



High Speed Two Phase 2a (West Midlands - Crewe)

Equality Impact Assessment Report

Consultation Summary Response Report

May 2018



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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Contents

1	Introduction	1
1.1	Introduction to HS2	1
1.2	The Phase 2a EQIA	1
1.3	The purpose of this report	2
1.4	Structure and content of this report	3
2	The July 2017 EQIA Report consultation and response processing	4
2.1	Introduction	4
2.2	July 2017 EQIA Report Consultation	4
2.3	Engagement to support the July 2017 EQIA Report Consultation	4
2.4	Responding to consultation	4
2.5	Analysing consultation responses	5
2.6	Responses relating to general engagement and consultation processes	5
3	EQIA scope, methodology and assessment	7
3.1	Introduction	7
3.2	Consultation themes	7
3.3	The scope and methodology of the EQIA	7
3.4	Baseline information	9
3.5	Literature Review	11
4	Key route-wide consultation themes	13
4.1	Introduction	13
4.2	Consultation themes	13
5	Health, wellbeing and quality of life	14
5.1	Introduction	14
5.2	Consultation issues	14
5.3	Response to consultation issues	14
6	Housing and residential properties	17
6.1	Introduction	17
6.2	Consultation issues	17
6.3	Location specific consultation issues	17
6.4	Response to consultation issues	17
7	Community infrastructure and public open space	19
7.1	Introduction	19
7.2	Consultation issues	19
7.3	Location specific consultation issues	19
7.4	Response to consultation issues	19
8	Schools, educational and therapy facilities	22

HS2 Phase 2a EQIA Report: Consultation Summary Response Report

8.1	Introduction	22
8.2	Consultation issues	22
8.3	Location specific consultation issues	22
8.4	Response to consultation issues	23
9	Employment and local businesses	26
9.1	Introduction	26
9.2	Consultation issues	26
9.3	Location specific consultation issues	26
9.4	Response to consultation issues	26
10	Places of worship	28
10.1	Introduction	28
10.2	Consultation issues	28
10.3	Location specific consultation issues	28
10.4	Response to consultation issues	28
11	Road network, traffic, transport and accessibility	30
11.1	Introduction	30
11.2	Consultation issues	30
11.3	Location specific consultation issues	30
11.4	Response to consultation issues	31
12	Concluding comments	35
13	References	36
	Glossary of terms	38
	List of abbreviations	41

1 Introduction

1.1 Introduction to HS2

- 1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. HS2 will be built in phases. Phase One comprises the first section of the HS2 rail network of approximately 230km (143 miles) between London and the West Midlands that is planned to become operational in 2026. It was the subject of an Environmental Statement (ES) deposited with the HS2 (London - West Midlands) Bill in 2013 and subsequent ESs were deposited with Additional Provisions to that Bill in 2014 and 2015. An Equality Impact Assessment (EQIA) was published at the same time that the Bill was deposited in 2013, and two updates to the EQIA were subsequently published in 2015. Initial works for Phase One are now proceeding in accordance with the High Speed Rail (London - West Midlands) Act 2017.
- 1.1.2 Phase Two of HS2 would extend the line to the north-west and north-east, to Manchester with connections to the West Coast Main Line (WCML) at Crewe and Golborne and to Leeds with a connection to the East Coast Main Line approaching York, completing what is known as the 'Y network'.
- 1.1.3 Phase 2a ('the Proposed Scheme'), is the western leg of Phase Two between the West Midlands and Crewe, comprising approximately 58 kilometres (36 miles) of HS2 main line and two spurs (approximately 6 kilometres, 4 miles) south of Crewe that will allow trains to transfer between the HS2 main line and the West Coast Main Line (WCML). It will connect with Phase One at Fradley, to the north-east of Lichfield and connect to the WCML south of Crewe, enabling high speed trains to call at Crewe Station and to provide onward services beyond the HS2 network, to the north-west of England and to Scotland.
- 1.1.4 The High Speed Rail (West Midlands - Crewe) Bill, (the 'Phase 2a Bill') was introduced into Parliament in July 2017 accompanied by the ES¹, which reports the likely significant environmental effects of the Proposed Scheme. Construction is planned to commence in 2020 ahead of the rest of Phase Two, with operation planned to start in 2027.

1.2 The Phase 2a EQIA

- 1.2.1 As a public body, HS2 Ltd is subject to the Public Sector Equality Duty (PSED) under the Equality Act 2010. The PSED requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people during the design stage, construction and operation of the railway.

¹ HS2 Ltd (2017), High Speed Rail (West Midlands - Crewe) Environmental Statement, www.gov.uk/government/collections/hs2-phase-2a-environmental-statement

HS2 Phase 2a EQIA Report: Consultation Summary Response Report

- 1.2.2 As part of its activities to keep local people and relevant authorities informed of its plans, HS2 Ltd undertook consultations on the working draft EQIA Report², in order to contribute towards enabling and documenting HS2 Ltd's active fulfilment of its PSED during the design stage of the Proposed Scheme. The working draft EQIA report and working draft EQIA report consultation summary³, which summarises the responses to the working draft EQIA consultation, are available on the [gov.uk](https://www.gov.uk) website.
- 1.2.3 An updated Phase 2a Equality Impact Assessment Report, (referred to in this report as the 'July 2017 EQIA Report'⁴) presented equality information based on the Phase 2a Bill design and the ES, which has also been consulted upon. It considered whether the Proposed Scheme would have a disproportionate or differential effect on groups of people because of their age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, or sexual orientation (referred to as equality effects). It also explained how HS2 Ltd proposed to avoid or reduce any adverse equality effects that may occur over the life of the HS2 project.
- 1.2.4 In parallel, Parliament carried out a consultation on the ES. Both consultations were undertaken between 17 July and 30 September 2017. Further details on the EQIA consultation are provided in Section 2 of this report.

1.3 The purpose of this report

- 1.3.1 The purpose of this report is to summarise the key issues raised during consultation on the July 2017 EQIA Report, explaining how these have been considered through the development and EQIA of the Proposed Scheme. This report, the EQIA Consultation Summary Response Report (CSRR), does not consider feedback from wider or ongoing engagement with stakeholders, outside the consultation on the July 2017 EQIA Report.
- 1.3.2 Information from consultation responses received on the ES has not been considered in this report. Comments submitted in response to the July 2017 EQIA Report, which were not considered relevant to the EQIA, have also not been addressed in this report.
- 1.3.3 The list of issues summarised in this EQIA CSRR is not exhaustive. It reflects the issues, themes and key locations that were identified by consultees to the July 2017 EQIA Report.
- 1.3.4 In this report, references are made to other reports where the reader can obtain more detailed information on specific issues identified during consultation and summarised in this CSRR. These reports include the ES which consists of Volumes 1 to 5, with accompanying map books, and the July 2017 EQIA Report. All of these reports are available on the [gov.uk](https://www.gov.uk) website.

² HS2 Ltd (2016), HS2 Phase 2a working draft Equality Impact Assessment report, www.gov.uk/government/uploads/system/uploads/attachment_data/file/628583/E179_Equality_Impact_Assessment_report_WEB.pdf

³ HS2 Ltd (2017), HS2 Phase 2a working draft Equality Impact Assessment report consultation summary, <https://www.gov.uk/government/consultations/hs2-phase-2a-west-midlands-to-crewe-working-draft-equality-impact-assessment-eqia-report-consultation>

⁴ HS2 Ltd (2017), HS2 Phase 2a Equality Impact Assessment report, www.gov.uk/government/uploads/system/uploads/attachment_data/file/628583/E179_Equality_Impact_Assessment_report_WEB.pdf

- 1.3.5 HS2 Ltd employed an independent specialist response analysis company, Ipsos MORI, to receive and collate the responses to the July 2017 EQIA Report Consultation. Ipsos MORI's summary of consultation responses is available on the gov.uk website.

1.4 Structure and content of this report

- 1.4.1 This report is structured to provide the reader with an understanding of the July 2017 EQIA Report process and the issues raised by consultees in relation to the July 2017 EQIA Report.

- 1.4.2 The remainder of this report is structured as follows:

- Section 2. The July 2017 EQIA Report consultation and response processing. This section provides an overview of the consultation undertaken to support the development of the Proposed Scheme and processing of consultation responses.
- Section 3. EQIA scope, methodology and assessment. This section summarises issues raised by consultees in relation to the EQIA scope, methodology and assessment.
- Section 4. Key route-wide consultation themes. This section presents the key route-wide themes identified through analysis of consultation responses. An overview of consultation issues in relation to each of these key themes is presented in sections 5 to 11 of the report.
- Section 5. Health, wellbeing and quality of life. This section summarises the key issues raised by consultees in relation to health, wellbeing and quality of life.
- Section 6. Housing and residential properties. This section summarises the key issues raised by consultees in relation to housing and residential properties.
- Section 7. Community infrastructure and public open space. This section summarises the key issues raised by consultees in relation to community and open space.
- Section 8. Schools, educational and therapy facilities. This section summarises the key issues raised by consultees in relation to schools, educational and therapy facilities.
- Section 9. Employment and local businesses. This section summarises the key issues raised by consultees in relation to employment and local business.
- Section 10. Places of worship. This section summarises the key issues raised by consultees in relation to places of worship.
- Section 11. Road network, traffic, transport and accessibility. This section summarises the key issues raised by consultees in relation to the road network.
- Section 12. Concluding comments.

2 The July 2017 EQIA Report consultation and response processing

2.1 Introduction

2.1.1 This section provides a summary of the July 2017 EQIA Report consultation, including the time, scope and process by which consultees were invited to participate and comment on the scheme presented in the July 2017 EQIA Report.

2.2 July 2017 EQIA Report Consultation

2.2.1 The focus of this report is the consultation undertaken on the July 2017 EQIA Report.

2.2.2 The report was made available online on the gov.uk website.

2.2.3 Hard copies were available upon request to the HS2 Ltd Helpdesk and document sets were made available at libraries along the HS2 Phase 2a route. Copies of each of the consultation reports were available on request in alternative formats via the HS2 Ltd Helpdesk.

2.3 Engagement to support the July 2017 EQIA Report Consultation

2.3.1 To support the July 2017 EQIA Report Consultation, engagement was undertaken in advance of, and during the formal consultation period.

2.3.2 Letters were sent by email to a range of stakeholders including: local authorities, business and representative bodies, non-governmental organisations, statutory agencies, parish councils and other community organisations. Reports and publicity posters for the consultation events were sent to public libraries and parish councils with a request that they be made available/displayed at community locations. Posters were also sent to other community venues, such as Citizen Advice Bureaux and medical surgeries, amongst other amenities.

2.3.3 A letter and a leaflet promoting the consultation were sent to owner/occupiers approximately 1km either side of the proposed line of route, as well as to key local stakeholders.

2.3.4 Further detail on Phase 2a stakeholder engagement and its role in informing the development of the Proposed Scheme, is set out in the July 2017 EQIA Report.

2.4 Responding to consultation

2.4.1 Ipsos MORI was commissioned to receive, collate and summarise responses to the consultation, received through online, email and postal platforms.

2.4.2 A response form for the July 2017 EQIA Report consultation was developed by HS2 Ltd and stakeholders were invited to submit their comments against the questions asked within this form.

2.4.3 Stakeholders were invited to submit their comments on the July 2017 EQIA Report online, by email and by post through the following mechanisms facilitated by Ipsos MORI:

- Online: <https://ipsos.uk/HS2Phase2aEQIA>;
- By email: HS2Phase2Aeqia@ipsos.com; and
- By post: FREEPOST HS2 PHASE 2A EQIA.

2.4.4 Responses submitted within the formal period of consultation were eligible for consideration as part of the consultation response analysis. Responses postmarked before the end of consultation, but not received until after consultation was closed, were also considered.

2.5 Analysing consultation responses

2.5.1 The July 2017 EQIA Report consultation received 220 responses, these comprised 202 responses from members of the public and 18 responses from organisations.

2.5.2 Duplication of responses did occur and this was identified and managed during the collation and review process undertaken by Ipsos MORI.

2.5.3 Consultation responses were reviewed by the Phase 2a EQIA project team. The purpose of this review was to consider how the issues raised during the consultation could inform the detailed design of the Proposed Scheme and ongoing EQIA process in a timely and appropriate manner.

2.5.4 For the purposes of this report, the responses have been categorised in the following way:

- issues relating to the EQIA scope, methodology, and assessment;
- issues relating to the scheme design presented in the July 2017 EQIA Report; and
- issues relating to route-wide and location specific amenities.

2.5.5 Reflecting the review process, sections 3-11 of this report set out a brief summary of the issues raised by consultees and how the refinement of the scheme design and the ongoing EQIA process are being informed by these responses, where applicable.

2.5.6 Where relevant, an indicative list of consultees who provided responses on a particular issue or topic is set out. However, no names or contact details of individuals are provided within this report. Such consultees are referred to as 'individual consultees'.

2.6 Responses relating to general engagement and consultation processes

Consultation issues

2.6.1 The analysis of consultation responses identified a number of issues that were not related to the contents of the July 2017 EQIA Report, but focused on the process of engaging and consulting stakeholders undertaken by HS2 Ltd.

HS2 Phase 2a EQIA Report: Consultation Summary Response Report

- 2.6.2 Issues raised by consultees included the approach adopted to planning engagement and consultation activity, and the duration of the consultation period. Comments were also made regarding the method for engaging with stakeholders, in particular, the approach to engaging with elderly residents who may be less likely to use digital information sources.
- 2.6.3 Further comments were made regarding information provided to HS2 Ltd in previous consultations, which was stated as having been overlooked or misrepresented during the July 2017 EQIA consultation process.

Response to consultation issues

- 2.6.4 The duration of the July 2017 EQIA consultation was aligned with the ES consultation period in order to allow stakeholders the opportunity and sufficient time to respond to the assessment.
- 2.6.5 HS2 Ltd recognises that some members of the public, including those with protected characteristics, such as the elderly, may be less able or willing to access online services. To address this, alternative means of participating in the consultation were provided through written and telephone response channels. Hard copy response forms were made available in local libraries and members of the public were able to submit written responses to the consultation. The HS2 Ltd Helpdesk also provided a point of contact for telephone enquiries relating to the EQIA and the Proposed Scheme.
- 2.6.6 Information provided in response to engagement or previous consultation activity, has been reviewed and considered by the EQIA team. Where appropriate, this information has been used to inform the development of the Proposed Scheme.
- 2.6.7 Commentary received on these issues has been passed to the HS2 Ltd Stakeholder Engagement and Consultation team and will be considered in light of ongoing and future engagement and consultation activity.

3 EQIA scope, methodology and assessment

3.1 Introduction

3.1.1 This section summarises issues raised by consultees in relation to the EQIA scope, methodology and assessment. Consultees who raised issues included: Woore Parish Council; Woore Action Group; Network Rail; Woore Primary School and Nursery; Swynnerton Parish Council; Councillor Janet Clowes, Wybunbury Ward, Cheshire East Council; and Cheshire East Council.

3.2 Consultation themes

3.2.1 The key topic areas identified through analysis of consultee comments in respect of the EQIA scope, methodology and assessment included:

- the scope and methodology of the EQIA;
- baseline information; and
- Appendix A: Literature Review⁵.

3.3 The scope and methodology of the EQIA

Consultation issues

3.3.1 The following key issues were raised:

- Network Rail stated that inclusive design should be a key principle, and that the July 2017 EQIA Report should include diversity assessments of affected areas and other works that could affect users;
- consultees including Woore Parish Council questioned why the impacts on certain equality groups were being considered and others omitted. This related to comments that suggested specific groups, such as elderly, disabled and vulnerable residents, including those living in particular localities, had not been adequately addressed in the EQIA;
- Armitage with Handsacre Parish Council questioned how impacts would be addressed and how mitigation would be implemented; and
- Network Rail commented that HS2 Ltd has an obligation to make reasonable adjustments to overcome any substantial disadvantage they caused to a disabled person.

⁵ HS2 Ltd (2017) HS2 Phase 2a Equality Impact Assessment report Appendices, www.gov.uk/government/uploads/system/uploads/attachment_data/file/628593/E182_EQIA_appendices_WEB.pdf

Response to consultation issues

Inclusive design and need for diversity assessments

- 3.3.2 A number of Information Papers have been published for Phase One and Phase 2a of HS2. HS2 Phase 2a Information Paper D6: Inclusive Design Policy⁶ outlines the approach to inclusive design for HS2, as it applies to the Proposed Scheme. HS2 Ltd's objective is to apply inclusive design to all elements of the Proposed Scheme and provide a service that can be used safely, independently, easily and with dignity by everyone.
- 3.3.3 The design of the Proposed Scheme will comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI), which sets standards for accessible trains, stations and other facilities, and with applicable UK standards.
- 3.3.4 The need for diversity assessments of particular design elements will also be considered at the detailed design stage as part of the ongoing PSED under the Equality Act 2010.

Assessment of impacts and effects on groups with protected characteristics

- 3.3.5 The methodology for the EQIA is set out in the EQIA Scope and Methodology Report (SMR)⁷ and draws on lessons learned from HS2 Phase One, as well as previous EQIAs undertaken for comparable major infrastructure projects. There is limited methodological guidance available for EQIA, however, further information on the guidance that was used to inform the assessment is provided in the EQIA SMR.
- 3.3.6 As explained in the EQIA SMR, the July 2017 EQIA Report does not assess levels of significance of effects. Instead, qualitative descriptive judgments are made regarding the nature of potential equality effects. The EQIA Report has been informed by the scope and findings of the ES, and seeks to assess whether any of the effects identified in the ES will have disproportionate or differential effects on groups of people⁸ on the grounds of their protected characteristics. Further information, including definitions of disproportionate and differential effects, is provided in the EQIA SMR.
- 3.3.7 The Community Profile included as Appendix B to the July 2017 EQIA Report, along with engagement with local authorities, informed the identification and location of people with protected characteristics within communities in proximity to the route of the Proposed Scheme. Where the ES identified likely significant effects⁹ for people in these communities or using resources in these areas, as a result of construction or operation, the EQIA drew on this information to assess the potential for protected

⁶ HS2 Ltd (2017) HS2 Phase 2a Information Paper D6: Inclusive Design Policy, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627941/D6_Inclusive_Design_Policy_v1.0.pdf

⁷ HS2 Ltd (2016), HS2 Phase 2a: West Midlands to Crewe EQIA Scope and Methodology Report. Available online at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/552546/HS2_Phase_2a_EQIA_SMR.pdf

⁸ The EQIA considers effects on groups of people rather than on individuals

⁹ Environmental assessments considered relevant to the EQIA are health, sound, noise and vibration, air quality, landscape and visual, socio-economic and community.

characteristic groups, where known, to experience disproportionate or differential effects.

- 3.3.8 Where the characteristic of affected groups was not known, then the EQIA was unable to judge whether effects identified in the ES could result in a disproportionate or differential effect. Whenever such information becomes available to HS2 Ltd, the potential for further equality effects will be considered.

Mitigation and reasonable adjustments

- 3.3.9 Mitigation is embedded in the Proposed Scheme, with the approach to this process set out in Volume 1 of the ES¹⁰ and further detailed in Volume 2 of the ES¹¹. Where this mitigation is relevant to the EQIA, it has been referenced in the assessment of equality effects in the July 2017 EQIA Report.
- 3.3.10 The process of review will continue to identify suitable measures to reduce, and if appropriate, mitigate effects on people with protected characteristics. This process will be informed by ongoing engagement with relevant stakeholders to identify the specific needs of these groups and appropriate mitigation.
- 3.3.11 As stated in paragraph 1.5.3 of the July 2017 EQIA Report, section 20 of the Equality Act 2010 requires decision-makers to make 'reasonable adjustments' in certain circumstances. Where a disabled person is at a substantial disadvantage in comparison with people who are not disabled, there is a duty to take reasonable steps to remove that disadvantage. The July 2017 EQIA Report helps HS2 Ltd to identify where such adjustments may be required.

3.4 Baseline information

Consultation issues

- 3.4.1 Consultees stated that certain communities or facilities had been under-represented or omitted from the July 2017 EQIA Report. The following key issues were raised:
- Woore Parish Council, Woore Action Group and individual consultees stated that the village of Woore had been omitted from the baseline and misrepresented in mapping;
 - consultees questioned why baseline data had not been collected for Stone, Yarnfield, or communities in Shropshire including Market Drayton;
 - Councillor Janet Clowes, Wybunbury Ward, Cheshire East Council, questioned the use of 2011 Census data in the community profile;
 - Councillor Clowes also stated that there were gaps in the community profile for Wybunbury ward including Wynbunbury Delves School, Bridgemere School, the churches of St Chad's at Wybunbury and St John's at Doddington, the chapels at Hatherton, Hough and Chorlton, and community halls in Blakenhall and Wybunbury; and

¹⁰ See ES Volume 1, Introduction to the Environmental Statement

¹¹ See ES Volume 2, Community area reports

- Swynnerton Parish Council stated that the community profile was not adequate or sufficiently relevant.

Response to consultation issues

- 3.4.2 The spatial scope of the EQIA, which informs the identification of communities and baseline data collection, is guided by the findings of the ES, and informed by professional experience and judgement. The overarching spatial approach is based around the five community areas (Fradley to Colton; Colwich to Yarlet; Stone and Swynnerton; Whitmore Heath to Madeley; and South Cheshire), which are used across the EQIA and ES to ensure consistency between the assessments.
- 3.4.3 The July 2017 EQIA Report considers evidence including relevant baseline data in order to understand the needs and distributions of protected characteristic groups along the route of the Proposed Scheme. A detailed baseline for the five community areas is provided in Appendix B: Community Profile, published with the July 2017 EQIA Report. The baseline data used in the community profile was collected at ward level for those wards within a 1km distance from the route of the Proposed Scheme, with local, regional and national averages provided for comparison.
- 3.4.4 In the Stone area, data was collected and provided in Appendix B: Community Profile for the wards of Walton, Milwich, Eccleshall, Swynnerton, and Barlaston and Oulton, all of which fall within 1km of the route. The village of Yarnfield is in the ward of Swynnerton and so is included in the baseline data for this ward. Baseline data was not collected for Woore or for other communities in Shropshire which do not fall within 1km of the route of the Proposed Scheme. Further information on the spatial scope of the assessment is provided in the EQIA SMR. Further information on the assessment in these areas, where relevant, is provided in the subsequent sections of this report.
- 3.4.5 Although much of the baseline data used in the community profile is drawn from the Office for National Statistics (ONS) Census, undertaken in 2011, it is considered that, in most cases, the Census remains the most comprehensive and robust source of information available, particularly for lower level geographies. Where appropriate, Census data was supplemented with data from other sources, including local Joint Strategic Needs Assessments (JSNA) and ONS mid-year population estimates. Additional local information was requested in meetings with local authorities and is used where appropriate. Further information on the data used to build the evidence base for the assessment is provided in Appendix B: Community Profile and in the EQIA SMR.
- 3.4.6 Data on community resources such as schools, places of worship and community halls was also collected within proximity of the route of the Proposed Scheme, and set out in the lists of community facilities included in the Community Profile. The study area for this process was taken as the area that encompassed the extent of the likely significant environmental effects of the Proposed Scheme. Facilities were cross-checked with information held by other technical disciplines. Further scoping work for community facilities and resources was conducted during engagement meetings with relevant local authorities along the route.

- 3.4.7 The July 2017 EQIA Report that was the subject of consultation represented a stage in the development of the Proposed Scheme. The EQIA continues to evolve through updates to the community baseline and detailed assessment of impacts. Information provided by consultees on additional baseline, including specific receptors and community facilities, will be used to inform the ongoing EQIA process, where appropriate.

3.5 Literature Review

Consultation issues

- 3.5.1 Councillor Clowes, who represents Wybunbury Ward on Cheshire East Council, stated that whilst the literature review was extensive, further detail was sought on how data sources in the review had been selected and analysed, to provide a more robust literature critique and ensure confidence in the findings of the review.
- 3.5.2 Cheshire East Council requested further information on data sources, how the results for each characteristic were presented and summarised, how the results had been presented to aid readers in determining the quality of evidence and findings, and how the risk of bias had been removed from the analysis.

Response to consultation issues

- 3.5.3 The EQIA and the supporting Literature Review has been undertaken in line with established technical practice and informed by recognised experts in the field of EQIA.
- 3.5.4 Appendix A: Literature Review was published as an appendix to the July 2017 EQIA Report. It provides a summary of key research evidence drawn from recent national and regional evidence reviews, research findings and policy documents, to inform understanding of the sensitivity of protected characteristic group to potential effects of the Proposed Scheme, and their specific needs in relation to potential effects.
- 3.5.5 The content of the Literature Review was determined by the scope of the EQIA and the key aspects of the Proposed Scheme considered to be relevant to the assessment. The July 2017 EQIA Report groups potential effects in relation to a number of key equality concerns, which were used to structure the literature review. These are: housing; community infrastructure and open spaces; employment and business; traffic, transport and physical accessibility; noise, air quality and other environmental effects; and crime, safety and personal security.
- 3.5.6 The search strategy used to develop the Literature Review involved key word searches relevant to these themes, followed by evaluation of the bibliographies of identified articles. Sources included recent research evidence published by national bodies including the Equalities and Human Rights Commission (EHRC) and central government departments, as well as nationally-recognised organisations representing protected characteristic groups. Where relevant, statistical data was also drawn from ONS publications, and national surveys such as the National Travel Survey published by the Department for Transport (DfT).
- 3.5.7 To enable the reader to understand the quality of the evidence base and the robustness of information presented, the literature review is fully referenced with hyperlinks to those documents that are available online.

HS2 Phase 2a EQIA Report: Consultation Summary Response Report

- 3.5.8 The literature review is structured to address each of the key equality concerns discussed above. The reader is signposted to where the evidence identifies or suggests a particular relationship may exist between respective equality concerns and specific protected characteristic groups.
- 3.5.9 The literature review published with the July 2017 EQIA Report updated the information provided in the literature review included as part of the EQIA Report for Phase One of HS2, published in November 2013. As far as possible, findings were updated to only include evidence published within the five years prior to 2017¹².

¹² There are some notable exceptions to this. For example, evidence from the EHRC's How Fair Is Britain? review was included despite being published in 2010, as this was considered a key document relevant to the scope of the EQIA.

4 Key route-wide consultation themes

4.1 Introduction

4.1.1 This section outlines how the rest of the report is structured and the key consultation themes. Sections 5 to 11 are structured to address key route-wide and location specific examples of equality issues, identified through analysis of consultation responses.

4.2 Consultation themes

4.2.1 The summary of key route-wide equality issues and where these are presented within the report, is set out below:

- Section 5, Health, wellbeing and quality of life;
- Section 6, Housing and residential properties;
- Section 7, Community infrastructure and public open space;
- Section 8, Schools, educational and therapy facilities;
- Section 9, Employment and local businesses;
- Section 10, Places of worship; and
- Section 11, Road network, traffic, transport and accessibility.

4.2.2 Each section is structured to present a summary of the key issues raised by consultees with respect to route-wide community amenities, for example, places of worship. Where consultees have provided commentary on a location specific example of that amenity, such as referring to a particular place of worship, this is also identified.

4.2.3 Each section presents how consultees see those groups with protected characteristics as being affected either at a route-wide level or in respect of these individual locations. A summary of how the respective comments have informed the EQIA process, both route-wide and with respect to individual locations, as appropriate, is provided.

5 Health, wellbeing and quality of life

5.1 Introduction

5.1.1 This section summarises issues raised by consultees in relation to health, wellbeing and quality of life. Consultees who raised issues included: Little Ingestre Care Limited; Swynnerton Parish Council; Woore Parish Council; Madeley Independent Residents HS2 Action Group; Woore Action Group; and Woore Primary School and Nursery.

5.2 Consultation issues

5.2.1 Issues raised by consultees included:

- potential impacts on health and wellbeing associated with noise and air quality, in particular for older residents, those with existing health concerns and school children, from proximity to construction activity and traffic;
- the potential reduction in access for emergency service vehicles and to local General Practitioners (GPs) which could cause stress and anxiety for the elderly and those in poor health, particularly along Yarnfield Lane and along access routes to schools;
- safety concerns for children associated with proposed balancing ponds close to Madeley village; and
- potential impacts on safety of those with protected characteristics, from construction traffic, road diversions and footpath realignments.

5.3 Response to consultation issues

Impacts of construction on residents

5.3.1 The assessment of impacts on residents from construction activity is presented in the Volume 2 community area reports in the ES. This has been used to inform the EQIA, which has considered whether noise and air quality impacts could have the potential to result in any disproportionate or differential effects for people with protected characteristics, including in terms of their health and wellbeing. It is recognised that for those living in proximity to construction activity, such effects may be greater. Younger and older residents, and those with existing health concerns, can be more susceptible to air quality impacts. Further information on the potential impacts on school children from construction noise is provided in section 8.4.

5.3.2 Impacts that may arise from construction activities, such as noise and dust, will be controlled by measures set out in the draft Code of Construction Practice (CoCP)¹³ and other Environmental Minimum Requirements (EMR). The EQIA Report concluded that the measures outlined within the draft CoCP are considered effective at reducing dust and construction traffic emissions, and that no direct health and wellbeing effects are therefore expected to arise as a result of air quality effects during construction.

¹³ HS2 Ltd (2017), HS2 Phase 2a: Environmental Statement Technical Appendices, Draft Code of Construction Practice. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627182/E26_CT-003-000_WEB.pdf

- 5.3.3 Households affected by noise during construction may be eligible for noise insulation or temporary re-housing in accordance with the noise insulation and temporary rehousing policy set out in Hs2 Phase 2a Information Paper E13: Control of Construction Noise and Vibration⁴⁴. Specific noise trigger levels and/or alternative noise control measures will be considered on a case by case basis for residential special cases, including for situations where residents have a medical condition that could be seriously aggravated by construction noise. Where appropriate, the nominated undertaker will liaise with the local authority to determine appropriate thresholds.

Emergency services

- 5.3.4 Prior to the commencement of construction works, the nominated undertaker will ensure that a route-wide traffic management plan (RTMP) is prepared, in consultation with the highway and traffic authorities and the emergency services and other relevant key stakeholders. The RTMP will include, as appropriate, the arrangements for liaison with the relevant highway authorities and emergency services, including air ambulances and protecting corridors for emergency vehicles.
- 5.3.5 Further information on liaison with the emergency service is set out in the draft CoCP.
- 5.3.6 Further information regarding traffic and access to Yarnfield Lane is described in section 11.4 of this report.

Balancing ponds

- 5.3.7 Balancing ponds are required in order to regulate water flows to avoid an increase in flooding from new surface water drainage systems. These systems include the drainage required for all aspects of the Proposed Scheme covering railway drainage, new or altered highway drainage networks and new land drainage arrangements, following construction of the railway.
- 5.3.8 Balancing ponds will typically be unlined and have banks with a varying profile. Their size will depend on local drainage requirements. The majority will not be designed to hold water permanently, but will be dry most of the time, except following intense rainfall events. Balancing ponds required for land drainage purposes only will often resemble depressions in the ground rather than actual ponds.
- 5.3.9 Fencing requirements for railway and road drainage ponds will be assessed on a case-by-case basis, following a risk assessment. The degree of security required will be proportionate to the level of risk and will take into account the nature of the locality. Balancing ponds for land drainage will often be located in land suitable for livestock grazing once returned to landowners. Fencing of such ponds may not be required, but a simple agricultural fence for land or livestock management purposes has been assumed in the ES.

⁴⁴ Hs2 Ltd (2017), HS2 Phase 2a Information Paper E13: Control of Construction Noise and Vibration. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/628459/E13_Control_of_construction_noise_and_vibration_v1.0.pdf

- 5.3.10 Further information can also be found in HS2 Phase 2a Information Paper E21: Balancing Ponds and Replacement Flood Storage Areas¹⁵.

Safety, traffic and transport

- 5.3.11 The RTMP will set out measures to ensure that the maintenance and condition of public roads, cycle paths and public rights of way (PRoW) do not deteriorate due to construction traffic. These measures may include engagement with vulnerable road users including pedestrians, motorcyclists, cyclists and equestrians. This is intended to ensure road safety for users of all modes of transport during traffic management works and temporary traffic control measures.
- 5.3.12 Further information on measures that will be adopted to protect the safety of the public and road users during construction works is set out in the draft CoCP.

¹⁵ Hs2 Ltd (2017), HS2 Phase 2a Information Paper E21: Balancing Ponds and Replacement Flood Storage Areas. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/628467/E21_Balancing_Ponds_and_Replacement_Flood_Storage_Areas_v1.0.pdf

6 Housing and residential properties

6.1 Introduction

6.1.1 This section summarises issues raised by consultees in relation to housing and residential properties.

6.2 Consultation issues

6.2.1 Issues raised by consultees with regard to housing and residential properties included the potential for construction-related noise, air quality and traffic impacts to affect residential areas where people with protected characteristics may be living.

6.3 Location specific consultation issues

6.3.1 Location specific issues included consultees stating that there may be impacts on elderly residents in Woore village from construction work in the area. This could include impacts from construction traffic and subsequent loss of property value.

6.4 Response to consultation issues

6.4.1 The ES identified the likely significant air quality, noise, isolation and traffic and transport impacts of the Proposed Scheme in specific locations and at a route-wide level, during both construction and operation.

6.4.2 No likely significant noise, air quality or isolation effects on residents in Woore are identified in the ES. The ES does identify a significant effect through severance for non-motorised users of the A51 between Dog Lane and Checkley Lane, which includes a stretch of road through Woore. It is recognised that those with protected characteristics, such as older people, may be differentially affected by impacts from construction activity, including construction traffic, on residential areas, with the impacts on community cohesion and ties that this has the potential to negatively affect. It is also recognised that change generally has the potential to disproportionately affect older people.

6.4.3 The implementation of the CoCP in combination with the construction workforce travel plan will reduce transport-related effects for residents of Woore, including severance, during construction of the Proposed Scheme.

6.4.4 A detailed profile of groups with protected characteristics along the route is continuing to emerge. The assistance of consultees in identifying those groups with protected characteristics will, therefore, help to focus future engagement and inform both communications and planning of construction activity in areas identified to have elderly residents or members of other protected characteristic groups. This includes working with stakeholders to seek to ensure continuity of transport services to reduce any potential disproportionate impact to those with protected characteristics.

6.4.5 During construction, engagement will be undertaken by the nominated undertaker and its contractors to identify and implement appropriate mitigation, informed by the CoCP, to reduce effects experienced by residents.

Residential properties and compensation

- 6.4.6 HS2 Ltd recognises that home-owners along the route, including those with protected characteristics, will be affected by the Proposed Scheme. HS2 Ltd has worked to reduce uncertainty by consulting with local communities. However, notwithstanding the measures in place to reduce the impacts of the Proposed Scheme, there is a potential for home-owners with protected characteristics to be affected by generalised blight in the period leading up to and including construction.
- 6.4.7 The Government has developed a package of non-statutory property compensation measures to address generalised blight resulting from the promotion of the Proposed Scheme. These include express purchase, a need to sell scheme, rent back and an extended homeowner protection zone, safeguarding properties where changes to the route occur. Eligibility for these depends on the location of the affected property.
- 6.4.8 Those who have a qualifying interest in land to be acquired for construction of the Proposed Scheme will be able to claim compensation in line with the provisions of the Compensation Code. Where no land is to be acquired but a right in property is taken away or interfered with, compensation may also be claimed. Compensation may also be claimed, once the Proposed Scheme is in operation, by those who have had no land acquired but can demonstrate that a reduction in the value of their land, including residential property, has been caused by the operation of the scheme.
- 6.4.9 Further information on the property compensation schemes in place for HS2 Phase 2a, eligibility criteria and how anyone affected can discuss issues relating to compensation, is set out on the HS2 Ltd website at www.hs2.org.uk¹⁶.
- 6.4.10 Further information can also be found in the HS2 Phase 2a Information Papers: C Series¹⁷.

¹⁶ HS2 Ltd website: <https://www.hs2.org.uk/in-your-area/assistance-for-property-owners/apply-for-property-assistance-schemes/>

¹⁷ HS2 Ltd (2017), HS2 Phase 2a information papers: Property and compensation. Available online at: <https://www.gov.uk/government/publications/property-compensation-and-funding-hs2-phase-2a-information-papers>

7 Community infrastructure and public open space

7.1 Introduction

7.1.1 This section summarises issues raised by consultees in relation to community infrastructure and public open spaces. Consultees who raised these issues included: Kings Bromley and District Horticultural Society; Ingestre with Tixall Parish Council; and Woore Action Group.

7.1.2 Issues were also raised regarding the impact of the Proposed Scheme on the local road network and PRow for communities. These are discussed in section 11 of this report.

7.2 Consultation issues

7.2.1 Key general issues raised by consultees in relation to community infrastructure and public open spaces included:

- the potential for the loss of open space for people with protected characteristics;
- the potential for impacts on, and access to, community facilities and resources that may be used by groups with protected characteristics more than others;
- the omission of certain community facilities from the assessment; and
- the potential for impacts on NHS service provision.

7.3 Location specific consultation issues

7.3.1 Location specific issues relating to community facilities and open spaces included:

- Kings Bromley and District Horticultural Society stated that access to a 7 acre field on Crawley Lane known as Kings Bromley Showground, which is owned by the Society and used by local children for recreation, will be impacted by construction activity;
- Ingestre with Tixall Parish Council questioned why certain community facilities had been omitted from the assessment. These facilities included Ingestre Stables and Ingestre Hall; and
- consultees raised concerns that reduced access to local amenities in Woore, such as the Post Office, would disproportionately impact elderly residents in the area.

7.4 Response to consultation issues

Impacts on community facilities and open space

7.4.1 The design of the Proposed Scheme has sought to avoid impacts on community infrastructure and public open space. Where it has not been possible to avoid such impacts, then the design has sought to reduce and mitigate such impacts, through

detailed consideration of baseline information, assessment findings and feedback from stakeholders. Mitigation that has been identified and incorporated into the Proposed Scheme is set out in Volume 2 of the ES.

- 7.4.2 The measures set out in the draft CoCP for the mitigation of individual noise, air quality, visual and construction traffic effects will also serve to reduce in-combination effects on community facilities, residential properties and open space.
- 7.4.3 HS2 Phase 2a Information Paper E22: Mitigation of Significant Community Effects on Public Open Space and Community Facilities¹⁸ outlines the mitigation approach to ensuring that open space and community facilities remain accessible.
- 7.4.4 Engagement with communities will continue and feedback will be used to identify further opportunities for mitigation during the undertaking of construction works.

Access to community facilities

- 7.4.5 Volume 2 of the ES reports the potential impacts on and access to community facilities and resources, as a consequence of physical, psychological and social barriers that communities could face, resulting from construction or operation of the Proposed Scheme. The community assessment was used to inform the July 2017 EQIA Report, which considered whether there will be any differential or disproportionate effects for people with protected characteristics.
- 7.4.6 Before exercising powers to stop up a highway or part of a highway, HS2 Ltd will consult with the relevant Highways Authority to seek to ensure public safety and reduce public inconvenience. Schedule 4 of the Bill includes measures for protecting public safety, the provisions of reasonable access to premises from highways and limiting public inconvenience as far as reasonably practicable, during any temporary highway closure during construction. HS2 Phase 2a Information Paper E3: Management of Traffic During Construction outlines the framework for control and management of traffic associated with construction¹⁹.

NHS services

- 7.4.7 Access to services, including NHS healthcare services, is one of the key factors considered within the health assessment as part of the ES. This includes consideration of transport routes that may be affected in the local area: normally the route between residential areas and the facility that might typically be used. The assessment of such impacts is set out in Volume 2 and Volume 3 of the ES.

Kings Bromley Showground (CA1)

- 7.4.8 No significant effects on Kings Bromley Showground are identified in the ES, including as a result of construction traffic or isolation.

¹⁸ HS2 Ltd (2017), HS2 Phase 2a Information Paper E22: Mitigation of Significant Community Effects on Public Open Space and Community Facilities. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/628468/E22_Mitigation_of_Significant_Community_Effects_on_Public_Open_Space_and_Community_Facilities_v1.o.pdf

¹⁹ HS2 Ltd, HS2 Phase 2a Information Paper E3: Management of Traffic During Construction, <https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers>

- 7.4.9 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce transport-related effects during construction of the Proposed Scheme.

Community facilities in Ingestre (CA2)

- 7.4.10 The ES examined the impacts on community facilities in Ingestre, including Ingestre Stables and Ingestre Hall, and concluded no likely significant effects on these facilities. The EQIA did not identify any potential equality effects for protected characteristic groups as a result of any impacts on these facilities and their users.

Community facilities in Woore (CA4)

- 7.4.11 The community assessment reported in the ES has not identified any likely significant effects on community facilities in Woore, including the Post Office.
- 7.4.12 The ES traffic and transport assessment does, however, identify a significant effect on severance for non-motorised users on the A51 between Dog Lane and Checkley Lane, which includes the road through Woore. There may be the potential for increased severance for non-motorised users to result in equality effects for certain protected characteristic groups, including older people. Potential equality effects related to severance are reported in section 5 of the July 2017 EQIA Report.
- 7.4.13 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce the transport-related effects during construction of the Proposed Scheme.

8 Schools, educational and therapy facilities

8.1 Introduction

8.1.1 This section summarises issues raised by consultees in relation to schools, educational and therapy facilities along the route. Consultees who raised these issues included: Ingestre with Tixall Parish Council; Little Ingestre Care Limited; Swynnerton Parish Council; Woore Parish Council; and Woore Primary School and Nursery.

8.2 Consultation issues

8.2.1 The key general issues identified by consultees in relation to schools, educational and therapy facilities included:

- disruption to travel routes and the impact on journey times and accessibility caused by road diversions and closures;
- the omission of certain schools and therapy facilities from the assessment;
- the impacts of construction traffic on accessibility and the safety of younger, vulnerable and disabled people travelling to and from schools and home; and
- the impact of construction on facility functioning and impacts on young, vulnerable and disabled people and teachers within facility buildings.

8.3 Location specific consultation issues

8.3.1 Consultees raised the following issues in relation to specific schools, educational and therapy facilities:

- Little Ingestre Care Limited raised concerns that noise from construction activity at Little Ingestre Care Home would impact on the welfare and mental health of residents, including elderly and disabled residents. Concern was also raised that traffic congestion would impact on journey times for residents, staff and visitors to the care home;
- Ingestre with Tixall Parish Council questioned why certain schools and therapy facilities had been omitted from the assessment. These included Little Ingestre Care Home and Weston Road Academy;
- Woore Primary School and Nursery, and Woore Parish Council, raised concerns that access to the school would be impacted by construction activity. It was also stated that noise and reduced air quality from construction traffic would affect the pupils and teachers at the school;
- consultees stated that there would be reduced access and safety concerns at Wybunbury Delves School due an increase in heavy goods vehicles (HGVs) in the area;
- concerns were raised that Manor Hill First School, Pirehill First School and Walton Priory Middle School, all located in Walton, would be impacted by

traffic congestion. It was also stated that there would be increased risk to school children crossing the roads in this area from construction traffic and from reduced air quality; and

- Swynnerton Parish Council stated that traffic management measures would be necessary to ensure safe access to Springfields First School via the A34 from Stone.

8.4 Response to consultation issues

Avoiding, reducing and mitigating impacts on facilities

- 8.4.1 The Proposed Scheme has been designed to avoid or reduce impacts on communities and key facilities within these communities such as schools, and educational and therapeutic facilities, during both construction and operation of the railway.
- 8.4.2 Baseline mapping identified the location of these community facilities and iterative assessment has been undertaken to inform the development of the scheme design. Engagement with individual facilities has enhanced the understanding of the potential impacts and of the opportunities to avoid, reduce and mitigate such impacts. This engagement will continue.

Impacts on local road networks and road safety

- 8.4.3 Reflecting consultee feedback received from the working draft EIA and working draft EQIA consultation, the scheme design was reviewed to identify where there were opportunities for realignment of road diversions and to reduce the duration of key road closures through approaches such as offline construction²⁰. These and other measures will be explored further during detailed design to help reduce disruption and impacts on accessibility for young children going to/from school.
- 8.4.4 Road safety is a key consideration in highway design and is part of the transport assessment reported in Volume 2 and Volume 5²¹ of the ES. Road Safety audits will be undertaken for the realigned highways and junctions as part of the detailed design process.
- 8.4.5 The draft CoCP and the RTMP make further provision for measures, including engagement with vulnerable road users, to reduce impacts from construction activities and ensure the safety of users of all modes of transport and construction staff during traffic management and temporary traffic control measures. This provides the opportunity to engage with stakeholders, including school heads, to understand individual school considerations or concerns around road safety and factor these into the planning of construction traffic management.

²⁰ Not connected or currently in use. Also used in engineering in relation to railways, roads, pipelines etc. to denote a route (or a structure on a route such as a bridge) away from the original alignment.

²¹ HS2 Ltd (2017), HS2 Phase 2a environmental statement technical appendices: Transport assessment part 1 and part 2, <https://www.gov.uk/government/publications/hs2-phase-2a-environmental-statement-volume-5-traffic-and-transport>

- 8.4.6 In accordance with the CoCP, local traffic management plans (LTMPs) will also be produced, which will include, as appropriate, permitted access routes and accesses for construction traffic and the proposed traffic management strategy for the area.
- 8.4.7 As mentioned in section 7 of this report, HS2 Phase 2a Information Paper E3: Management of Traffic During Construction outlines the framework for control and management of traffic associated with construction²².

Impacts on school activity

- 8.4.8 HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid impacts from construction or operational noise. This includes continuing engagement with such facilities to identify appropriate mitigation.
- 8.4.9 In accordance with the CoCP, LTMPs will be produced, which will include, as appropriate, a list of roads that may be used by construction traffic in the vicinity of the site, including any restrictions to the timing of construction traffic on these routes, such as the avoidance of HGVs operating adjacent to schools during drop off and pick up periods.

Little Ingestre Care Home (CA2)

- 8.4.10 The implementation of the CoCP will mitigate potential noise-related effects during construction of the Proposed Scheme. Further information on how HS2 Ltd will manage noise impacts at potentially sensitive residential receptors is detailed in section 5.3 of this report.
- 8.4.11 The ES does not identify any likely significant noise effects on residents or other receptors in the communities of Ingestre and Tixall. No differential or disproportionate effect is identified in the EQIA Report for elderly residents at Little Ingestre Care Home.
- 8.4.12 No significant effects on Little Ingestre Care Home or on traffic using roads in the immediate Ingestre area are predicted, as reported in the ES, including as a result of construction traffic or isolation. Therefore, it is not expected that there will be any significant effect on access to the care home for staff as a result of disruption to local journeys.
- 8.4.13 The ES does identify a significant effect as a result of congestion and/or increased delays for road users at the A51/Church Lane/ Hoo Mill Lane junction, which could have the potential to affect some journeys to Ingestre via the A51 from the north. As noted above, HS2 Phase 2a Information Paper E3: Management of Traffic during Construction outlines the framework for the control and management of traffic associated with the construction of the Proposed Scheme.

²² HS2 Ltd, HS2 Phase 2a Information Paper E3: Management of Traffic During Construction, <https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers>

Weston Road Academy (CA2)

- 8.4.14 The ES did not identify any likely significant effects on Weston Road Academy. No differential or disproportionate effect is identified in the EQIA Report for pupils at the school.

Woore Primary School and Nursery (CA4)

- 8.4.15 There are no likely significant noise, air quality or isolation effects on residents in the community of Woore identified in the ES, and the EQIA does not identify any differential or disproportionate effects on children in this area. There are no significant effects identified for facilities in Woore, including Woore Primary School, and the community assessment reported in the ES does not identify any significant effects for the school as a result of congestion or delays in the village.
- 8.4.16 The implementation of the measures set out in the draft CoCP will mitigate the potential noise and air quality effects during construction of the Proposed Scheme.

Wybunbury Delves School (CA5)

- 8.4.17 The ES does not identify any likely significant effects for Wybunbury Delves School as a result of construction traffic. No differential or disproportionate effect is identified in the EQIA Report for pupils at the school.
- 8.4.18 The implementation of the measures set out in the draft CoCP will mitigate the potential traffic effects during construction of the Proposed Scheme.

Schools in Walton (CA3)

- 8.4.19 The ES does not identify any likely significant effects for Manor Hill First School, Pirehill First School or Walton Priory Middle School, as a result of construction traffic, isolation or reduced air quality. No differential or disproportionate effect is identified in the EQIA Report for pupils at these schools.
- 8.4.20 These schools are also not located on construction traffic routes identified in the ES, reducing the potential for access and safety impacts on these facilities. The implementation of the measures set out in the draft CoCP will mitigate the potential traffic and air quality effects during construction of the Proposed Scheme.

Springfields First School (CA3)

- 8.4.21 The community assessment in the ES does not identify any likely significant effects for Springfields First School as a result of construction traffic. No differential or disproportionate effect is identified in the EQIA Report for pupils at the school. Further information of the potential traffic impacts in this area are detailed in section 11.4 of this report.
- 8.4.22 The implementation of the measures set out in the draft CoCP, in combination with the construction workforce travel plan, will mitigate the transport-related effects during construction of the Proposed Scheme.

9 Employment and local businesses

9.1 Introduction

9.1.1 This section summarises issues raised by consultees in relation to employment and local businesses. Consultees who raised these issues included: Swynnerton Parish Council; Highways England; Woore Action Group; and Ingestre with Tixall Parish Council.

9.2 Consultation issues

9.2.1 The key issues raised by consultees were the impact on access to local businesses for those with protected characteristics, and potential implications for employment.

9.3 Location specific consultation issues

9.3.1 Consultees raised issues around the impact on Yarnfield Park and Wellbeing Park of increased traffic, and the potential implications for employment at these facilities.

9.3.2 Concerns were raised about access to local businesses in Woore as a result of congestion and perceived safety concerns related to HGV traffic, and as a result of impacts on a small car park adjacent to the village shop. The car park is reported to be used by people accessing the shop and other facilities within the village, including older people. It was commented that any loss of custom could affect the future of businesses, including the shop, Post Office and public house, which could have a particular effect on older residents who may be more likely to use these facilities.

9.4 Response to consultation issues

Access to businesses

9.4.1 The design for the Phase 2a Bill does not require any temporary or permanent road closures in the Yarnfield or Woore areas.

9.4.2 The draft CoCP sets out mitigation measures to reduce the impact of construction traffic, including engagement with vulnerable road users (pedestrians, motorcyclists, cyclists, equestrians). The CoCP will require the nominated undertaker to ensure that measures will be implemented to ensure local community, economy and transport networks can continue to operate effectively. The CoCP will also require that the LTMPs produced by the construction contractor include measures to address road safety and reduce the risks to non-motorised users from construction vehicles on the roads.

Yarnfield Park and Wellbeing Park (CA3)

9.4.3 No likely significant effects on Yarnfield Park or Wellbeing Park, or on traffic using Yarnfield Lane, are identified in the ES, including as a result of construction traffic or isolation. Therefore, it is not expected that there will be any significant effect on access to these facilities for staff or for customers.

9.4.4 The ES does identify a significant effect as a result of increased severance for pedestrians and other non-motorised users on part of Yarnfield Lane between the Proposed Scheme and the A34. This does not include the stretch of Yarnfield Lane

that passes Wellbeing Park, and it is not expected that this will affect pedestrian access from Yarnfield to Yarnfield Park or Wellbeing Park.

- 9.4.5 As noted above, the CoCP requires that access to businesses and other premises along highways is maintained, where reasonably practicable. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists.

Businesses in Woore (CA4)

- 9.4.6 No likely significant effects on businesses in Woore, including as a result of construction traffic through the village or changes in car parking arrangements, are identified in the ES. The ES does identify a significant effect on severance for non-motorised users on the A51 between Dog Lane and Checkley Lane, which includes the road through Woore. There may be the potential for increased severance for non-motorised users to result in equality effects for certain protected characteristic groups, including older people. Potential equality effects related to severance are reported in section 5 of the July 2017 EQIA Report.
- 9.4.7 As noted above, the CoCP requires that access to businesses and other premises along highways is maintained, where reasonably practicable, and contains measures to ensure the safety of pedestrians and cyclists, and to avoid causing concern or anxiety about road safety. LTMPs will include measures to address road safety and reduce the risks to non-motorised users from construction vehicles on the roads. These measures will reduce the potential for equality effects arising from impacts on the local road network in Woore.

10 Places of worship

10.1 Introduction

10.1.1 This section summarises issues raised by consultees in relation to places of worship. Consultees who raised these issues included: Parochial Church Council, St Mary the Virgin; Ingestre with Tixall Parish Council; and Woore Primary and Nursery School.

10.2 Consultation issues

10.2.1 The key issues raised by consultees was the potential impact on access to churches as a result of construction of the Proposed Scheme, including for school children and older people.

10.3 Location specific consultation issues

Church of St Mary the Virgin, Ingestre (CA2)

10.3.1 The Parochial Church Council for St Mary the Virgin, Ingestre, expressed concerns about the effect of construction work on access to St Mary the Virgin at Ingestre, potential effects on the fabric of the church, effects on activities within the church as a result of noise pollution, and effects on the church congregation and future running of the church as a result of local residents choosing to move away from the area.

10.3.2 Ingestre with Tixall Parish Council questioned why effects on the church had been omitted from the assessment, and noted that effects on protected characteristic groups that use the church should have been considered.

Church and chapel in Woore (CA4)

10.3.3 Consultees including Woore Primary and Nursery School expressed concerns that construction traffic on the A51 would affect access for residents of Woore to a church and chapel located in the village. Woore Primary and Nursery School commented that pupils at the school regularly walk to the church and use it for school activities, and that HGV traffic and fumes could impact on the safety of pupils.

10.4 Response to consultation issues

10.4.1 HS2 Ltd recognises the importance of religious establishments both to individuals and the wider community.

10.4.2 Survey work has been undertaken to identify religious establishments and places of worship that may potentially be affected by the Proposed Scheme. In discussion with the representatives of these places of worship, mitigation measures have been identified, which would include noise mitigation, where appropriate.

10.4.3 Engagement will continue and the CoCP notes the importance of this dialogue to informing detailed planning of construction activity, including LTMPs, in order to protect the uses of both the buildings and their surroundings.

10.4.4 The nominated undertaker and its contractors will engage with transport service providers to seek to ensure continuity of access to places of worship, to reduce any

potential disproportionate impact being experienced by those with protected characteristics.

Church of St Mary the Virgin, Ingestre (CA2)

- 10.4.5 Potential noise effects on churches, and impacts to the communities within which churches are located, are reported in Volume 2 of the ES. For those churches considered to be heritage assets, a cultural heritage assessment has also been undertaken and is set out in Volume 2 of the ES.
- 10.4.6 The ES examined the impacts that will affect the community at Ingestre and concluded that these will not be significant. Impacts resulting from noise at the church of St Mary the Virgin were also assessed in the ES, and no significant effect was identified. The EQIA report does not report any potential equality effects for protected characteristic groups as a result of impacts on the church and its users.

Church and chapel in Woore (CA4)

- 10.4.7 As discussed in section 7 of this report, there are no significant air quality or isolation effects for residents or community facilities in Woore identified in the ES, and the EQIA does not identify any differential or disproportionate effects, including for children in the village. The ES does identify a significant effect on severance for non-motorised users on the A51 between Dog Lane and Checkley Lane. There may be the potential for increased severance for non-motorised users to result in equality effects for certain protected characteristic groups. Potential effects related to severance are reported in section 5 of the July 2017 EQIA Report.
- 10.4.8 As noted above, the draft CoCP contains measures to ensure the safety of pedestrians and cyclists, and to avoid causing concern or anxiety about road safety. LTMPs will include measures to address road safety and reduce the risks to non-motorised users from construction vehicles on the roads.

11 Road network, traffic, transport and accessibility

11.1 Introduction

11.1.1 This section summarises the key issues raised by consultees in relation to the road network, traffic, transport and accessibility. Consultees who raised these issues included Councillor Janet Clowes, Wybunbury Ward, Cheshire East Council; Ingestre with Tixall Parish Council; Kings Bromley and District Horticultural Society; Madeley Independent Residents HS2 Action Group; Swynnerton Parish Council; Woore Action Group; Woore Parish Council; and Woore Primary and Nursery School.

11.2 Consultation issues

11.2.1 The key issues raised in relation to the road network include:

- the potential for reduced access for groups with protected characteristics to particular areas and community facilities;
- comments that key transport routes were being closed or affected, including school and public transport routes as well as bus routes that are used by groups with protected characteristics;
- comments that construction traffic on local roads could affect road safety, including for pedestrians and for children travelling to schools; and
- the potential for emergency service routes and routes connecting communities to other medical facilities to be disrupted, with elderly populations disproportionately affected.

11.2.2 Issues were also raised regarding the impact of construction traffic routes on access to specific schools and community facilities. These have been discussed in section 7 and section 8 and are, therefore, not repeated here.

11.3 Location specific consultation issues

Fradley to Colton (CA1)

11.3.1 Issues were raised around access to facilities in the Lichfield area as a result of construction traffic, particularly in the area around Cappers Lane, and about the impact on residents of local villages of HGV traffic using the B5014.

11.3.2 Consultees also expressed concerns about the closure of Common Lane, and the impact of this on the village of Colton in particular. It was commented that the closure of this road would mean that HGV traffic would be routed past the village school. Issues were also raised around potential disruption as a result of the closure of Shaw Lane.

Colwich to Yarlet (CA2)

11.3.3 Issues were raised around impacts on the road network in the Ingestre and Tixall area, including: increased HGV traffic on narrow roads through Tixall, and in particular the

impact on children, older people and disabled people as pedestrians; the impact on parents driving children to and from school; a potential impact on a bus service in Tixall used by many older residents; and access for the emergency services.

Stone and Swynnerton (CA3)

- 11.3.4 Consultees expressed concerns about the impact of construction traffic on the community and on public transport in the area around Yarnfield and Stone. Concerns were expressed that there would be an increase in congestion, particularly on Yarnfield Lane and the A34, which would lead to delays and cause disruption for bus services, including school buses, and the emergency services. Consultees also commented that there could be implications for road safety in the area.

Whitmore Heath to Madeley (CA4)

- 11.3.5 Consultees raised issues around the impact of increased road traffic during construction in the Madeley and Woore areas. In relation to Woore, concerns were expressed about perceived impacts on road safety for pedestrians, including older people and children, as a result of HGV traffic using the A51/A525 junction and the A51 through the village. There were also issues raised around access for emergency services, and reduced access to facilities in the village for local residents.

South Cheshire (CA5)

- 11.3.6 Consultees raised issues relating to the impact of construction traffic on local roads, particularly in the Wybunbury area. Concerns were raised about the proposal to route construction traffic off the A51 onto Wybunbury Road at the Boar's Head junction.

11.4 Response to consultation issues

- 11.4.1 The Proposed Scheme has been designed to avoid or reduce impacts on the road network and PRow, including footpaths, bridleways and cycle paths. A detailed assessment has been undertaken of the impacts of the Proposed Scheme on the road network and on motor vehicle, pedestrian and other road users. This assessment is reported in Volumes 2 and 5 of the ES.
- 11.4.2 The ES identifies that diversions, realignments and closures of roads have the potential to increase journey time and accessibility for both motorised users and non-motorised users. The July 2017 EQIA Report further recognises that this may create potential disproportionate or differential effects on those with protected characteristics, including younger, older and disabled people.
- 11.4.3 The draft CoCP states that appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. As noted above, HS2 Phase 2a Information Paper E3: Management of Traffic During Construction outlines the framework for the control and management of matters that will affect the road network, such as construction traffic and temporary measures affecting traffic that will be necessary during construction of the Proposed Scheme.
- 11.4.4 The draft CoCP also sets out various mitigation measures to reduce the impact of construction traffic for all road users, including younger and older people. Where

reasonably practicable, PRoW, including diversions, will be maintained for pedestrians, cyclists and equestrians affected by the Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access.

- 11.4.5 Access, including for people with reduced mobility, will also be maintained to services and buildings where this will be temporarily disrupted during the work, as far as reasonably practicable. Where the normal means of access has to be diverted or blocked off, alternative safe routes, including for persons with restricted mobility, will be identified, taking into account existing hazards and obstructions such as pavement kerbs and street lighting columns. Safe access and adequate lighting of such diverted routes will be provided.

Emergency services

- 11.4.6 The nominated undertaker will be responsible for undertaking ongoing engagement with the emergency services to identify key routes used by those services and how to reduce impacts on these during construction. Further information is provided in section 5.3 of this report.

Road safety and impacts on schools

- 11.4.7 As discussed in section 8 of this report, road safety is a key consideration and the draft CoCP makes provision for measures, including engagement with vulnerable road users (including pedestrians, motorcyclists, cyclists and equestrians), to ensure the safety of road users during traffic management and temporary traffic control measures. This provides the opportunity to engage with stakeholders, including school heads, to understand individual school considerations or concerns around road safety and factor these into the planning of construction traffic management.
- 11.4.8 The draft CoCP also contains a number of measures designed to ensure the safety of pedestrians and cyclists, and to avoid causing concern or anxiety about road safety. LTMPs will include measures to address road safety and reduce the risks to pedestrians and other road users from construction vehicles on the roads.
- 11.4.9 Further information is provided in relation to specific schools in section 8.4 of this report.

Fradley to Colton (CA1)

- 11.4.10 The ES does report a significant effect on the B5014 at the junction with the A515 as a result of delays and congestion during construction. A likely significant effect is identified on the junction of the A5192 and A5127 in Lichfield, which intersects with Cappers Lane. There are no significant isolation effects identified for communities in these areas. Potential equality effects resulting from construction traffic and impacts on the road network are reported in section 5 of the EQIA.
- 11.4.11 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce the transport-related effects during construction of the Proposed Scheme.

Colwich to Yarlet (CA2)

- 11.4.12 The ES and EQIA reports do not identify any significant isolation effects on residents in the communities of Ingestre and Tixall and no differential or disproportionate effect on older people in these areas. There are no significant effects identified on bus services in the Ingestre and Tixall area.
- 11.4.13 The ES does identify a significant effect on severance for non-motorised users on Great Haywood Road/Tixall Road between Blackheath Road and the Proposed Scheme, which includes the stretch of the road through Tixall. There may be the potential for increased severance for non-motorised users to result in equality effects for certain protected characteristic groups. Potential equality effects related to severance are reported in section 5 of the July 2017 EQIA Report.
- 11.4.14 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce the transport-related effects during construction of the Proposed Scheme.

Stone and Swynnerton (CA3)

- 11.4.15 The ES does not identify any significant isolation effects on residents in the communities of Yarnfield and Stone.
- 11.4.16 Yarnfield Lane will remain open during the construction and operation of the Proposed Scheme, although temporary closures and restrictions will be required for short durations. Temporary lane restrictions will be required for a period of three months during construction, and on completion of construction there will be tie-in works and traffic management requiring two weekend closures over a period of three months. There will be no change to journey length as a result of the realignment of Yarnfield Lane, and therefore, no impact on access for emergency services. There are no significant effects identified on bus services in the Yarnfield and Stone area.
- 11.4.17 The ES does identify a significant severance effect for non-motorised users on Yarnfield Lane, between the Proposed Scheme and the A34 The Fillybrooks, as well as significant effects on road users as a result of congestion and delays at three junctions in Stone: the A34/A51/Brooms Road, the A34 Stafford Road/The Fillybrooks/B5026, and the B5026/Pirehill Lane. There may be the potential for increased severance for non-motorised users to result in equality effects for certain protected characteristic groups. Potential equality effects related to severance are reported in section 5 of the July 2017 EQIA Report.
- 11.4.18 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce transport-related effects during construction of the Proposed Scheme.

Whitmore Heath to Madeley (CA4)

- 11.4.19 There are no significant isolation effects on residents in the communities of Madeley and Woore identified in the ES, and the EQIA does not identify any differential or disproportionate effects on children or older people living in these areas. A significant severance effect for non-motorised users is discussed above. There may be the potential for increased severance for non-motorised users to result in equality effects

for certain protected characteristic groups. Potential equality effects related to severance are reported in section 5 of the July 2017 EQIA Report.

- 11.4.20 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce transport-related effects during construction of the Proposed Scheme.

South Cheshire (CA5)

- 11.4.21 There are no significant isolation effects on residents in the Wybunbury area identified in the ES. The ES does identify a significant effect on severance for non-motorised users on Wybunbury Road between the A51 and Wrinehill Road. There may be the potential for increased severance for non-motorised users to result in equality effects for certain protected characteristic groups. Potential equality effects related to severance are reported in section 5 of the July 2017 EQIA Report.
- 11.4.22 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce transport-related effects during construction of the Proposed Scheme.

12 Concluding comments

- 12.1.1 Consultation responses have identified a range of equality effects reported and assessed in the July 2017 EQIA Report. Issues raised in the responses will be considered during the further design stages, the planning and delivery of construction, and during the operation of the Proposed Scheme, supporting HS2 Ltd's compliance with its Public Sector Equality Duty.
- 12.1.2 HS2 Ltd is continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with local authorities and other stakeholders, and this feedback will be used to inform further opportunities for mitigation.
- 12.1.3 Where the need arises, HS2 Ltd has taken and will continue to take specialist advice to explore and determine appropriate measures to mitigate effects on groups with protected characteristics.

13 References

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HS2 Phase 2a EQIA Report: Consultation Summary Response Report

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Glossary of terms

Term	Definition
baseline	Existing environmental conditions present on, or near a site, against which future changes can be measured or predicted.
Best practicable means	BPM are defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990 as those measures which are reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications".
code of construction practice	A document setting out the measures and standards to which a developer or contractor must adhere in order to provide effective planning, management and control of potential impacts on individuals, communities and the environment during construction.
community area	Defined areas along the proposed HS2 Phase 2a route (e.g. South Cheshire community area). They are used as a geographical basis for reporting local community and environmental impacts and effects in the environmental statement and the EQIA report.
Compensation Code	The collective term for the principles derived from both statute and case law, relating to compensation for compulsory acquisition. It ensures that when land is needed to build an infrastructure project, the owners receive compensation to help them to move house or to relocate a business. The code also ensures that those who experience physical effects from a scheme once it is in operation, for example vibration or noise, are entitled to compensation.
Department for Transport	Government department responsible for transport issues in the UK (where powers have not been devolved).
diversion	Used to refer to a change to the route or direction of a road due to the location of the route of the Proposed Scheme. (See also: 'realignment'.)
effect	Used throughout this report to refer to the consequence of an impact to the receiving environment (see also: 'impact')
Environmental Statement	A suite of documents produced as part of an environmental impact assessment. It must include all information that is reasonably required to assess the likely significant environmental effects of a proposed development.
High Speed One	High speed rail line from St. Pancras International Station in London to the Channel Tunnel. Formerly known as the Channel Tunnel Rail Link.
High Speed Two	Proposed high speed rail line between London and the West Midlands (Phase One) and on to Manchester and Leeds (Phase Two). Phase 2a is the section between the West Midlands and Crewe.
High Speed Two Limited	The company set up by the Government to develop proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland.
hybrid Bill	Hybrid Bills mix the characteristics of public and private bills. The provisions in a hybrid Bill would affect the general public, but would also have particular effects on specific individuals or groups.

HS2 Phase 2a EQIA Report: Consultation Summary Response Report

Term	Definition
infrastructure maintenance base - rail	A permanent maintenance facility near Stone, in the Stone and Swynnerton community area, at the site of the Stone railhead main compound. It will provide a central base to carry out maintenance activities on the route of the Proposed Scheme and will maintain Phase 2a infrastructure, as well as the full western section of Phase Two once operational.
impact	Used throughout this report to refer to changes to the environment that have the potential to occur as a result of the construction and/or operation of the Proposed Scheme.
isolation (community and socio-economic)	Physical and psychological barriers faced by users in accessing socio-economic and community resources, which may affect their tendency to use them.
mitigation	The measures put forward to avoid, prevent, or reduce the likely effects on the environment, individuals and communities.
nominated undertaker	The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the Proposed Scheme.
offline	Not connected or currently in use. Also used in engineering in relation to railways, roads, pipelines etc. to denote a route (or a structure on a route, such as a bridge) away from the original alignment.
Phase One	Phase One of the proposed HS2 network, a high speed railway between London and the West Midlands with a connection via the West Coast Main Line at conventional speeds to the North West and Scotland. Phase One includes stations at London Euston, Old Oak Common (West London), Birmingham Interchange (near the National Exhibition Centre and Birmingham Airport) and Curzon Street (Birmingham city centre).
Phase Two	Phase Two of the proposed HS2 network extends the high speed railway beyond the West Midlands to Manchester and Leeds with connections to conventional railway lines via the West Coast and East Coast main lines.
Phase 2a	The section of the Phase Two route between the West Midlands and Crewe. It will include a connection with Phase One at Fradley, to the north-east of Lichfield, and a connection with the West Coast Main Line (WCML) south of Crewe.
Phase 2b	The section of the Phase Two route between Crewe and Manchester and between the West Midlands and Leeds, with connections to the West Coast Main Line at Golborne and to the East Coast Main Line approaching York. This will complete what is known as the 'Y network'.
protected characteristic groups	Groups identified in the Equality Act 2010 as sharing a particular characteristic against whom it is illegal to discriminate. These groups are identified in section 1.2.3 of this report.
public right(s) of way	A highway where the public has the right to walk; and, depending on its class, use for other modes of travel. It can be a footpath (used for walking only), a bridleway (used for walking, riding a horse and cycling), a restricted byway (as a bridleway, but use by non-motorised vehicles also permitted) or a byway that is open to all traffic (include motor vehicles).
Proposed Scheme	The Bill scheme submitted to Parliament in July 2017, which was assessed in the main ES
realignment	Used to refer to a slight change to the route or direction of a road due to the location of the route of the Proposed Scheme. (See also: 'diversion'.)

HS2 Phase 2a EQIA Report: Consultation Summary Response Report

Term	Definition
receptor	<p>A component of the natural or built environment (such as a human being, water, air, a building or a species) affected by an impact of the construction and/or operation of a proposed development.</p> <p>In the EQIA, this refers to the residents or tenants of residential properties, and users and beneficiaries of resources including for example local residents, community groups, pupils, patients, congregations, employees, owners, and organisations running the resources. (See also: 'resource'.)</p>
resource	Resources are residential dwellings and community facilities and infrastructure such as education, health, emergency services, places of worship, sports and recreational facilities, open spaces, and public rights of way (PRoW).
West Coast Main Line (WCML)	Inter-urban rail line connecting London, Birmingham, Manchester, Liverpool and Glasgow.

List of abbreviations

CoCP	Code of Construction Practice
CSRR	Consultation Summary Response Report
DfT	Department for Transport
EDI	Equality, diversity and inclusion
ES	Environmental Statement
EQIA	Equality Impact Assessment
HGVs	Heavy Goods Vehicles
IMB-R	Infrastructure Maintenance Base - Rail
JSNA	Joint Strategic Needs Assessment
LTMP	Local Traffic Management Plan
PRoW	Public right(s) of way
PSED	Public Sector Equality Duty
RTMP	Route-wide Traffic Management Plan
SMR	Scope and Methodology Report
WCML	West Coast Main Line

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