interchange opportunities with existing railway stations at New Street and Snow Hill, and the coach station in Digbeth whilst minimising impacts to other road users, including local bus services; providing for future rapid public transport connections to East Birmingham via Bordesley Green and Chelmsley Wood; a direct link to the Eastside area, , South and City College Birmingham, areas along Line 1 and the BCCE alignment to New Street, Moor Street and Snow Hill Rail Stations; improved journey quality
- Economic benefits – to link key developments in the Eastside and Digbeth areas with Birmingham City Centre and the wider region, facilitating the growth proposed in the Big City Plan and Birmingham Curzon HS2 Masterplan and also having the potential to provide assistance in jobs created and economic growth, and also increasing access to employment and leisure; maximising the benefits arising from improved connectivity and investment in HS2 and associated commercial, retail and residential developments by connecting HS2 Curzon Street Station with the wider Birmingham City Centre area; to help to improve business efficiency in the area; to encourage interaction between Birmingham businesses and stimulate growth; enabling businesses to access important national and international markets, supporting growth within the Birmingham City Centre Enterprise Zone and reinforcing the economic momentum of the area
- Social benefits – BEE provides access to existing and proposed facilities, benefiting users of public transport as well as encouraging modal shift from cars to Midland Metro, helping reduce congestion and bringing opportunities for improving walking and cycling; to provide new and improved public transport links for the Eastside and Digbeth areas; to provide high-quality public transport links between key population, education and employment centres in the city and wider region in order to open up access to the jobs created in the Birmingham City Centre Enterprise Zone.
- Environmental benefits – creation of an environmentally sustainable route between the city centre and Eastside / Digbeth, and an integrated approach to improve the streetscape; and
- Passenger benefits – improved connectivity within and to the city centre, HS2 and existing and proposed developments serving key locations improving journey times between Eastside and Birmingham City Centre.

Other benefits include:

- Expanded Metro network in the city centre offering wider journey choices
 - Four new Metro stops and improved Metro links to other areas of the West Midlands
 - The ability to / improved interchange with bus, HS2, Sprint, coach and rail
 - New jobs and add to the economy of Birmingham and the Region
 - Support BCC regeneration initiatives
 - Supports future Metro expansion in the Region
-

3) List the main activities involved

Details included above (see question 1)

B. EQUALITY RELEVANCE/IMPACT

4. Does the policy/service/function/scheme/strategy affect the public directly or indirectly? In what ways?

There will be a direct impact. Both during the construction of the extension and once the extension is in operation.

5. What information is available on the equality impact of this policy/service/function/scheme/strategy?

The tram extension would result in greater connectivity. It would be of particular benefit to people with mobility difficulties, and people with disabilities especially since the extended tram will continue to meet key accessibility standards in line with existing Metro routes. However, disruption during the construction process and changes to the pedestrian environment could potentially have a temporary negative impact on some protected characteristics, especially people with disabilities, older age groups and parents with young children. It is therefore vital that any tram route and pedestrian access design meets key accessibility standards and that any negative impact as a result of disruption during the construction period is mitigated. The construction of the BEE will be subject to a Code of Construction Practice which will stipulate standards and practices.

6. Have you consulted interested parties (including representatives from the protected characteristics) who will/may be affected by the policy/service/function/scheme/strategy? What were the outcomes of the consultation? If you haven't conducted consultation, who are you planning to consult and why?

Public consultation 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 engagement with key stakeholders affected.

Key consultation outcomes (with equality relevance) 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 tramstop 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.

Example feedback: "If you move stops this may have a negative impact on people with disabilities"; "having to walk with a stick, it would be nice to get from A to B – but if we can get to C, even better"; "There will need to be a stop near the coach station for easy access for disabled people". As part of the work on stop location geometrical, stakeholder, economic, operation constraints have been considered and the best acceptable solution in light of all these differing considerations.

7. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different protected characteristics? If yes, how will it be undertaken and by when?

Face-to-face consultations and ongoing interactions/communication needed with disability groups, to ensure key accessibility requirements are met throughout design. The Midland Metro Alliance is in the process of setting up a Disabled Forum for this and all Metro routes. Engagement with cyclists.... The Alliance is also in the process of setting up an apprentice scheme to help.....

8. What measures does, or could, the policy/service/function/scheme or strategy include to help promote equality of opportunity for and/or foster good relations between people who share a protected characteristic?

The tram extension would result in greater connectivity and integration would be of particular benefit to people with mobility difficulties and people with disabilities especially since the extended tram, as part of the wider Metro network will continue to meet key accessibility standards.

This project will continue to provide improvements to accessibility in a range of ways:

- Information provision, through enhanced provision of audio visual RTI information, accessible totems, improved and accessible signage
- Improved guidance paths and tactile paving and signage at stops and in the areas immediately adjacent to the route, in line with key accessibility standards
- Introduction of Help Points and adequate CCTV coverage to improve safety and security
- Provision for fully accessible shelters
- Ensuring that pedestrian crossings are fully accessible and positioned in such a way that makes it easy and safe for people with disabilities to cross the tram tracks
- Adequate colour contrast for all aspects of the project
- The construction process is bound to cause some disruption for passengers – temporary pedestrian access would still need to be accessible for all and very well signposted and widely communicated to a range of users, including disability groups and cyclists.

9. Do you think that the policy/service/function/scheme/strategy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?

PROTECTED CHARACTERISTIC	POSITIVE IMPACT	NEGATIVE IMPACT	NO OR NEUTRAL IMPACT	REASONS	EVIDENCE/ AVAILABLE DATA (feedback from consultations, reports, surveys, databases, focus groups, complaints, user feedback, national and regional statistics)
GENERAL (for all protected characteristics)	✓			<p><u>Positive</u></p> <p>The project:</p> <ul style="list-style-type: none"> -Offers improved access to services including other modes of transport -Supports wider regeneration of Birmingham City Centre and employment generation -Reduction of journey times resulting in increase in labour supply and improved access to employment opportunities -Improved journey quality -Improved reliability for commuting and other users <p>This BEE alignment delivers</p>	<p>Key consultation outcomes (with equality relevance) include:</p> <ul style="list-style-type: none"> • 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 tramstop 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

				<p>a number of benefits:</p> <ul style="list-style-type: none"> • Transport benefits – to connect HS2 Curzon Street Station with the wider Birmingham City Centre area; to maximise interchange opportunities with existing railway stations at New Street and Snow Hill, and the coach station in Digbeth whilst minimising impacts to other road users, including local bus services; providing for future rapid public transport connections to East Birmingham via Bordesley Green and Chelmsley Wood; a direct link to the Eastside area, South and City College Birmingham, areas along Line 1 and the BCCE alignment to New Street, Moor Street and Snow Hill Rail Stations; improved journey quality • Economic benefits – to link key developments in the Eastside and Digbeth areas with Birmingham City Centre 	<p>transport and offering the potential for redevelopment within the city centre.</p> <ul style="list-style-type: none"> • 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 floccation 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 in 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
--	--	--	--	---	---

				<p>and the wider region, facilitating the growth proposed in the Big City Plan and Birmingham Curzon HS2 Masterplan and also having the potential to provide assistance in jobs created and economic growth, and also increasing access to employment and leisure; maximising the benefits arising from improved connectivity and investment in HS2 and associated commercial, retail and residential developments by connecting HS2 Curzon Street Station with the wider Birmingham City Centre area; to help to improve business efficiency in the area; to encourage interaction between Birmingham businesses and stimulate growth; enabling businesses to access important national and international markets, supporting growth within the Birmingham City Centre</p>	<p>were made on route alignment. Engagement sessions were also held with BCC, HS2, operators and other key stakeholders.</p>
--	--	--	--	---	--

				<p>Enterprise Zone and reinforcing the economic momentum of the area</p> <ul style="list-style-type: none"> • Social benefits – BEE provides access to existing and proposed facilities, benefiting users of public transport as well as encouraging modal shift from cars to Midland Metro, helping reduce congestion and bringing opportunities for improving walking and cycling; to provide new and improved public transport links for the Eastside and Digbeth areas; to provide high-quality public transport links between key population, education and employment centres in the city and wider region in order to open up access to the jobs created in the Birmingham City Centre Enterprise Zone. • Environmental benefits – creation of an environmentally sustainable route between the city centre 	
--	--	--	--	--	--

				<p>and Eastside / Digbeth, and an integrated approach to improve the streetscape; and</p> <ul style="list-style-type: none"> • Passenger benefits – improved connectivity within and to the city centre, HS2 and existing and proposed developments serving key locations improving journey times between Eastside and Birmingham City Centre. <p>Other benefits include:</p> <ul style="list-style-type: none"> - Expanded Metro network in the city centre offering wider journey choices - Four new Metro stops and improved Metro links to other areas of the West Midlands- The ability to / improved interchange with bus, HS2, Sprint coach and rail -New jobs and add to the economy of Birmingham and the Region -Support BCC regeneration initiatives -Supports future Metro 	
--	--	--	--	--	--

<p>AGE</p>	<p>√</p>			<p>expansion in the Region</p>
	<p>As above, but also improved accessibility is likely to be of particular benefit for older age groups.</p>			<p>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.</p> <p>Example feedback: "If you move stops this may have a negative impact on people with disabilities"; "having to walk with a stick, it would be nice to get from A to B – but if we can get to C, even better"; "There will need to be a stop near the coach station for easy access for disabled people".</p> <p>As part of the work on stop location geometrical, stakeholder, economic, operation constraints have been considered and the best acceptable solution in light of all these differing considerations.</p> <p>Midland Metro Alliance is also in the</p>

<p>DISABILITY</p>	<p>√</p>	<p>√</p>	<p><u>Positive</u></p> <p>As above, but also improved accessibility is likely to be of particular benefit for people with disabilities</p> <p><u>Negative</u></p> <ul style="list-style-type: none"> • Disruption during construction period and miscommunication of changes may have a negative impact on disabled customers • Should the infrastructure/stops not meet key accessibility standards, disabled customers may be negatively affected 	<p>process of setting up an apprenticeship to benefit younger people by... The construction of the BEE will be subject to a Code of Construction Practice which will stipulate standards and practices.</p> <p>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.</p> <p>Example feedback: "If you move stops this may have a negative impact on people with disabilities"; "having to walk with a stick, it would be nice to get from A to B – but if we can get to C, even better"; "There will need to be a stop near the coach station for easy access for disabled people"</p> <p>As part of the work on stop location geometrical, stakeholder, economic, operation constraints have been considered and the best acceptable solution in light of all these differing considerations.</p>
--------------------------	----------	----------	---	---

				<ul style="list-style-type: none"> Current city centre infrastructure, though reasonably accessible, could be further improved to enhance accessibility (colour contrast, paving etc) 	<p>The construction of the BEE will be subject to a Code of Construction Practice which will stipulate standards and practices.</p> <p>During a recent site tour of the new BCC tram stops disabled users were happy with the infrastructure and its accessibility, but noted that elements such as paving and colour contrast could be further enhanced to improve their journey experience.</p> <p>The Midland Metro Alliance is in the process of setting up a Disabled Forum for this and all Metro routes.</p> <p>Engagement with cyclists.... The Alliance is also in the process of setting up an apprentice scheme to help.....</p>
GENDER (including gender reassignment)			✓		<p>Same applies as in general</p>

PREGNANCY AND MATERNITY			√			Same applies as in general
RACE			√			Same applies as in general

RELIGION/ BELIEF										Same applies as in general														
SEXUAL ORIENTATION										Same applies as in general														

If you have found no negative impact and have provided evidence the assessment is complete. If you have found some negative impact in regards to one or more of the protected characteristics, proceed to questions 10 and 11

10. If adverse/negative impact is noted to any of the listed protected characteristics, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?

No

11. ACTION PLAN

What practical actions can be taken to reduce/remove any adverse/negative impact?

Issues to be addressed	Actions required	Responsible officer	Timescales	Reporting mechanisms e.g. Gateway process	How would you measure impact/outcomes in practice
Platform/infrastructure accessibility	Ensure design in line with current accessibility standards Also see question 8 for additional safety and information related elements that would enhance	Mike Ogden	Throughout design	EqIA/consultation with disabled stakeholders	Accessibility of design/no complaints

	accessibility and the travel experience of passengers	Mike Ogden /Anna Sirmoglou	Throughout design	EQA/consultation with disabled stakeholders	Key points incorporated where possible into design
	Liaise with equality/disability groups to get their input/feedback				
Accessibility of routes from/to metro stops and any pedestrian routes	Liaise with Birmingham City Council, HS2 and other stakeholders to ensure key accessibility standards are met Communicate all changes widely to the public as well as to key disability groups in the area	Mike Ogden /Anna Sirmoglou	Throughout design Prior to implementation	Gateway/consultation with disabled stakeholders	No accidents and/or complaints/fully accessible design
Disruption during the construction period	Ensure safe and accessible temporary solutions are offered Ensure the public is fully aware of any	Mike Ogden	Throughout design and implementation	EIA	No accidents and or complaints/ Fully accessible solutions

	temporary solutions and liaise with disability groups to raise awareness of temporary solutions	Mike Ogden /Anna Sirmoglou	Prior to implementation		
--	---	----------------------------	-------------------------	--	--

Director Signature:.....

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Metro Eastside (BEE) Extension And Digbeth High Street Public Realm Improvementsv2
Directorate	Economy
Service Area	Economy - P&R Planning And Development
Type	Amended Function
EA Summary	The Metro Eastside Extension (BEE) and Digbeth High Street Public Realm Improvements project will deliver an enhanced pedestrian environment in association with the Metro Eastside Extension.
Reference Number	EA002880
Task Group Manager	mark.gamble@birmingham.gov.uk
Task Group Member	
Date Approved	2018-06-15 00:00:00 +0100
Senior Officer	richard.cowell@birmingham.gov.uk
Quality Control Officer	richard.woodland@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a Amended Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The Midland Metro is a light rail/tram system, the first phase of which opened in 1999 between Wolverhampton and Birmingham Snow Hill Station. In 2015/16 the former Centro delivered an extension to this route, connecting onward to Birmingham New Street Station. Further extensions are proposed to Edgbaston via Five Ways and Centenary Square, to Birmingham Airport and the planned HS2 Interchange Station, from Wolverhampton to Wolverhampton Station, and from Wednesbury to Brierley Hill via Dudley town centre.

In October 2016, a TWAO application was submitted by the WMCA for the Birmingham Eastside Extension (BEE) scheme. This is the proposed extension of the tram line to serve Digbeth and the planned HS2 station at Curzon Street, running for 1.7km from the existing Metro line at Bull Street, via Albert Street, New Canal Street, Meriden Street and Digbeth to High Street Deritend in the vicinity of the Custard Factory. This extension will provide four new tram stops serving the eastern side of the city centre, and create a direct light rail connection between Birmingham New Street, Birmingham Snow Hill and the new HS2 station at Curzon Street. This new route is intended to be completed in advance of the Commonwealth Games in 2022.

A preliminary design has been produced by WMCA, which identifies the land required to deliver the BEE including a works envelope and the required changes to traffic regulations. A public inquiry was held in support of the TWAO application in November 2017, and the Inspector's report has been submitted to the Secretary of State for Transport.

The BEE scheme includes a new bus interchange at Albert Street / Masshouse Lane, adjacent to the Clayton Hotel, in order to mitigate loss of bus stops nearby. This will also provide one of the city centre stops for the proposed 'Sprint' Bus Rapid Transit routes. The preliminary design also includes for the permanent closure through a Stopping-Up Order of New Canal Street where it passes under the new HS2 Curzon Station. The new Metro / HS2 Interchange stop in this area is being led by the City Council and will be subject to a separate internal approval process.

As well as connecting to the existing Metro line at Bull Street, it is intended that the BEE scheme will become the first phase of a longer extension through East Birmingham and Solihull (EBS) to Birmingham Airport and the planned HS2 Interchange Station.

The BEE preliminary design proposes a centrally-running tram alignment through the Digbeth / Deritend area with two traffic lanes retained in each direction, either side of the central tram alignment. Footway widths would remain similar to existing with few enhancements to the public realm or the pedestrian environment.

In January 2017 the City Council commissioned WMCA to prepare a feasibility study exploring the potential to deliver the Curzon HS2 Masterplan vision for Digbeth through the coordination of the BEE Metro with public realm improvements. The study was jointly funded by the GBSLEP Enterprise Zone and WMCA. The feasibility study was prepared by MMA alongside the engineering and design work being undertaken to develop the BEE, with the goal of seeking an optimised traffic solution that aligns the movement of vehicles, Metro and people, and addresses any conflicting priorities.

It is now proposed to progress the findings of the feasibility study to develop preliminary designs

for the Digbeth public realm enhancements which are intended to be delivered alongside the BEE, providing a significantly enhanced pedestrian environment and public transport corridor. The next stage will be to progress the project to FBC and there will consultation activities will be conducted to inform the design proposals.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Relevant	No
Disability	Relevant	No
Gender	Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

This project covers two major elements: the Metro Birmingham Eastside Extension (BEE) and the Digbeth public realm enhancements.

Metro BEE

The Metro BEE is being delivered by the West Midlands Combined Authority via the delivery partnership Midland Metro Alliance. The preliminary design for the BEE has been subject to extensive consultation and stakeholder engagement, and a public enquiry was held in November 2017. A full summary of the consultation can be found on the Midland Metro Alliance website at this address: <http://www.metroalliance.co.uk/wp-content/uploads/2016/10/BEE-TWAO-Consultation-Report-FINAL-AS-PRINTED.pdf>

The BEE has also been subject to its own full Equalities Analysis as part of the evidence-base for the application for a Transport and Works Act Order. This Analysis concludes that the majority of impacts will be positive, and that negative impacts can be prevented through careful design which reflects accessibility standards. As such it is expected that any equalities impacts of the BEE will be fully addressed by the West Midlands Combined Authority.

Digbeth Public Realm Enhancements

Digbeth High Street has the potential to once again become a major gateway for the City as a principle pedestrian route connecting the City Core, Digbeth and Smithfield areas of the City Centre. This will be a once-in-a-generation opportunity to completely transform the character and usage of the space between the buildings frontages - a major

shift in emphasis is required to help bring back foot-fall and vibrancy, and to provide legible, safe and attractive spaces.

The Digbeth Public Realm Improvements have been subject to initial engagement with key stakeholders for the area including High Speed 2 (HS2) Ltd. and Transport for West Midlands (part of WMCA) including local businesses, and National Express, to identify existing issues for staff and service users and incorporate mitigating measures into the development of the preferred option. Following this, a second key stakeholder workshop was held to understand the finer detail around specific needs such as bus stop and crossing locations to align with desire lines for the visually impaired. It was also highlighted that night time pedestrian activity can differ and safety measures will need to accommodate this. The designers produced summary reports from both workshops and these are being used to inform the outline design.

It is considered that the scheme will have a positive impact for the wider population including protected groups by creating safer routes for all visitors and residents, through improved lighting, widening of the existing footways and significantly reducing traffic flow through the area.

In order to ensure that equalities considerations are fully addressed, this position will be reviewed on completion of the preliminary design work, prior to commencement of detailed design. Should any equalities impacts be identified, the EA will be revisited and a Full Assessment carried out.

The project will be subject to ongoing monitoring and evaluation to ensure any equality issues that arise are addressed.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

Based on the initial assessment and evidence available the conclusion at this stage is that the improved physical layout and quality will increase visitor numbers and usage of the area, facilitate walking, cycling and public transport use, and provide a safer pedestrian environment. The impacts on protected groups are expected to be positive and this will be ensured through further consideration and consultation as design work progresses to move the scheme forward to Full Business Case. Furthermore the analysis shows that the public realm improvements will not give rise to any illegal discrimination and will support equality of opportunity by optimizing the area's economic growth potential.

4 Review Date

01/07/19

5 Action Plan

There are no relevant issues, so no action plans are currently required.