

HS2

High Speed Rail (Crewe – Manchester)

Equality Impact Assessment

Consultation Summary Response Report



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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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1 Introduction

1.1 Introduction to High Speed Two

- 1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. It will transform intercity and long distance passenger rail travel in the UK, providing the first major increase in intercity rail capacity for over a century and freeing up substantial capacity for rail travel and freight on the conventional rail network. London, Birmingham, Manchester and cities in the Midlands, the North and Scotland will be served by high speed trains running at speeds of up to 360kph (225mph) on HS2 lines and on the existing conventional rail network. New stations will be built at Manchester Piccadilly and Manchester Airport, as well as new stations in London and the West Midlands.
- 1.1.2 HS2 is being built in phases. Phase One comprises the first section of the HS2 network of approximately 230km between London and the West Midlands, which will commence operations between 2029 and 2033. It was the subject of an Environmental Impact Assessment (EIA) and an Environmental Statement (ES) was deposited with the High Speed Rail (London to West Midlands) Bill in November 2013. It was also subject to an Equality impact assessment (EQIA). The Bill was deposited in November 2013 and enacted as the High Speed Rail (London – West Midlands) Act 2017. Advance works on Phase One commenced in July 2017 and the main works commenced in April 2020.
- 1.1.3 Phase Two will extend the route from Phase One and is being taken forward in stages. Phase 2a comprises the section of the route between the West Midlands and Crewe. The High Speed Rail (West Midlands – Crewe) Bill, together with an ES and EQIA report, was deposited in Parliament in July 2017 and works for Phase 2a are now proceeding in accordance with the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.1.4 The full Phase 2b scheme comprises of two sections: Crewe – Manchester, referred to as the Phase 2b Western Leg; and West Midlands – Leeds via the East Midlands and South Yorkshire, the Phase 2b Eastern Leg. The High Speed Rail (Crewe – Manchester) hybrid Bill (the ‘Bill’) was introduced into Parliament, together with an ES (referred to in this report as the ‘main ES’) and Phase 2b Equality Impact Assessment Report (the ‘2022 EQIA Report’), in January 2022¹. If enacted by Parliament, the Bill will provide the powers to construct, operate and maintain the Phase 2b Crewe – Manchester section of HS2, referred to in this report as the ‘HS2 scheme’. Construction is planned to begin in 2025 with operation planned to start in 2038.

¹ Since the deposit of the Bill, the Secretary of State has decided to remove the HS2 West Coast Main Line (WCML) connection, included in the original scheme, from the High Speed Rail (Crewe – Manchester) Bill and has given this commitment to Parliament. As a result, the WCML connection from near Hoo Green junction on the HS2 network to the Lily Lane junction, near Golborne, on the WCML will be removed.

1.2 The Phase 2b Crewe – Manchester EQIA Report

- 1.2.1 Section 149 of the Equality Act 2010 provides that a public authority, in the exercise of its functions (and a person exercising public functions) is subject to the Public Sector Equality Duty (PSED), which requires public bodies to have due regard to three aims, to:
- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act;
 - advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it; and
 - foster good relations between people who share a relevant protected characteristic and those who do not share it.
- 1.2.2 As a public body, HS2 Ltd must have due regard to the three aims of the PSED, including during the design stage, construction and operation of the railway.
- 1.2.3 As part of HS2 Ltd’s engagement with relevant authorities, stakeholders and the general public, HS2 Ltd undertook consultation on the working draft EQIA between 11 October 2018 and 21 December 2018 in order to contribute towards enabling and documenting HS2 Ltd’s active fulfilment of its PSED during the design stage of the HS2 scheme. The working draft EQIA report and working draft EQIA consultation summary report², which summarises the responses to the working draft EQIA consultation, are available on the gov.uk website.
- 1.2.4 The Equality impact assessment for the HS2 scheme considered the potential impacts from the construction and operation of the HS2 scheme, by reference to the EIA reported in the main ES, and the potential effects of those impacts on groups of people who share a particular protected characteristic (PCGs). The assessment was reported in the 2022 EQIA Report, and this has served to inform design, mitigation and other relevant project-related decisions to help avoid or reduce potential adverse equality effects that may occur over the life of the HS2 scheme.
- 1.2.5 The 2022 EQIA Report was subject to public consultation, at the same time as consultation on the main ES, following its deposit alongside the Bill. Further details on the EQIA consultation are provided in Section 2 of this report.

1.3 The scope and purpose of this report

- 1.3.1 The focus of this report, the EQIA Consultation Summary Response Report (“the EQIA CSRR”), is the public consultation on the 2022 EQIA Report, which was undertaken between 25 January 2022 and 31 March 2022. This report provides information in response to the key

² High Speed Two Ltd (2022), *High Speed Rail (Crewe – Manchester), Working Draft Equality Impact Assessment Consultation Summary Report*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1050092/M354.pdf.

issues raised during that consultation and explains how these have been considered through the development and EQIA of the HS2 scheme. It does not consider feedback from wider or ongoing engagement with stakeholders, outside the consultation on the 2022 EQIA Report.

- 1.3.2 Information from consultation responses received on the main ES and consultation responses received on the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement³ have not been considered in this report. Comments submitted in response to the 2022 EQIA Report, which were not considered relevant to the EQIA, have also not been addressed in this report.
- 1.3.3 In this EQIA CSRR, references are made to other reports where the reader can obtain more detailed information on specific issues identified during consultation and summarised in this report. These include the main ES which consists of Volumes 1 to 5, with accompanying map books, and the 2022 EQIA Report. All these reports referred to are available on the gov.uk website.
- 1.3.4 HS2 Ltd employed an independent specialist response analysis company, Ipsos MORI, to receive and collate the responses to the 2022 EQIA Report Consultation. Ipsos MORI's summary of consultation responses is available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1110006/High_Speed_Rail_Crewe_to_Manchester_Equality_Impact_Assessment_Report_-_for_publication.pdf.

1.4 Structure and content of this report

- 1.4.1 This report is structured to provide the reader with an understanding of the 2022 EQIA Report process and the issues raised by consultees in relation to that report.
- 1.4.2 The structure of this report is as follows:
- Section 2: the 2022 EQIA Consultation;
 - Section 3: approach, scope and technical content of the 2022 EQIA Report;
 - Section 4: introduction to route-wide themes;
 - Section 5: housing and residential properties;
 - Section 6: community facilities and public open spaces;
 - Section 7: schools and healthcare facilities;
 - Section 8: employment and local businesses;
 - Section 9: places of worship;
 - Section 10: road network, traffic, transport and access to services;
 - Section 11: area-based effects; and
 - Section 12: concluding comments.

³ Following the deposit of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Parliament held a public consultation on those documents which ran between 6 July and 1 September 2022. An independent assessor has been appointed by Parliament to prepare a report summarising the issues raised during that consultation.

2 The 2022 EQIA Report Consultation

2.1 Introduction

- 2.1.1 On 24 January 2022, the UK Government introduced the High Speed Rail (Crewe – Manchester) Bill into Parliament, seeking authorisation to build and operate a new high-speed railway, as part of the HS2 network, between Crewe and Manchester.
- 2.1.2 The Bill was accompanied by the 2022 EQIA Report which assessed how the planned new railway could have a different impact on people with protected characteristics.
- 2.1.3 This section provides a summary of the consultation on the 2022 EQIA Report which was carried out between 25 January 2022 and 31 March 2022, and the ways that consultees were invited to comment.
- 2.1.4 The EQIA consultation was carried out, and publicised, alongside a separate consultation on the main ES, which also accompanied the Bill. The consultation on the main ES was analysed and reported on separately to the EQIA consultation. Details of the consultation undertaken on the main ES can be found online⁴.

2.2 2022 EQIA Report Consultation

- 2.2.1 As described in Section 1, the focus of this report is the consultation undertaken on the 2022 EQIA Report between 25 January and 31 March 2022. The 2022 EQIA Report was made available online, along with Bill documents⁵.
- 2.2.2 Electronic copies of the Bill documents, including the 2022 EQIA Report were provided on a USB stick to deposit locations including libraries, parish councils and local authorities in the areas potentially affected by the HS2 scheme, as well as Parliament, Government departments, environmental organisations, and highways authorities. Hard copies of the documents were also made available to these parties.
- 2.2.3 Hard copies and alternative formats were available upon request by contacting the HS2 Ltd Helpdesk.
- 2.2.4 During the consultation period HS2 Ltd held a series of webinars. These explained the Bill and the Parliamentary process, the scheme design for each community area along the line of route, and provided information on how to respond to the main ES and EQIA

⁴ High Speed Two Ltd and Department for Transport (2022), *HS2 Phase 2b: Crewe – Manchester Environmental Statement Consultation*. Available online at: <https://www.gov.uk/government/consultations/hs2-phase-2b-crewe-manchester-environmental-statement-consultation>.

⁵ High Speed Two Ltd (2022), *High Speed Rail (Crewe – Manchester). Equality Impact Assessment*, Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/104956/0/M349.pdf.

consultations. The webinars also provided people with an opportunity to ask questions about the Bill and the proposals it contains for the planned new railway.

2.2.5 In parallel, the main ES for the HS2 scheme was also consulted on however the feedback received on this is not the focus of this report.

2.3 Engagement to support the 2022 Consultation

2.3.1 To support the 2022 EQIA Report Consultation, a range of channels were used to publicise the launch of the formal consultation period.

2.3.2 A letter and a leaflet promoting the deposit of the High Speed Rail (Crewe – Manchester) Bill, and associated consultations including this EQIA consultation, were sent to owner/occupiers within 1km of the centreline of the proposed line of route or 500 metres from the boundary of the land required for construction of the HS2 scheme.

2.3.3 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.

2.3.4 Adverts were also placed in 16 regional newspapers circulating in areas potentially affected by the HS2 scheme to publicise the launch of the consultation, including the Manchester Evening News, the Crewe Chronicle, the Lancashire Evening Post and the Annandale Observer. A reminder advertisement was also placed in these publications two-weeks from the closing date of the consultation. Print advertising was supplemented with social media advertising in locations close to the HS2 scheme. Advertisements were run at the launch of the consultation, and also in advance of webinars for specific areas.

2.3.5 Information was also published on the HS2 scheme and gov.uk websites to advertise the consultation and sign-post people to further information and details of how to participate.

2.4 Responding to the consultation

2.4.1 HS2 Ltd employed an independent specialist response analysis company, Ipsos MORI, to receive, collate and summarise responses to the 2022 consultations, through online, email and postal platforms.

2.4.2 Stakeholders were invited to submit their comments through the following mechanisms facilitated by Ipsos MORI:

- online: accessible through the [gov.uk](https://www.gov.uk) website;
- by email: HS2BillEQIA@Ipsos-MORI.com; or
- by post: FREEPOST HS2 Bill EQIA.

2.4.3 All responses submitted or postmarked before the end of consultation were eligible for consideration as part of the consultation response analysis.

- 2.4.4 Ipsos MORI's summary of consultation responses to the 2022 EQIA Report is available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1110006/High_Speed_Rail_Crewe_to_Manchester_Equality_Impact_Assessment_Report_-_for_publication.pdf.
- 2.4.5 Ipsos MORI provides a summary of the collated responses, the consultation process and the key themes raised by stakeholders. This report summarises the key issues raised during that consultation and explains how these have been considered through the development and EQIA of the HS2 scheme. It also sets out HS2 Ltd's responses to the issues described.

2.5 Analysing consultation responses

Consultee response numbers

- 2.5.1 The consultation on the 2022 EQIA Report generated 25 responses, comprising:
- 20 responses from individuals; and
 - 5 responses from organisations.
- 2.5.2 Consultation responses were reviewed by the HS2 Ltd 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 HS2 scheme and ongoing EQIA process in a timely and appropriate manner.

Review of the consultation responses

- 2.5.3 This report sets out a summary of the issues raised that were specific to the HS2 scheme or were relevant to the approach taken in general to the EQIA as reported in the 2022 EQIA Report. A review of consultation responses was undertaken to consider how the issues raised during the consultation could inform the HS2 scheme and ongoing EQIA process in a timely and appropriate manner.
- 2.5.4 Responses were analysed to identify the relevant consultation document that their response related to, their thematic content and the specific geographical location being commented on.
- 2.5.5 The responses have been categorised in the following way:
- issues relating to the EQIA scope, methodology and assessment;
 - issues relating to route-wide and location specific amenities; and
 - issues relating to area-based effects.
- 2.5.6 Where appropriate, an indicative list of consultees who provided a response on a particular thematic issue is included. However, no names or contact details of individuals are provided and such consultees are referred to as 'individual consultees'.

2.6 Other issues raised by consultees

- 2.6.1 The review process identified issues that were not of direct relevance to the 2022 EQIA Report. A number of responses were relating to the main ES and the methodology used in the EIA, including:
- impacts on air quality;
 - impact to properties;
 - general economic impacts; and
 - methodology within main ES community assessment.
- 2.6.2 A number of responses were also relating to the route of the HS2 scheme, including:
- the business case for Phase 2b, including the West Coast Main Line connection and the overall cost of HS2; and
 - requests for alternative rail network upgrades.
- 2.6.3 A number of responses were requesting changes to the HS2 scheme, including decisions made relating to both permanent and temporary infrastructure, including the location of specific construction compounds, stockpiles and railheads.
- 2.6.4 These issues are noted to be of importance, but were not related to the content of the 2022 EQIA Report. Where appropriate, these issues have been communicated to the relevant teams.

3 Approach, scope and technical content of the 2022 EQIA Report

3.1 Introduction

- 3.1.1 This section summarises issues raised by consultees in relation to the approach, scope and technical content of the 2022 EQIA Report.
- 3.1.2 The key topic areas identified through analysis of consultee comments in respect of the approach, scope and technical content of the 2022 EQIA Report included:
- approach to consultation and engagement;
 - the scope and methodology of the 2022 EQIA;
 - the assessment of impacts; and
 - the approach to identification of mitigation, monitoring and ongoing engagement.
- 3.1.3 Consultees who raised these issues included Cheshire West and Chester Council, Warrington Borough Council, Transport for Greater Manchester (TfGM), Greater Manchester Combined Authority (GMCA), Manchester City Council and individuals.

3.2 Approach to consultation and engagement

Consultation issues

- 3.2.1 Consultees questioned the approach to inclusivity of the engagement undertaken during the development of the HS2 scheme's design. Consultees commented that it is not clear which stakeholders were consulted during the design development in order to gather information and understand the facilities and PCGs likely to be affected by the HS2 scheme.
- 3.2.2 These issues were raised by Manchester City Council and an individual respondent.

Response to consultation issues

Approach to consultation and engagement

- 3.2.3 The stakeholder engagement process for the EQIA has involved specific engagement with people with protected characteristics and other identified stakeholders about potential equality effects. As outlined in the 2022 EQIA Report, this included a process of stakeholder identification and then direct engagement with a range of stakeholders to inform the EQIA and support identification of mitigation.
- 3.2.4 Activities carried out by HS2 Ltd to date have included targeted engagement with representatives of facilities and services that serve people with protected characteristics.

- 3.2.5 HS2 Ltd has engaged with over 30 organisations on the route of the HS2 scheme whose users may potentially experience equality effects. The purpose of this engagement to date has been to help understand the needs of the PCGs that they serve and, where relevant, to identify measures to avoid or reduce the equality effects that could arise from the construction and operation of the HS2 scheme.
- 3.2.6 Face to face meetings and/or workshops have been offered to all local authorities along the route of the HS2 scheme specifically regarding the EQIA. Meetings have also been held with parish councils and other public, private and voluntary organisations that provide services, which may be impacted by the HS2 scheme.
- 3.2.7 Further targeted engagement has been, and will continue to be, undertaken with community stakeholders, particularly those close to the HS2 scheme. These stakeholders include educational establishments, organisations with specialist interests or those catering to the needs of vulnerable people within the community.

3.3 The scope and methodology of the EQIA

Consultation issues

- 3.3.1 The following key issues regarding the scope and methodology of the EQIA were raised:
- consultees raised concerns about the use of 2011 Census data in the baseline and commented that the assessment should be updated to take account of 2021 Census data as it becomes available;
 - consultees commented that baseline data mapping showing disproportionate representation of PCGs could mean that the assessment underestimates or discounts the needs of groups in areas where there is no disproportionate representation. Warrington Borough Council questioned the omission of the 25-64 age group from baseline data mapping;
 - Warrington Borough Council queried why a buffer of 1km from the route of the HS2 scheme was chosen for the baseline study area, and commented that it was not clear that there had been sufficient analysis of PCGs outside this buffer who may be affected by the HS2 scheme; and
 - Manchester City Council commented that the EQIA should consider the effects of the HS2 scheme for equality groups that are not protected under the Equality Act 2010 including, for example, carers and people in receipt of care, Armed Forces veterans, families in poverty, and homeless people. Manchester City Council commented that the assessment should also consider differential and disproportionate effects for children and adults with mobility, mental health, neurodiversity and sensory impairments, and identify appropriate mitigations.
- 3.3.2 Consultees who raised these issues included: Cheshire West and Chester Council, Warrington Borough Council, and Manchester City Council.

Response to consultation issues

Use of Census data in the baseline

- 3.3.3 The EQIA baseline uses data at Lower Super Output Area (LSOA) level in order to provide as much geographical accuracy as possible. The Office for National Statistics (ONS) 2011 Census provides the most robust and consistent datasets at this level of spatial detail in relation to people with relevant protected characteristics.
- 3.3.4 It is acknowledged that 2011 Census data is now more than ten years old. As was the case for Phase One and Phase 2a of HS2, an Equality Impact Assessment Update Report will be produced to report new, altered or removed equality effects arising from changes to the Bill during the parliamentary stages. The EQIA baseline will be updated using relevant data from the 2021 Census as this becomes available⁶. Updated baseline data maps will also be produced which will inform the assessment and will be published alongside the EQIA Update Report.

Baseline data mapping

- 3.3.5 The data mapping presented in the 2022 EQIA Map Book⁷ used 2021 Census data at LSOA level to identify areas along the route of the HS2 scheme where there is disproportionate representation of PCGs and therefore the potential for area-based effects (see Section 11). Data for the 25-64 age group was not presented as it was considered that people in this age group are unlikely to have any particular sensitivities as a result of their age that could give rise to equality effects.
- 3.3.6 The assessment of disproportionate or differential equality effects for users of individual resources did not rely on this mapping and instead was based on the user profile of each particular resource, in combination with research around the typical use of that type of resource by PCGs and any potential sensitivities. This research was presented in the literature review in Annex C of the 2022 EQIA Report.

Baseline study area

- 3.3.7 The geographical scope for baseline demographic data collection to inform the 2022 EQIA Report includes all LSOAs within or intersected by a 1km buffer from the route of the HS2 scheme and the off-route works (ORW). This means that, where LSOAs intersect with this buffer, the baseline study area extends beyond 1km from the route. It is considered that this

⁶ At the time of writing there has been only limited release of 2021 Census data. It is anticipated that more data will become available from winter 2022/2023.

⁷ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Equality Impact Assessment Map Book*. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1046548/M352.pdf.

study area encompasses the extent of the likely significant environmental effects of the HS2 scheme, and therefore the area in which equality effects are most likely to arise.

- 3.3.8 As noted above, the baseline demographic data informs the assessment of area-based effects, whereas the assessment of effects arising from impacts on particular resources uses information about the user profile of that resource and any research about particular needs and sensitivities of PCGs in relation to that resource. This assessment takes into account impacts on construction traffic routes reported in the main ES that could affect users of a resource, and therefore considers effects for users travelling to resources from outside of the study area. The assessment also notes the location of alternative resources, and reports where increased travel distances could result in equality effects for users.

Effects for other equality groups

- 3.3.9 The 2022 EQIA Report contributes towards HS2 Ltd's active fulfilment of its obligations under the PSED, as set out in the Equality Act 2010, during the design stage of the HS2 scheme and subsequent design development. The EQIA considers the potential impacts from the construction and operation of the HS2 scheme and the potential effects of these for groups of people who share the protected characteristics defined in the Act: age, disability, gender reassignment, pregnancy and maternity, race, religion and belief, sex, and sexual orientation⁸.
- 3.3.10 Effects for groups such as carers, people in receipt of care, Armed Forces veterans, families living in poverty, and homeless people are considered within the assessment where affected groups such as these share, or are more likely than the general population to share, relevant protected characteristics. Potential differential and disproportionate effects for children and adults with mobility, mental health, neurodiversity and sensory impairments, are considered and reported in the 2022 EQIA Report. Examples include effects on residents at Lostock Lodge Care Home (MA02), and visitors to Children's Adventure Farm Trust (MA06) and Fairfield Farm Project (MA06).

3.4 Assessment of impacts

Consultation issues

- 3.4.1 Consultees raised issues regarding the assessment of impacts in the 2022 EQIA Report, including:
- Warrington Borough Council raised concerns about the spatial scope of the EQIA and the link with the community areas defined in the main ES and commented that the assessment should consider equality effects at a much wider scale, i.e. across a whole local authority area; and

⁸ The protected characteristic of marriage and civil partnership is considered outside the scope of the assessment.

- consultees commented that the EQIA should consider the demographics of the groups that will benefit from using the HS2 scheme and wider impacts on socio-economic inequality.

3.4.2 Consultees who raised these issues included Warrington Borough Council and individuals.

Response to consultation issues

Spatial scope of the assessment

- 3.4.3 The 2022 EQIA Report considers the equality effects of the HS2 scheme, based on the design that is reported in the main ES. An overarching spatial approach based around eight community areas and three areas with off-route works was used across the main ES and EQIA Report, ensuring consistency between the assessments. The main ES reports the likely significant effects identified by relevant EIA topics (community; health; socio-economic; traffic and transport; air quality; sound, noise and vibration; and landscape and visual). The EQIA draws on information reported in the ES, however, it does not use the same assessment process of significant criteria for judging the equality effects.
- 3.4.4 The EQIA considers the potential for disproportionate or differential effects on PCGs. In some instances, impacts not reported as significant effects in the main ES may give rise to equality effects for people with needs or recognised sensitivities associated with their protected characteristic. For example, some disabled people may be more sensitive than the general population to changes in noise, or traffic and transport. These may result in differential effects which are reported in the EQIA where known and may include the temporary relocation of bus stops or taxi ranks. The EQIA also draws upon findings from the health assessment, which does not assign significance to identified impacts.
- 3.4.5 The study area is consistent with the study area used on EQIAs undertaken for earlier phases of HS2 and is considered adequate for a robust assessment of the potential equality effects of the scheme.
- 3.4.6 The EQIA is a community-based assessment, which reports effects at the scale of individual resources or for localities within the study area which have a disproportionate representation of one or more PCGs.

Demographics of users of the HS2 scheme

- 3.4.7 The EQIA considers the potential impacts from the construction and operation of the HS2 scheme and the potential effects of these for groups of people who share the protected characteristics defined in the Equality Act 2010. While certain PCGs may be more likely to experience low socio-economic status and poor standards of living, socio-economic inequality is not a protected characteristic under the Act. However, the baseline does consider deprivation in order to provide broader socio-economic context at a local level along the HS2 scheme.

3.4.8 The business case for the HS2 scheme includes a Distributional Impact Assessment (DIA), which considers both the beneficial and non-beneficial impacts of the scheme on different social groups, including those considered 'vulnerable', and by income distribution. Further information is provided in the Strategic Outline Business Case for the HS2 scheme⁹.

3.5 Mitigation, monitoring and ongoing engagement

Consultation issues

3.5.1 The following key issues regarding mitigation and monitoring were raised:

- consultees stated that HS2 Ltd should confirm whether the measures outlined in the draft Code of Construction Practice (CoCP) and Local Environment Management Plan (LEMP) are considered sufficient to mitigate the potential effects for PCGs identified in the assessment, and whether additional mitigation will be considered;
- consultees also requested further details of how the draft CoCP will be implemented, including to protect PCGs, and stated that the draft CoCP should be approved by relevant local planning authorities;
- consultees acknowledged the inclusion of community emergency plans in the draft CoCP and requested further information to be included and shared around how Emergency Response teams will feed into this;
- consultees commented on the importance of updating the scheme design as new information becomes available, and on reviewing the environmental and equality impact assessments on an ongoing basis. Consultees queried monitoring arrangements and suggested the establishment of a regional ombudsman function to ensure reasonable and proportionate measures are taken;
- consultees noted that the assessment assumes that appropriate measures to mitigate equality effects can be identified through stakeholder engagement. Consultees requested that engagement with affected organisations takes place as early as possible; and
- further information on the approach to engagement and identification of agreeable mitigation with stakeholders was requested to give confidence that affected communities, PCGs and other stakeholders will be supported, with effects avoided or minimised as far as reasonably practicable.

⁹ Department for Transport (2022), *Phase 2b Western Leg: Crewe to Manchester, An Update on the Strategic Outline Business Case*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1051209/hs2-phase-2b-western-leg-crewe-to-manchester-an-update-on-the-strategic-outline-business-case.pdf.

- 3.5.2 Consultees who raised these issues included Cheshire West and Cheshire Council, TfGM and GMCA.

Response to consultation issues

Monitoring, CoCP and LEMP

- 3.5.3 The CoCP for the HS2 scheme will contain control measures and standards to be implemented throughout Phase 2b Western Leg of HS2. All nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the Environmental Minimum Requirements (EMRs), of which the CoCP is one.
- 3.5.4 At a local level, site-specific control measures will be included within LEMPs. The LEMPs will set out how the project will adapt and deliver the required environmental and community protection measures within each local authority area through the implementation of specific measures required to control dust and other emissions from activities in the area. A template for a LEMP is provided in Annex 2 of the High Speed Rail (Crewe – Manchester) draft Code of Construction Practice¹⁰. The nominated undertaker and/or its contractors will engage with the local communities, local authorities and other stakeholders in order to develop the LEMP.
- 3.5.5 Commitments made in HS2 Ltd’s Phase 2b Western Leg Information Papers will be adopted by the nominated undertaker responsible for taking forward construction and operation of the HS2 scheme. In addition, HS2 Ltd has produced a Community Engagement Framework¹¹ which sets out how HS2 Ltd and its contractors, as well as their sub-contractors, will undertake community engagement during the construction of the HS2 Project. It therefore underpins how HS2 Ltd will manage the activity of its contractors and acts as a public expression of its commitment to high quality community engagement. The framework is being implemented on Phase One of HS2 and will apply to all phases of HS2.

Scheme development and ongoing assessment

- 3.5.6 As the project is taken forward to detailed design and actual construction there may be some changes to assumed working practices and design. It is important however that reassurance is provided that the nominated undertaker will not simply be free to change the design and working practices at will or without any control. There are therefore a number of mechanisms within the Bill and supporting the Bill that will control changes to the project

¹⁰ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Minimum Requirements, Annex 1: Code of Construction Practice*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/104802/0/M348_EMR_Annex_1_Draft_CoCP_WEB.pdf.

¹¹ High Speed Two Ltd (2017), *Community Engagement Framework*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/625971/hs2_community_engagement_framework.pdf.

and therefore provide reassurance as to the extent of the actual impacts of the construction and operation of the HS2 scheme.

- 3.5.7 As outlined in the Phase 2b Western Leg Information Paper E1: Control of environmental impacts¹², there are three distinct components that taken together will effectively control the environmental impacts of the construction and operation of the HS2 scheme. These are:
- arrangements within the Bill for approving detailed design and construction arrangements;
 - policies, commitments and undertakings entered into outside of the Bill; and
 - existing legislation, unless expressly or impliedly disapplied or modified by the Bill.
- 3.5.8 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.
- 3.5.9 As outlined in the Phase 2b Western Leg Information Paper D4: Construction commissioner¹³ and in line with Phase One and Phase 2a, a Construction Commissioner will be appointed to deal with complaints which, in the view of the complainant, have not been dealt with satisfactorily by the nominated undertaker.

Community emergency plans

- 3.5.10 A comprehensive community emergency plan will be put in place for each section of work, where relevant. This will ensure that in the case of major emergency, when working in partnership with the relevant emergency service, the community can be kept fully informed and that adequate arrangements are in place for the evacuation of an affected area if necessary.
- 3.5.11 Emergency services and other key stakeholder partnership groups will be formed for Phase 2b as they have been for Phase One and Phase 2a, to ensure suitable emergency response plans are developed as the scheme develops. These groups will align with Government best practice.

Identification of mitigation including engagement activities

- 3.5.12 Stakeholder engagement has been an integral and ongoing part of the process of designing and assessing the HS2 scheme from its inception. It has enabled all stakeholders to respond

¹² High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E1: Control of environmental impacts*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088285/E1_Control_of_environmental_impacts_v2.pdf.

¹³ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper D4: Construction commissioner*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088269/D4_Construction_commissioner_v2.pdf.

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to and inform the development of the design, including measures to avoid, reduce or mitigate significant adverse environmental effects as well as monitoring arrangements.

- 3.5.13 In assessing the potential for equality effects that could arise from the construction and/or operation of the HS2 scheme, the 2022 EQIA Report took into account physical mitigation such as additional planting and/or noise barriers that were included in the main ES. Some equality effects may be avoided or reduced by other measures that do not relate to the design of HS2 scheme, such as assistance with the relocation of specific services currently provided for PCGs. Where these measures are proposed, these have been included in the 2022 EQIA report.
- 3.5.14 In line with HS2 Ltd's PSED and as outlined in the Phase 2b Western Leg Information Paper H1: Equality, diversity and inclusion policy¹⁴, HS2 Ltd will approach its activities proactively by, amongst other things, seeking to ensure that people with protected characteristics do not experience disproportionate disadvantage as a result of the planning, design, construction and operation of the HS2 scheme.
- 3.5.15 As scheme design develops and more information becomes available the ongoing process of fulfilling the PSED will continue to identify suitable measures to reduce and if appropriate mitigate effects on people with protected characteristics. This process will continue to be informed through engagement with stakeholders, including operators of community facilities and local authorities in order to identify further opportunities for mitigation during the undertaking of the construction works.

¹⁴ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper H1: Equality, diversity and inclusion policy*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108832/7/H1_Equality_diversity_and_inclusion_policy_v2.pdf.

4 Introduction to route-wide themes

4.1 Introduction

- 4.1.1 Sections 5 to 10 are structured to address key route-wide and site-specific examples of equality issues, identified through analysis of consultation responses received during the 2022 EQIA Report Consultation.
- 4.1.2 Section 11 provides responses to issues that were raised in relation to a specific local area (and are considered together as area-based effects).
- 4.1.3 The summary of key route-wide equality issues and where these are presented within the report, is set out as follows:
- Section 5: housing and residential properties;
 - Section 6: community infrastructure and public open space;
 - Section 7: schools, educational and therapeutic facilities;
 - Section 8: employment and local businesses;
 - Section 9: places of worship;
 - Section 10: road network, traffic, transport and accessibility; and
 - Section 11: area-based effects.

4.2 Content of sections

- 4.2.1 Each section is structured to present a summary of the key issues raised by consultees with respect to route-wide community amenities, for example, public open spaces.
- 4.2.2 Where consultees have provided commentary on a location specific example of that amenity, such as referring to a particular local park, this is also identified. Each section presents a summary of how consultees see PCGs being affected either at a route-wide level or in respect of their individual locations and provides HS2 Ltd's responses to the points raised.

5 Housing and residential properties

5.1 Introduction

5.1.1 This section summarises issues raised by consultees in relation to housing and residential properties. Consultees who provided comments were individuals.

5.2 Consultation issues

5.2.1 Issues raised by consultees with regards to housing and residential properties included:

- concerns about stress and worry for people living near to the HS2 scheme, including older people who may need to sell or adapt their property;
- impacts on wellbeing and quality of life from proximity to, and duration of construction activity and related impacts on noise, vibration, light and air quality; and
- impacts on wellbeing from reduced use of private gardens affected by noise and dust.

5.3 Location specific consultation issues

5.3.1 Consultees noted that the 2022 EQIA Report did not report any effects for residents of Hoo Green, and raised concerns around the proximity of the Hoo Green main construction compound (Pickmere to Agden and Hulseheath (MA03)) to residential properties in the area and the impact on quality of life for residents for a duration of seven years. Consultees commented that compensation packages do not apply to residents affected by the presence of a construction compound.

5.4 Response to consultation issues

Stress and worry associated with the construction of the HS2 scheme

- 5.4.1 HS2 Ltd recognises that home-owners along the route, including those with protected characteristics, would be affected by the HS2 scheme. It is recognised that PCGs including older people and people with a disability may be more sensitive to emotional distress and anxieties associated with relocation and the loss of existing social ties, particularly if required to move away from the local area. HS2 Ltd has worked and will continue to work to reduce the uncertainty associated with impacts on residential property by engaging with local communities.
- 5.4.2 A package of non-statutory property compensation measures has been developed by the Government to address generalised blight resulting from the promotion of the HS2 scheme. This is described in more detail in the 2022 EQIA Report. The Government recognises that

there may be some residents and businesses near the HS2 route who need assistance despite not meeting the eligibility requirements of the HS2 Ltd property compensation schemes. The non-statutory property compensation package therefore includes provision for atypical properties or special circumstances which allows wider consideration to be given to an applicant's circumstances, including health and mobility, and the suitability of their current property. Further information on HS2 Ltd's property compensation package for atypical properties, including guidance and frequently asked questions is available through the HS2 website¹⁵.

- 5.4.3 HS2 Ltd has introduced an advocacy and support service, accessed through the HS2 Ltd Helpdesk, which provides support to vulnerable people along the route, including assistance with compensation claims. The service, provided by an organisation called POhWER provides independent support for people with challenging personal circumstances, disabilities and medical conditions¹⁶. The service provides advice and assistance understanding HS2 documents and completing paperwork. HS2 staff are trained in the purpose of the service, how to access it to seek advice and how to refer vulnerable people for support. This can be provided over the telephone, or face-to-face, whatever is most appropriate for the individual.
- 5.4.4 So far, over 60 people have received support from the advocacy service over the past three years. They have been supported with 98 separate issues. People contact the service for general communication needs, support through the special cases process and support in making a complaint. The majority of those supported so far live on the Phase One route.

Impacts on residential properties

- 5.4.5 The assessment of impacts on residents from construction activity is presented in the Volume 2 community area reports in the main ES. This has been used to inform the 2022 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. Younger and older residents, and those with existing health concerns, can be more susceptible to air quality impacts.
- 5.4.6 Impacts that may arise from construction activities, such as noise and dust, will be controlled by measures set out in the draft CoCP and other EMRs. The 2022 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.

¹⁵ High Speed Two Ltd (no date), *Special circumstances or atypical properties*. Available online at: https://assets.hs2.org.uk/wp-content/uploads/2021/03/Special-circumstances-and-atypical-properties_v6_1121-WEB.pdf.

¹⁶ High Speed Two Ltd (2022), *Equality, Diversity and Inclusion Annual Report 2021–2022*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/109378/2/25940_HS2_EDIRreport_21-22_CS1730_V30.pdf.

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- 5.4.7 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 Appendix B to the Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration¹⁷. 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 will be seriously aggravated by construction noise. Where appropriate, the nominated undertaker will liaise with the local authority to determine appropriate thresholds for residential special cases where not explicitly set out in Appendix B to the information paper.
- 5.4.8 The main ES identified the likely significant effects of the HS2 scheme on residential properties in specific locations and at a route-wide level, during both construction and operation. No likely significant noise or air quality effects on residents in Hoo Green are identified in the main ES. The 2022 EQIA Report did not identify any potential equality effects for protected characteristic groups as a result of any impacts on residential properties in this area.
- 5.4.9 Information relating to HS2 Ltd's property and compensation schemes and support can be found in the HS2 Phase 2b information papers (C Series) available on the HS2 website¹⁸. This includes guidance for those owners and occupiers of property near to the HS2 scheme, including compounds.
- 5.4.10 Issues relating to construction traffic and pedestrian safety in Hoo Green are discussed in Section 10 of this report.

¹⁷ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088298/E13_Control_of_construction_noise_and_vibration_v2.pdf.

¹⁸ High Speed Two Ltd (2022), *HS2 Phase 2b information papers: Property and Compensation (C Series)*. Available online at: <https://www.gov.uk/government/publications/hs2-phase-2b-information-papers-property-and-compensation-c-series>.

6 Community facilities and public open space

6.1 Introduction

6.1.1 This section summarises issues raised by consultees in relation to community facilities and public open spaces. Consultees who raised these issues included Cheshire West and Chester Council, Warrington Borough Council, TfGM, GMCA, and individuals.

6.2 Consultation issues

6.2.1 Key issues raised in relation to community facilities and public open spaces included:

- permanent loss of community facilities used by PCGs;
- impacts on wellbeing from loss of access to outside space assessment;
- the omission of certain community resources from the assessment; and
- impacts on access to community facilities and open space in communities along the route of the HS2 scheme.

6.3 Location specific consultation issues

6.3.1 Consultees raised issues in respect of the following key locations:

- Cheshire West and Chester Council noted the permanent loss of Lostock Green Picnic Area (Wimboldsley to Lostock Gralam (MA02)), with negative effects for children, older and disabled people, and pregnant and nursing mothers;
- Warrington Borough Council noted the permanent loss of the buildings used by the English Karate Academy (Risley to Bamfurlong (MA05)), with disproportionate effects for children and young people. It was commented that measures to assist this facility should involve assistance in relocation to prevent a detrimental impact on young people, minimise disadvantage, encourage participation and advance equality of opportunity;
- TfGM and GMCA noted the permanent loss of a number of community buildings used by PCGs in the Manchester Piccadilly area (Manchester Piccadilly Station (MA08)), including SOL Christian Academy, Manchester Action on Street Health (MASH), Manchester Offenders: Diversion, Engagement and Liaison Service (MO:DEL), True Jesus Church, Totem Gymnastics, Cloud Aerial Arts, and CrossFit Ancoats. TfGM and GMCA stated that HS2 Ltd should be required to provide adequate engagement, assistance and support to users of these buildings, and to provide support services for PCGs as required;
- Warrington Borough Council commented that the assessment did not take account of construction impacts associated with the provision of a viaduct over the Bridgewater Canal (Broomedge to Glazebrook (MA04)), a public right of way (PRoW) and designated tourist route. It was commented that impacts on this resource, including temporary

closure, could impact on PCGs, particularly in an area with disproportionate representation of people in older age groups;

- consultees including TfGM and GMCA and individuals raised concerns about the impact of the HS2 scheme on access to open space in Lowton (Risley to Bamfurlong (MA05)), including the loss of open space and football pitches used by a junior football club at Hesketh Meadows Playing Fields. It was noted that this will reduce the open space available for residents of Lowton and will have adverse effects for children and young people who are members of the football club, and those who use the pitches for informal recreation. Consultees commented that HS2 Ltd should be required to ensure that pitch replacement, including opportunities for informal recreation, is considered as early as possible and that facilities are re-provided in time to reduce disruption to the football club and to those who use the fields for informal recreation; and
- consultees commented that the construction of the HS2 scheme will impact on a range of community facilities in the village of Ashley (Hulseheath to Manchester Airport (MA06)), including the setting of St Elizabeth's Church, Ashley Cricket Club, the Greyhound Pub, and a mobile library service. Concerns were raised that some of these facilities could be lost due to a decrease in footfall. It was also noted that the current route of the mobile library between Ashley and Rostherne will be closed permanently as a result of the HS2 scheme, with possible implications for the long-term viability of this service. Consultees noted the importance of access to the outdoors for health and wellbeing, and stated that the HS2 scheme will have a negative impact on residents and recreational users of the countryside surrounding the village.

6.4 Response to consultation issues

Loss of community facilities used by PCGs

- 6.4.1 The design of the HS2 scheme has sought to avoid impacts on community facilities and public open space, where reasonably practicable. Where it has not been possible to avoid such impacts, then the design has sought to reduce or mitigate the resulting effects, taking account of a detailed consideration of baseline information, assessment findings and feedback from stakeholders. Mitigation that has been identified and incorporated into the HS2 scheme is set out in Volume 2 of the main ES.
- 6.4.2 Volume 2 of the main ES reports the likely significant environmental effects on community facilities and resources, including the permanent loss of such facilities, due to the construction of the HS2 scheme. The community assessment has informed the 2022 EQIA Report, which has considered whether there are any differential or disproportionate effects for people with protected characteristics as a result.
- 6.4.3 The 2022 EQIA Report identified that the permanent loss of community facilities along the route of the HS2 scheme may give rise to disproportionate and differential effects for PCGs. Equality effects were identified for users of resources including the English Karate Academy (MA02), SOL Christian Academy (MA08), MASH (MA08), MO:DEL (MA08), True Jesus Church

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(MA08), Straight Blast Gym (MA08), Front Line Fit Performance Centre (MA08), Cloud Aerial Arts (MA08), and Totem Gymnastics (MA08), all of which are located in land required for the construction of the HS2 scheme. HS2 Ltd is continuing to engage with the owners of these facilities, to identify reasonably practicable measures to help mitigate the loss of these resources.

- 6.4.4 Lostock Green Picnic Area (MA02), which provides toilet facilities including an accessible toilet, a snack bar, and a picnic area on the northbound A556, would also be lost permanently. The UK Government recommends that the maximum distance between service areas on trunk roads should be the equivalent of 30 minutes driving time¹⁹. For drivers travelling north east along the A556 the nearest alternative accessible public toilet facilities are located at a 24-hour service station on Tabley Hill Lane (accessed via the Tabley Interchange at junction 19 of the M6), which is approximately 4.5 miles (10 minutes' drive) away when travelling via the A556. The closest toilets for drivers travelling north that can be directly accessed from the north-east bound carriageway are at the 24 hour service station at Dunham Road, Bowden (13 miles when travelling by the A556). The closest toilets for drivers travelling south are at Chester Road, Northwich (9.5 miles when travelling by the A556). The distance between these two alternatives is 16.4 miles (approximately 24 minutes drive).
- 6.4.5 The Phase 2b Western Leg Information Paper C1: Information for property owners²⁰ sets out the arrangements proposed for the provision of information and assistance to owners and occupiers of property, including businesses, subject to compulsory purchase under the Bill. Businesses displaced by the HS2 scheme will be compensated within the provisions of the relevant compulsory purchase legislation - generally known as the 'Compensation Code'. The Compensation Code recognises the importance to businesses displaced from their existing premises (by compulsory purchase of those premises for public works) of being able to relocate to another site. The Compensation Code normally provides for the cost of such relocation to be taken into account under the heading of disturbance compensation.
- 6.4.6 The Compensation Code is described in existing guidance published by the Ministry of Housing, Communities and Local Government and also in the Phase 2b Western Leg Information Paper C1: Compensation code for compulsory purchase²¹.

¹⁹ Department for Transport (2013), DfT Circular 02/2013, *The Strategic Road Network and the Delivery of Sustainable Development*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf.

²⁰ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper C1: Information for property owners*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108825/1/C1_Information_for_property_owners_v2.pdf.

²¹ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper C8: Compensation code for compulsory purchase*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108825/7/C8_Compensation_code_for_compulsory_purchase_v2.pdf.

6.4.7 As outlined in the Phase 2b Western Leg Information Paper C7: Business relocation²², experience suggests that, in the majority of cases, existing businesses that do need to move due to the HS2 scheme will be able to use their compensation payments and the open property market to relocate their operations. To assist in this process the Secretary of State (or the nominated undertaker) will establish, where applicable and at its own cost, an agency service to assist those businesses on an individual basis that will have land taken for the construction and operation of the HS2 scheme where there is sufficient demand for such a service. In the alternative, and where appropriate, the Secretary of State or the nominated undertaker, will pay those businesses the reasonable costs of appointing their own agent to find suitable premises as part of the compensation.

Access to open space in Lowton (MA05)

6.4.8 The 2022 EQIA Report identified potential disproportionate and differential effects for PCGs including children and young people as a result of the loss of Hesketh Meadows Playing Field, an open space used by East Leigh Junior Football Club located on Hesketh Meadow Lane in Lowton Common (MA05). An area of land at Cheetham Fold Farm Stables, adjacent to the existing playing fields, had been identified to replace Hesketh Meadows Playing Fields, which it was considered would mitigate the loss of land and the identified disproportionate and differential effects.

6.4.9 Impacts in Lowton (MA05), including the loss of Hesketh Meadows Playing Fields, will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne Link) from the High Speed Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement²³. Therefore the equality effects reported in the 2022 EQIA Report in relation to access to open space in Lowton will no longer occur and the replacement land will no longer be required or provided.

Community facilities in Ashley (MA06)

6.4.10 The environmental impact assessment examined the impacts on community facilities in Ashley, including St Elizabeth’s Church, Ashley Cricket Club and the Greyhound Pub, and concluded that there would be no likely significant effects on these facilities. The 2022 EQIA Report did not identify any potential disproportionate or differential equality effects for PCGs as a result of impacts from the HS2 scheme on these facilities and their users.

²² High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper C7: Business relocation*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088256/C7_Business_relocation_v2.pdf.

²³ High Speed Two Ltd (2022), *High Speed Rail (Crewe – Manchester), Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Volume 1: Introduction and methodology*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022.

- 6.4.11 The traffic and transport assessment in the main ES reported a likely significant effect on vehicle delay and congestion at the junction of Ashley Road, Back Lane, Mobberley Road and Cow Lane in Ashley under two of the four construction traffic scenarios considered. There would also be a significant effect for non-motorised users on Mobberley Road, between Marsh Lane and Ashley Road during construction, and from the temporary closure or realignment of a number of PRow in the area.
- 6.4.12 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 and disabled people. However, the health assessment in the main ES concluded that the impacts on PRow in Hulseheath to Manchester Airport area (MA06) are not considered to reduce access to green space and levels of physical activity to a level that would lead to adverse health effects on the population.
- 6.4.13 The implementation of the measures in the draft CoCP, including the construction workforce travel plan, will reduce transport-related effects during construction of the HS2 scheme. Where reasonably practicable, PRow (including diversions) will be maintained for pedestrians, cyclists and equestrians affected by the HS2 scheme, including reasonable adjustments to maintain or to achieve inclusive access.
- 6.4.14 During operation, the main ES traffic and transport assessment reports a significant effect for vehicles using Ashley Road, which will be closed and diverted up to 850m south-east of its current alignment, for 1km. Users of the diverted Ashley Road will join the realigned Mobberley Road before crossing the route of the HS2 scheme underneath the Mid-Cheshire (Railway) and Mobberley Road viaduct, increasing journey length by up to 2.7km. Mobberley Road and Lamb Lane will also be permanently realigned. While travel distances for vehicles would increase permanently, access to the village, including from Rostherne, will be maintained. This was not reported as having disproportionate or differential equality effects in the 2022 EQIA Report.

Bridgewater Canal (MA04)

- 6.4.15 The community impact assessment in Volume 5, Appendix: CM-001-0MA04 which accompanied the main ES²⁴ considered the impact of the construction of the HS2 scheme on the Cheshire Ring Canal Walk, a long-distance walking route which includes a section along the Bridgewater Canal in MA04. Construction of the Bridgewater Canal viaduct, east of Broomedge, would temporarily affect approximately 220m of the Cheshire Ring Canal Walk for a period of six months. A temporary alternative route would be in place during the closure of the canal walk, increasing the total walking distance by 140m. The main ES reported that this would not result in a significant effect on this resource, which is used

²⁴ High Speed Two Ltd (2022), *High Speed Rail (Crewe – Manchester) Environmental Statement, Community impact assessment, Volume 5, Appendix: CM-001-0MA04*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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predominantly as a recreational walk. The 2022 EQIA Report did not identify any potential equality effects associated with impacts on the Cheshire Ring Canal Walk and its users.

- 6.4.16 Impacts in MA04 on the Bridgewater Canal will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne Link) from the High Speed Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement²⁵.

²⁵ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Volume 1: Introduction and methodology*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022.

7 Schools and healthcare facilities

7.1 Introduction

7.1.1 This section summarises issues raised by consultees in relation to impacts on schools, educational and therapeutic facilities from construction and operation of the HS2 scheme. Consultees who raised these issues included individuals, Cheshire West and Chester Council, and TfGM and GMCA.

7.2 HS2 scheme consultation issues

7.2.1 Consultees expressed concerns around road safety and travel to schools. Cheshire West and Chester Council noted that the 2022 EQIA Report states that the draft CoCP includes additional provisions relating to construction activity near schools including , where reasonably practicable, the avoidance of heavy goods vehicles (HGVs) operating adjacent to schools during drop off and pick up periods, and raised concerns about how effective this may be.

7.3 Location specific consultation issues

7.3.1 Consultees raised issues in respect of the following key locations:

- Cheshire West and Chester Council raised concerns about the permanent loss of the educational facility at Greenheyes Farm (Wimboldsley to Lostock Gralam (MA02)) and the impact on young people, particularly as the nearest alternative is some distance away and charges for access;
- Cheshire West and Chester Council noted that the 2022 EQIA Report does not identify impacts on Wimboldsley Community Primary School and Byley Primary School and Nursery (Wimboldsley to Lostock Gralam (MA02)), and that these schools are subject of separate reports prepared by the Council, to be submitted to HS2 Ltd. These reports have identified equality effects for pupils associated with noise, vibration and air quality issues during construction, and lack of access to open spaces. It was noted in the Council's consultation response that road closures and increased traffic will impact on staff and parents;
- Cheshire West and Chester Council commented that the 2022 EQIA Report does not make reference to the impact of construction activity on visitors to Lostock Lodge Care Home (Wimboldsley to Lostock Gralam (MA02)). Concerns were raised that visitors may visit the home less frequently as a result, leading to negative impacts on the health and wellbeing of older and disabled residents;
- TfGM and GMCA noted that the 2022 EQIA Report identified effects for pupils of Lowton Junior and Infant School (Risley to Bamfurlong (MA05)), located adjacent to the A480 East Lancashire Road main compound, but did not report effects for pupils of other schools

close to the main compound, including St Mary's Primary School. It was commented that HS2 Ltd should:

- confirm whether the measures outlined in the 2022 EQIA Report would be sufficient to mitigate effects at Lowton Junior and Infant School to a level where children can continue using the school premises without affecting their ability to learn;
- engage with all schools in Lowton village to raise awareness of dangers associated with construction and construction traffic; and
- TfGM, GMCA and Manchester City Council noted that the 2022 EQIA Report identified equality effects at the Christie Hospital (Davenport Green to Ardwick (MA07)) as a result of noise and vibration associated with the construction of the Wilmslow Road vent shaft and associated construction traffic, lighting required for the Wilmslow Road vent shaft satellite compound, and the loss of 135 parking spaces in Car Park D²⁶, including 30 Blue Badge spaces. Consultees commented that HS2 Ltd should be required to: ensure that the EQIA considers and mitigates the impacts associated with visual and vibration effects in the vicinity of the hospital, and engage with the hospital and Manchester City Council to establish a reprovision strategy for the loss of parking spaces. Consultees commented that mitigation should be delivered prior to any work, and that the EQIA should be updated to record mitigation, engagement and consultation on this issue.

7.4 Response to consultation issues

Road safety and travel to schools

- 7.4.1 The 2022 EQIA Report identifies those schools where increased traffic levels during construction or operation, resulting in severance for pedestrians and cyclists, could have an effect on children walking or cycling to school. It is recognised that increases in traffic can make it more difficult to cross the road and could give rise to parental concerns about children's safety.
- 7.4.2 Road safety is a key consideration in highway design and HS2 Ltd will work with the local authority to consider the feedback of stakeholders in this area in relation to road safety. The draft CoCP states that a Community Engagement Framework will be produced and implemented in order to provide appropriate information and to be the first point of contact to resolve community issues. The draft CoCP includes a commitment that the nominated undertaker will take reasonable steps to engage with the community, particularly focusing on those who may be affected by construction impacts including community resources, and the specific needs of protected groups (as defined in the Equality Act 2010). It goes on to describe the route-wide traffic management plan which will include, as appropriate, measures which may include engagement with vulnerable road users to provide for road safety.

²⁶ Following publication of the 2022 EQIA Report, HS2 Ltd understands the number of parking spaces at Christie Hospital has increased due to reconfiguration of spaces in the car park.

- 7.4.3 The community engagement provisions will provide opportunities for engagement with stakeholders, including school heads, to understand individual school considerations or concerns around road safety and to factor these into the planning of construction traffic management. Such measures will serve to reduce disruption and impacts on accessibility for young children going to/from school.
- 7.4.4 The draft CoCP also contains a number of measures which may include engagement with vulnerable road users (pedestrians, motorcyclists, equestrians), to provide road safety for all modes for the public. In accordance with the draft CoCP, local traffic management plans (LTMP) 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.

Greenheyes Farm (MA02)

- 7.4.5 The construction of the Stanthorne North embankment will require the demolition of all the farm buildings at Greenheyes Farm. The assessment of health impacts in the main ES concluded that the loss of this facility will result in a reduction in the beneficial wellbeing effects associated with educational activities. The 2022 EQIA Report found that the permanent loss of this free to access resource may give rise to differential effects for children and young people in the local area who visit the farm for educational purposes. There could also be differential effects for disabled people, as the farm has partial access for disabled visitors.
- 7.4.6 HS2 Ltd is continuing to engage with owners and operators of Greenheyes Farm to identify reasonably practicable measures to help mitigate the loss of this resource.

Wimboldsley Primary School and Byley Primary School and Nursery (MA02)

- 7.4.7 HS2 Ltd engagement team has met with representatives of Wimboldsley Primary School several times to discuss their concerns and to understand the nature of potential equality effects.
- 7.4.8 The main ES does not identify any likely significant sound, noise and vibration or air quality effects for Wimboldsley Primary School or Byley Primary School and Nursery as a result of the construction or operation of the HS2 scheme. Although it does identify a significant visual effect for the users of Wimboldsley Primary School associated with the construction and operation of the Crewe North rolling stock depot (RSD), this is not considered to give rise to any equality effects as the school does not have specialist provision for children with autism who may be more sensitive to visual effects.
- 7.4.9 Due to the removal of the HS2 WCML connection, MA02 Borrow Pit D, the borrow pit closest to Byley Primary School and Nursery, has been removed from the High Speed Rail (Crewe –

Manchester) Bill, as reported in the Supplementary Environmental Statement 1²⁷. Since the MA02 Borrow Pit D is no longer required, the reported significant adverse effect on Byley Primary School and Nursery during construction has been removed.

Lostock Lodge Care Home (MA02)

- 7.4.10 The traffic and transport assessment in the main ES reports changes in traffic flow resulting in significant effects on severance for non-motorised users along the A559 Manchester Road (between Fryer Road and A556 Shurlach Road) during construction of the HS2 scheme. The 2022 EQIA Report stated that this may lead to differential effects for older people and disabled people who are residents of Lostock Lodge Care Home and may find it more difficult to cross the road. The 2022 EQIA Report also identified potential differential effects for older people and disabled people who are residents of Lostock Lodge Care Home during operation, as a result of severance effects for non-motorised users on the same stretch of the A559 Manchester Road.
- 7.4.11 The draft CoCP sets out various mitigation measures to reduce the impact of construction traffic. The draft CoCP, a route-wide traffic management plan (RTMP) and LTMP will make provision for measures, including engagement with 'vulnerable' road users (including pedestrians, motorcyclists, cyclists and equestrians), to reduce impacts from construction activities and ensure the safety of road users during traffic management and temporary traffic control measures. Specific measures will be included in the LEMP that outline steps to ensure the safety of other road users, including pedestrians and cyclists, giving particular attention to providing signage and identifying safe places to cross roads especially where the needs of PCGs require special attention, including those identified in the EQIA.
- 7.4.12 HS2 Ltd will engage with the owners of Lostock Lodge Care Home to identify reasonably practicable measures to mitigate the effects identified in this assessment.

Lowton Junior and Infant School and St Mary's Primary School (MA05)

- 7.4.13 The 2022 EQIA Report identified potential equality effects for children attending Lowton Junior and Infant School as a result of noise, visual and construction traffic impacts associated with the proximity of the school to construction activity. No potential equality effects for children attending St Mary's Primary School were reported. Impacts in Lowton (MA05), including on Lowton Junior and Infant School, will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne

²⁷ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement*, Volume 2, Community area report: Wimboldsley to Lostock Gralam (MA02). Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022.

Link) from the High Speed Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement²⁸.

The Christie Hospital (MA07)

- 7.4.14 The 2022 EQIA Report identified equality effects on patients at The Christie Hospital as a result of visual effects and vibration effects reported in the main ES. There is the potential for visual effects at The Christie Hospital, particularly from construction activity and night-time lighting, to result in differential effects for patients with cancer. The noise assessment in the main ES identified, on a precautionary basis, that an adverse vibration effect could temporarily affect the use of an MRI scanner planned for a new research centre at the hospital, with potential differential effects for patients should it impact on their treatment or diagnosis.
- 7.4.15 The draft CoCP includes measures to reduce and manage vibration impacts, including to protect occupants and users of buildings from vibration, to protect buildings from risk of physical damage, and to protect particularly vibration-sensitive equipment and processes from damage or disruption. Procedures are set out against each of these three purposes with vibration effects assessed against appropriate parameters. In relation to protecting vibration-sensitive equipment, the draft CoCP states that the nominated undertaker will endeavour to avoid any impact on sensitive equipment, and that any actions to control or mitigate impacts will be agreed between its contractors and the operator of the equipment. The local authority will be notified through the relevant Section 61 consent application.
- 7.4.16 The 2022 EQIA Report also reported effects for patients and visitors to the hospital as a result of the permanent loss during construction of The Christie Hospital Car Park D, which has approximately 135 car parking spaces including 30 Blue Badge spaces²⁹. This would have differential and disproportionate effects for disabled people including those with cancer attending the hospital for treatment or to visit other patients.
- 7.4.17 HS2 Ltd is continuing to engage with The Christie Hospital, to identify reasonably practicable measures to mitigate the effects identified at the hospital, including as a result of impacts on Car Park D and any adverse impacts on the MRI equipment. As was the case for Phase One and Phase 2a of HS2, an Equality Impact Assessment Update Report will be produced to report new, altered or removed equality effects arising from changes to the Bill during the parliamentary stages.

²⁸ High Speed Two Ltd (2022), *High Speed Rail (Crewe – Manchester), Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Volume 1: Introduction and methodology*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022.

²⁹ Since the publication of the 2022 EQIA Report, HS2 Ltd understands that the number of car parking spaces in The Christie Hospital Car Park D has increased.

8 Employment and local businesses

8.1 Introduction

8.1.1 This section summarises issues raised by consultees in relation to impacts on employment and local businesses from construction and operation of the HS2 scheme. Consultees who raised these issues included Cheshire West and Chester Council and individuals.

8.2 Consultation issues

8.2.1 Key issues raised by consultees included:

- the potential for the EQIA to include a commitment to employ local people from under-represented groups; and
- the impact of construction noise on those working from home.

8.3 Location specific consultation issues

8.3.1 No location-specific issues were raised with regards to employment and local business.

8.4 Response to consultation issues

Employment opportunities for local people from under-represented groups

8.4.1 As reported in the 2022 EQIA Report, the HS2 scheme will create opportunities for employment and local businesses, both during construction and once in operation. Across all phases of the project, HS2 will support over 34,000 jobs to build the railway and 6,000 to operate it once finished. More than 70% of the jobs will be outside London and at least 1,000 new apprenticeships will be created. Once in operation, the HS2 scheme will create direct jobs at locations along the route including stations and maintenance depots. Further jobs will be created route-wide through the supply chain.

8.4.2 There may be the potential for these employment opportunities to result in positive effects for PCGs who may be more likely to experience low socio-economic status and poor standards of living due to employment disadvantage. These groups include women, children, some BAME groups, religious minority groups, disabled people and families with disabled members. Apprenticeships and other training opportunities have the potential to have a disproportionate positive effect on PCGs including young adults.

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- 8.4.3 HS2 Ltd has seven strategic goals³⁰, including skills, employment and education (SEE). The HS2 Ltd Skills, Employment and Education Strategy³¹, which was published in autumn 2018, sets out how this objective will be delivered. The Strategy's aims extend through the supply chain using procurement and contractual requirements. All major contracts will contain contractual requirements to provide SEE outputs, including apprenticeships, workless job starts³² and schools' engagement. These requirements have the potential to identify and provide opportunities to workless people and members of PCGs who are more likely to experience employment-related disadvantage.
- 8.4.4 The SEE Strategy's aims extend through the supply chain using procurement and contractual requirements. All major contracts will contain contractual requirements to provide SEE outputs, including apprenticeships, workless job starts and schools' engagement. These requirements have the potential to identify and provide opportunities to workless people and members of PCGs who are more likely to experience employment-related disadvantage. As of Spring 2021, HS2 Ltd had created over 400 apprenticeships and over 575 workless job starts, and had engaged with over 7,000 primary and secondary school pupils through STEM workshops³³.
- 8.4.5 HS2 Ltd launched a Job Brokerage service in January 2021 which provides a single source of information that promotes job vacancies across the HS2 programme. The service provided brings together local authorities, enterprise partnerships, charities and employment services to support people living along the route, including those from disadvantaged and under-represented groups, to help them find jobs on HS2. An EQIA was undertaken as part of its development which sets out how the new service will deliver on its primary aim of creating pathways into employment for people from disadvantaged and under-represented groups, including members of PCGs. As of early September 2022, the service has supported the achievement of over 2,200 people who were out of work securing employment for at least 6 months and over 950 new apprentices on the HS2 Project³⁴.
- 8.4.6 For each relevant contract HS2 Ltd will set equality, diversity and inclusion (EDI) requirements. These requirements ask the suppliers to provide both their approach and evidence of the outcome they will derive during contract delivery phase. Contract bids will be evaluated against a range of EDI criteria mainly focused on inclusive recruitment, workforce diversity, training, diverse supply chain and EDI accreditation. Contractors will be

³⁰ High Speed Two Ltd has seven strategic goals as defined in the Strategic Case which is available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629393/high-speed-two-phase-two-strategic-case.pdf.

³¹ Further information is available online via the HS2 Ltd website: <https://www.gov.uk/government/organisations/high-speed-two-limited>.

³² This refers to jobs that are taken up by people who were previously out of work.

³³ High Speed Two Ltd (2021), *Skills, Employment and Education, 2018-2020: building a skills legacy*. Available online at: https://assets.hs2.org.uk/wp-content/uploads/2021/01/18110250/HS2_SEE_2_Years_On.pdf.

³⁴ High Speed Two Ltd (2022), *Record numbers of unemployed secure jobs on HS2*. Available online at: [https://mediacentre.hs2.org.uk/news/record-numbers-of-unemployed-secure-jobs-on-hs2#:~:text=HS2%20Ltd%20confirmed%20today%20\(1,in%20the%20wider%20supply%20chain](https://mediacentre.hs2.org.uk/news/record-numbers-of-unemployed-secure-jobs-on-hs2#:~:text=HS2%20Ltd%20confirmed%20today%20(1,in%20the%20wider%20supply%20chain).

encouraged and supported to make lasting changes to the way they address barriers to inclusion. They will be required to monitor and report how well they are performing every six months on all aspects of EDI requirements set in their contracts.

- 8.4.7 To help spread the benefits of the project, HS2 Ltd has a target for 60% of its supply chain to be with Small and Medium-sized Enterprises (SMEs). HS2 Ltd's Meet the Contractor events link its main contractors with potential subcontractors as well as mandates the use of CompeteFor, a subcontractor opportunities portal which highlight opportunities on the programme. As of summer 2022, 61% of HS2 Ltd contracts have been awarded to SMEs.
- 8.4.8 The SEE requirements and the procurement strategy identify appropriate positive actions, to the extent permitted by the Equality Act 2010, to promote equal opportunities in the construction sector. This will contribute to the promotion of equal opportunity for groups of people with protected characteristics, building on existing initiatives within the construction industry and lessons learned from comparable major schemes, including the London 2012 Olympic Park and Crossrail (the Elizabeth line). Children in low-income households where adults benefit from new employment will also potentially benefit, as a result of increased household income.

Impact of construction noise on those working from home

- 8.4.9 The 2022 EQIA Report considers whether identified sound, noise and vibration impacts could have the potential to result in disproportionate or differential effects for people with protected characteristics. It is recognised that within the demographic potentially affected, there may be people who are more or less sensitive to noise. Reasonably practicable measures are described in the draft CoCP, and other EMRs³⁵, to reduce sound, noise and vibration and other environmental impacts that may arise from construction activities.
- 8.4.10 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 the Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration³⁶. This confirms that specific noise trigger levels and/or alternative noise control measures will be considered on a case-by-case basis for situations including where residents regularly work from home and need a quiet environment in which to work. Where appropriate, the nominated undertaker will liaise with the local authority to determine

³⁵ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E1: Control of Environmental Impacts*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108828/5/E1_Control_of_environmental_impacts_v2.pdf.

³⁶ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108829/8/E13_Control_of_construction_noise_and_vibration_v2.pdf.

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appropriate noise insulation and temporary rehousing thresholds for residential special cases, where not explicitly set out in Appendix B to the information paper.

9 Places of worship

- 9.1.1 No specific issues were raised with regards to places of worship. St Elizabeth's Church in Ashley (MA06) was included in a comment by an individual about community facilities in the village. This is addressed in Section 6.

10 Road network, traffic, transport and accessibility

10.1 Introduction

- 10.1.1 This section summarises issues raised by consultees in relation to the road network, traffic, transport and accessibility from construction and operation of the HS2 scheme. This section provides both a summary of general route-wide consultation responses and a summary of the responses specifically about community areas on the route of the HS2 scheme.
- 10.1.2 Consultees who raised these issues included Cheshire West and Chester Council, TfGM, GMCA, and individuals.

10.2 Consultation issues

- 10.2.1 The key issues raised in relation to the road network and PRow include:
- impacts on local road networks and access to services, including local shops and hospitals, particularly for older people and disabled people; and
 - impacts on non-motorised users of footpaths and PRow. TfGM and GMCA expressed concerns about potential effects for disabled people, older people, and parents or carers with pushchairs as a result of disruption associated with construction traffic, temporary lights, barriers and signage. Cheshire West and Chester Council commented that the commitment to maintaining footways of adequate width to facilitate pedestrian flows should include an accessibility consideration to include wheelchair users.

10.3 Location specific consultation issues

- 10.3.1 Consultees raised issues with respect to the following key locations:
- consultees commented that Lostock Green (MA02) will be isolated both by road and by pedestrian access, due to road and PRow closures. Consultees raised concerns about the closure of PRow that are used by residents of Lostock Green to access services in the neighbouring village of Lostock Gralam, including a chemist and grocery store;
 - issues were raised specifically with regard to traffic and pedestrian safety in Hoo Green (MA03). Consultees raised concerns around increased traffic using Hoo Green Lane during construction, and road safety for vehicles travelling on this road and accessing it from residential properties. Consultees commented that the increase in traffic could impact on travel to work times for residents. Concerns were also raised around risks to pedestrian safety as a result of construction traffic using Hoo Green Lane and the A50 to High Legh, which currently do not have footpaths. Consultees noted that vehicles currently park on the road in front of residential properties on Hoo Green Lane;

- consultees commented that the construction of the HS2 scheme, including a viaduct over the Manchester Ship Canal, would sever the village of Rixton (MA04), cutting it in half and disrupting transport to neighbouring towns and cities including Irlam, Cadishead, Eccles and Manchester. Consultees raised concern about the duration of construction activities and commented that impacts in the village could lead to stress and cause detrimental health impacts including on mental health;
- consultees commented that Lowton (MA05) experiences busy traffic and congestion, and that the construction of the HS2 scheme will worsen the situation. Concerns were raised about severance as a result of the construction of a cutting through the village, leaving the A462 Newton Road as the only means of crossing the line of the HS2 scheme. It was commented that this could increase journey length for residents and focus movement on one narrow road corridor. Consultees raised specific concerns relating to pedestrian safety, including risk to school children as well as impact on blue light services, relating to construction traffic using Stonecross Lane and Slag Lane. Consultees noted that Lowton West School is located on Slag Lane and that the pedestrian walkway along this road is narrow in places. Concerns were also raised about the severance of the committed development site at Pocket Nook, to the south of Newton Road in Lowton; and
- consultees commented that residents of Ashley (MA06) generally travel to other towns in Cheshire East to access schools, health care and services, as well as shopping and work. The village is also served by emergency services from Cheshire East. Concerns were raised that construction of the HS2 scheme will make journeys longer, and that access to Knutsford will be affected permanently. Consultees noted that there are four roads through Ashley, three of which will be affected by the construction of the HS2 scheme, and one of which will be used by construction traffic, impacting on journeys through the village and severing the community. Concerns were raised that rural roads in the area do not conform to HS2 Ltd's minimum road standards.

10.4 Response to consultation issues

Impacts on local road networks and access to services

- 10.4.1 The HS2 scheme has been designed to avoid or reduce impacts on the road network so far as reasonably practicable. A detailed assessment has been undertaken of the impacts of the HS2 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 main ES.
- 10.4.2 The community assessment in the main ES considers potential isolation effects for community facilities arising from impacts on the local road network during the construction phase. The community assessment also identifies where communities could be isolated from services used on a regular basis (including for example, shops, health care facilities and schools) because of road closures, increases in congestion due to construction traffic or the

creation of visual barriers. The findings of the community assessment have been used to inform the EQIA.

- 10.4.3 Access to services, including NHS healthcare services, is one of the key factors considered within the health assessment as part of the EIA, reported in the main 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.
- 10.4.4 The community and health assessments in the main ES informed the 2022 EQIA Report, which identified potential differential or disproportionate effects for people with protected characteristics, including disabled people and older people, arising from impacts on access to specific community or healthcare facilities along the HS2 scheme. The EQIA also reported 'area-based effects' for communities affected by isolation or severance where there is disproportionate representation of PCGs who may be more likely to be sensitive to these effects. These are discussed in Section 11 of this report.
- 10.4.5 The implementation of the measures in the draft CoCP, including the construction workforce travel plan, will reduce transport-related effects during construction of the HS2 scheme. The draft CoCP includes the requirement to develop LTMP in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders.
- 10.4.6 Schedule 5 (highways) to the Bill provides that, before exercising powers to stop up a highway or part of a highway, HS2 Ltd must consult with the relevant highway authority. The purpose of this consultation is to ensure public safety and, so far as reasonably practicable, to reduce public inconvenience. Schedule 5 to the Bill includes measures for protecting public safety, and limiting public inconvenience as far as reasonably practicable, and for the provisions of reasonable access to premises from highways if there would otherwise be no such access during any temporary highway closure during construction. The Phase 2b Western Leg Information Paper E3: Management of traffic during construction outlines the framework for control and management of traffic associated with construction³⁷.

Impacts on non-motorised users of footpaths and PRoW

- 10.4.7 The HS2 scheme has been designed to avoid or reduce impacts on PRoW, including footpaths, bridleways and cycle paths, so far as reasonably practicable. An assessment has been undertaken of the impacts of the HS2 scheme on non-motorised users and PRoW, including potential severance effects arising from construction activity. This assessment is reported in Volumes 2 and Volume 5 of the main ES.

³⁷ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E3: Management of traffic during construction*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088287/E3_Management_of_traffic_during_construction_v2.pdf.

- 10.4.8 The community assessment in the main ES identifies where communities could experience isolation effects because of road closures, increases in congestion due to construction traffic, or the creation of visual barriers. As noted above, the 2022 EQIA reported 'area-based effects' for communities affected by isolation or severance where there is disproportionate representation of PCGs who may be more likely to be sensitive to these effects. These effects are discussed in Section 11 of this report.
- 10.4.9 The draft CoCP provides that, where reasonably practicable, PRoW, including diversions and realignments, will be maintained for pedestrians, cyclists and equestrians affected by the HS2 scheme, including reasonable adjustments to maintain or achieve inclusive access. It goes on to state that, where reasonably practicable, inclusive access (including for people with reduced mobility), will be maintained to services and buildings where they have been temporarily disrupted during the work. 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 standards (poles). Safe access and adequate lighting of such diverted routes will be provided.
- 10.4.10 The draft CoCP states that the nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. The draft CoCP sets out various mitigation measures to reduce the impact of construction traffic for all road users, including older people, and ensure the safety of pedestrians and cyclists. Footways of adequate width to facilitate pedestrian flows will be provided with signs provided to facilitate safe access around construction site boundaries. Signage will be provided to indicate re-routed pedestrian and cycle paths, and to provide information on routes to alternative community facilities.
- 10.4.11 The Phase 2b Western Leg Information Paper D6: Inclusive design policy³⁸ outlines the approach to inclusive design as it applies to the HS2 scheme. HS2 Ltd's objective is to design and provide a railway that can be used safely, independently, easily and with dignity by everyone.

Lostock Green (MA02)

- 10.4.12 The 2022 EQIA Report did not identify any equality effects for residents of Lostock Green as a result of impacts on the road network or PRoW during construction or operation.
- 10.4.13 The traffic and transport assessment in the main ES identified a temporary significant effect on vehicle delay and congestion at the junction of the A556 Shurlach Road (southbound) realignment and the Birches Lane diversion in Lostock Green under two of the four

³⁸ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper D6: Inclusive design policy*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108827/3/D6_Inclusive_design_policy_v2.pdf.

construction traffic scenarios considered. It also reported significant severance effects for non-motorised users on the Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road) and on the A556 Shurlach Road (between Birches Lane and A559 Manchester Road), and a significant effect for non-motorised users as a result of increased travel distances on one PRoW in the area (footpath Lach Dennis 3X/1).

- 10.4.14 The community assessment in the main ES did not find that these effects would result in an isolation effect for residents of Lostock Green. While Birches Lane will be realigned during construction, access to Lostock Gralam will be maintained for vehicles and pedestrians. As noted above, PRoW, including diversions and realignments, will, where reasonably practicable, be maintained for pedestrians, cyclists and equestrians, including reasonable adjustments to maintain or achieve inclusive access. The implementation of the measures in the draft CoCP, including the construction workforce travel plans, will reduce transport-related effects during construction of the HS2 scheme.

Hoo Green (MA03)

- 10.4.15 The 2022 EQIA Report did not identify any equality effects for residents of Hoo Green as a result of impacts on the road network or PRoW during construction or operation.
- 10.4.16 The traffic and transport assessment in the main ES identified a temporary significant effect on vehicle delay and congestion at the junction of the A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) and the junction of the A50 Warrington Road/B5159 West Lane (east) under three of the four construction traffic scenarios considered. It also reported significant severance effects for non-motorised users on parts of the A50, including on the stretch between Hoo Green Lane and Wrenshot Lane under one scenario.
- 10.4.17 Hoo Green Lane will be diverted up to 450m to the west of its existing alignment. The diversion will be constructed offline, reducing the impact on road users. Temporary traffic arrangements will be in place for a period of one year and nine months, resulting in an increase in journey length of up to 781m during construction and 828m once in operation. The traffic and transport assessment concludes that this would result in a significant severance effect for non-motorised users of Hoo Green Lane both during construction and operation. There could be the potential for this to result in differential effects for older people, disabled people and children who use this route.
- 10.4.18 Road safety is a key consideration in highway design and is part of the transport assessment reported in Volume 2 and Volume 5 of the main ES. Road Safety audits will be undertaken for realigned highways and junctions as part of the detailed design process. The draft CoCP, including the provisions relating to the production and implementation of the RTMP makes provision for measures, including engagement with vulnerable road users, to provide for road safety for all modes for the public and construction staff during traffic management works and temporary traffic control measures to reduce impacts from construction activities so far as reasonably practicable. This provides the opportunity to engage with stakeholders to understand concerns around road safety and factor these into the planning of construction traffic management.

10.4.19 The nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites and discussed at the relevant traffic liaison meetings where appropriate. In accordance with the draft CoCP, LTMP 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. As mentioned in Section 7 of this report, the Phase 2b Western Leg Information Paper E3: Management of traffic during construction outlines the framework for control and management of traffic associated with construction³⁹.

Rixton and Glazebrook (MA04)

10.4.20 Impacts in Rixton and Glazebrook (MA04) will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne Link) from the High Speed Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement⁴⁰.

10.4.21 As a consequence of the SES1 design change, all civil engineering and railway systems, compounds and associated construction activities, with the exception of some construction traffic routes, in the Broomedge to Glazebrook area, will not be required. The remaining temporary traffic and transport impacts in this area will be caused by construction and workforce vehicle movements associated with the wetland habitat creation at Little Woolden Moss and construction traffic movements to and from other community areas.

10.4.22 The SES1 design change will result generally in reduced construction traffic on the local road network in the area compared to the main ES. Changes to patterns of construction workforce trips will however result in increases in traffic at some locations.

Lowton (MA05)

10.4.23 Impacts in Lowton (MA05) will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne Link) from the High Speed

³⁹ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088287/E3_Management_of_traffic_during_construction_v2.pdf.

⁴⁰ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Volume 1: Introduction and methodology. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022.

Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement⁴¹.

Ashley (MA06)

- 10.4.24 The 2022 EQIA Report did not identify any equality effects for residents of Ashley as a result of impacts on the road network during construction or operation. The traffic and transport assessment in the main ES identifies a significant effect on vehicle delay and congestion at the junction of Ashley Road, Back Lane, Mobberley Road and Cow Lane in Ashley under two of the four construction traffic scenarios considered. There is also a moderate adverse significant effect on traffic-related severance for non-motorised users in 2030 on Birkinheath Road, between Marsh Lane and Ashley Road. There could be the potential for this to result in differential effects for older people, disabled people and children who use this route.
- 10.4.25 The implementation of the measures in the draft CoCP, including the construction workforce travel plan, will reduce transport-related effects during construction of the HS2 scheme. The draft CoCP includes the requirement to develop LTMP in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. These will consider the local traffic management strategy including consideration of sensitive receptors, such that adverse impacts will be reduced, insofar as reasonably practicable. 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 during construction.
- 10.4.26 During operation, the main ES traffic and transport assessment reports a significant effect for vehicles using Ashley Road, which will be closed and diverted up to 850m south-east of its current alignment for 1km. Users of the diverted Ashley Road will join the realigned Mobberley Road before crossing the route of the HS2 scheme underneath the Mid-Cheshire (Railway) and Mobberley Road viaduct, increasing journey length by up to 2.7km. Mobberley Road and Lamb Lane will also be permanently realigned. While travel distances for vehicles will increase permanently, access to the village, including from Knutsford, will be maintained. As noted above, the Bill requires the nominated undertaker, before exercising powers to stop up a highway or part of a highway, to consult with the relevant highways authority the purpose of which is to ensure public safety and, so far as reasonably practicable, to reduce public inconvenience.

⁴¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022

11 Area-based effects

11.1 Introduction

- 11.1.1 This section summarises issues raised by consultees in relation to area-based effects arising from construction and operation of the HS2 scheme. Area-based equality effects were included in the 2022 EQIA Report, and occur where there is disproportionate representation of one or more PCGs within a community who are more likely to be sensitive to equality effects experienced within the local area. These area-based equality effects may arise as a result of community isolation and/or a loss of social cohesion, and/or impacts on multiple resources used by PCGs who are disproportionately represented in the locality.
- 11.1.2 This section provides a summary of the responses specifically about those areas in which the 2022 EQIA Report identified area-based effects. Consultees who provided comments on issues arising in these areas included individuals, TfGM, GMCA and Manchester City Council.

11.2 Consultation issues

Warburton and Mossbrow (MA04)

- 11.2.1 TfGM and GMCA expressed concern that the HS2 scheme would dissect the communities of Warburton and Mossbrow, that access to community facilities would be impacted, and that the connection between the two communities would be broken. It was commented that a lack of high quality, safe alternative routes between the communities would negatively affect residents with protected characteristics. It was noted that approximately 40 residential properties will be in close proximity to the route and the land required for construction. TfGM and GMCA also raised concerns about the location of the Warburton Embankment Satellite Compound and the A6144 Paddock Lane Satellite Compound and potential effects on travel disruption, visual amenity and social isolation, particularly for residents aged 65-84.
- 11.2.2 TfGM and GMCA commented that HS2 Ltd should be required to confirm the measures to be secured to reduce the potential effects on the affected residential communities within MA04, including those aged 65-84, and confirm the mechanisms for providing support to PCGs identified within these residential areas. It was also requested that HS2 Ltd should be required to engage with the relevant authorities and local residents in a timely manner to allow for suitable mitigation to be identified.

Partington (MA04)

- 11.2.3 TfGM and GMCA raised concerns about increased HGV traffic and travel disruption associated with the location of the Manchester Ship Canal Viaduct south Satellite Compound in Partington. It was noted that traffic severance for pedestrians and other non-motorised users (NMUs) may have disproportionate and differential effects on children, and that low income households in Partington and Irlam could experience impacts due to disruption to

local transport. It was stated that HS2 Ltd should be required to ensure that a detailed construction traffic management is approved in writing by relevant local planning authorities to ensure that PCGs are taken into account when mitigation measures are proposed.

Ringway (MA06)

- 11.2.4 TfGM and GMCA expressed concerns that the community of Ringway would experience prolonged amenity, environmental and traffic impacts associated with its proximity to the proposed route and to the presence of construction compounds in the area. It was commented that construction of the Ringway cutting would require the demolition of five properties in the community, and that ten further properties would experience noise and visual effects. It was noted that the 2022 EQIA Report had reported that the closure of PRoW in the area could lead to a loss of social capital and increase in social isolation, with potential disproportionate and differential effects for older people who are disproportionately represented in the area.
- 11.2.5 TfGM and GMCA stated that the 2022 EQIA Report should provide additional information on engagement with residents of affected properties, and clarify whether any residents have protected characteristics that should be considered in the assessment. It was also commented that HS2 Ltd should be required to provide appropriate mitigation including acoustic barriers for properties affected by noise, and should confirm any other measures to reduce potential effects, including those resulting from travel disruption, for PCGs living in or visiting the area.
- 11.2.6 TfGM and GMCA noted that the 2022 EQIA Report did not assess the impact of the closure of particular PRoW on PCGs living in Ringway, and stated that HS2 Ltd should be required to provide replacement footpaths that are accessible for PCGs.

Manchester Piccadilly (MA08)

- 11.2.7 Consultees raised a range of issues in the Manchester Piccadilly area:
- TfGM and GMCA raised concerns about the temporary closure of Metrolink services during construction. It was commented that there is the potential in the operational phase to improve accessibility to the Metrolink service at Manchester Piccadilly, and that HS2 Ltd should be required to ensure that there is expert input on inclusive access to the new station design, and that the station is designed in line with the Greater Manchester Transport Strategy 2040 refresh and accompanying delivery plans;
 - TfGM, GMCA and Manchester City Council noted the potential equality effects associated with replacement bus services and increased journey lengths within Piccadilly Station surroundings as construction works at Piccadilly Metrolink are ongoing. It was stated that HS2 Ltd should be required to provide replacement bus services on a like for like basis, particularly for disabled passengers who rely on enhanced features that are not always available on buses, such as audio-visual announcements, easy access, and sufficient provision of space for both wheelchairs and buggies. It was noted that some PCGs may

experience difficulty walking to Piccadilly Gardens to access replacement bus services any may be less able to make use of alternative public transport provision;

- TfGM, GMCA and Manchester City Council noted that car parking spaces at Manchester Piccadilly Station multi-storey car park will be lost, as well as 15 Blue Badge spaces in a private car park under Gateway House and Ramp. It was acknowledged that the loss of spaces at the multi-storey car park and subsequent increase in journey length will be mitigated with an accessible motorised link between the car park and station, and stated that HS2 Ltd should be required to engage with stakeholders or identify any previous data or engagement which highlights the impacts of motorised links and how these have been assessed in relation to disabled users and accessibility. It was commented that this information should be presented in the 2022 EQIA Report. It was also stated that HS2 Ltd should identify measures to mitigate the loss of Blue Badge spaces, ensuring that any measures should support the growth and continued capacity of the Core Growth Area, and having regard to the Greater Manchester Transport Strategy 2040 refresh and accompanying Delivery Plans;
- TfGM, GMCA and Manchester City Council noted that there will be four permanent diversions in the vicinity of Manchester Piccadilly Station, leading to increases in journey length for NMUs of between 100m and 220m and resulting in potential effects for PCGs including disabled people, older people, young children, and mothers of babies up to six months. Concerns were expressed that it is unclear what mitigation measures will be put in place to reduce these effects, with TfGM and GMCA commenting that HS2 Ltd should ensure that PCGs are considered as part of the CoCP; and
- Manchester City Council expressed concerns that the proposed Manchester Piccadilly High Speed station is not appropriately integrated with facilities at the existing Piccadilly Station, and stated that a more integrated design would support increased accessibility. Manchester City Council commented that HS2 Ltd should be required to ensure that designs/modification reflect a similar or higher level of accessibility considerations in accordance with the Piccadilly Strategic Regeneration Framework (2018), GM HS2 and NPR Growth Strategy (2018). Individuals commented that a subterranean station for HS2 at Manchester Piccadilly could help to reduce impacts on the surrounding area and on PCGs.

11.3 Responses to consultation issues

Warburton and Moss Brow (MA04)

- 11.3.1 The 2022 EQIA Report identified an area-based effect for older people living in Warburton and Moss Brow (MA04) as a result of impacts associated with the Warburton embankment satellite compound, the A6144 Paddock Lane satellite compound, and the construction of the Warburton cutting. This would require the closure and permanent realignment of the A6144 Paddock Lane, resulting in an increase in journey length locally. The Warburton cutting would separate the villages of Warburton and Moss Brow, reducing access and

creating a visual barrier, which could reduce social capital and increase social isolation. Older people aged 65-84 are disproportionately represented in Warburton and Moss Brow.

- 11.3.2 Impacts in Warburton and Moss Brow will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne Link) from the High Speed Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement⁴².

Partington (MA04)

- 11.3.3 The 2022 EQIA Report identified an area-based effect for children living in Partington (MA04) as a result of traffic impacts associated with the Manchester Ship Canal viaduct south satellite compound. There would be significant severance effects for non-motorised users on the A6144 Warburton Lane, which could affect access to a number of schools and community centres used by children. Children under the age of 16 are disproportionately represented in Partington.
- 11.3.4 Impacts in Partington will no longer occur following the removal of the HS2 WCML connection (also referred to in some publications as the Golborne Link) from the High Speed Rail (Crewe – Manchester) Bill, as reported in the Supplementary Environmental Statement 1⁴³.

Ringway (MA06)

- 11.3.5 The 2022 EQIA Report identified an area-based effect for older people living in Ringway (MA06) as a result of the Sunbank Lane satellite compound, which will be in operation for four years and six months, and construction activity in the area associated with the construction of Sunbank Lane overbridge, the M56 East tunnel, M56 cutting retaining wall as well as River Bollin North embankment and Ringway cutting earthworks. Older people aged 65-84 and 85 and over are disproportionately represented in Ringway.
- 11.3.6 Construction of Ringway cutting will require the demolition of five properties, and will also result in temporary noise and visual effects for 10 remaining properties on Sunbank Lane. Sunbank Lane will be closed for six years and three months, and the M56 will be realigned for three years and three months. Sunbank Lane will be a designated construction traffic route for the HS2 scheme, serving Sunbank Lane satellite compound, which will be located immediately south of the M56 east tunnel.

⁴² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Volume 1: Introduction and methodology*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>. The SES1 and AP1 ES was deposited in July 2022.

- 11.3.7 The area-based effect reported in the EQIA took account of the traffic and transport assessment in the main ES, which identified a significant effect on pedestrians due to the temporary closure during construction of three PRow in the area: Footpath Ringway 12 and Footpath Ringway 14 (both for one year and two months) and Footpath Ringway 11 (for three years and three months). No viable alternative routes will be available during the closures. There may also be effects as a result of traffic delays for users of bus routes serving the nearest bus stops on the A538 Wilmslow Road.
- 11.3.8 The 2022 EQIA Report concluded that, together with the loss of residential properties, adverse effects on neighbourhood quality and public transport delays, the closure of these PRow could lead to a loss of social capital and increased social isolation which may have a disproportionate and differential effect on older people who are disproportionately represented in the local area. Mitigation measures set out in the draft CoCP which will reduce travel disruption during construction of the HS2 scheme are discussed in more detail in Section 10 of this report.
- 11.3.9 The EQIA is a community-based assessment, and does not report effects for, or engagement with, individuals or individual households. The assessment is based on Census data which shows a disproportionate representation of older people among residents of Ringway. The data does not indicate disproportionate representation of other PCGs in the area. HS2 Ltd will continue to engage with residents of affected properties and will take into account any sensitivities for residents who may have protected characteristics.
- 11.3.10 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 the Phase 2b Western Leg 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.

Manchester Piccadilly Station (MA08)

- 11.3.11 The 2022 EQIA Report identified differential effects for older people, disabled people, pregnant women, mothers of babies up to six months, and children as a result of construction traffic impacts on roads and footways around Manchester Piccadilly during the construction of the Manchester Piccadilly High Speed Station. Mitigation measures set out in the draft CoCP which will reduce disruption for non-motorised users during construction of the HS2 scheme are discussed in more detail in Section 10 of this report.

⁴⁴ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1088298/E13_Control_of_construction_noise_and_vibration_v2.pdf.

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- 11.3.12 The 2022 EQIA Report also reported disproportionate effects for children, young people, older people and disabled people, and differential effects for older people, disabled people, pregnant women and mothers of babies up to six months, arising from the temporary closure of the Metrolink Ashton Line and an increase in journey length for Metrolink users of up to 700m due to replacement bus services running from Piccadilly Gardens.
- 11.3.13 The 2022 EQIA report identified a differential effect during construction for disabled people as a result of the removal of car parking at Manchester Piccadilly Station multi-storey car park, Network Rail Ramp, Network Rail undercroft, Boad Street Car Park and Gateway House car park, including 39 Blue Badge bays located on the Network Rail ramp. The removal of this car parking and associated temporary diversions to pedestrian routes would increase journey lengths by up to 775m. The 2022 EQIA Report noted that an accessible motorised link will be provided between replacement car parks and the Manchester Piccadilly Station entrance to mitigate the increase in journey length.
- 11.3.14 During operation, the HS2 scheme would result in a reduction in general parking in the Manchester Piccadilly Station area but with an increase in station parking. Replacement parking, including Blue Badge bays currently located on the Network Rail ramp adjacent to Piccadilly Station concourse, will be provided in new multi-storey car parks on Adair Street. This will require an increase journey length for pedestrians of 650m, which may have differential effects for disabled drivers travelling to or from the station. Approximately 400 general parking spaces in the wider Manchester Piccadilly Station area will be permanently lost and not replaced. These include 15 Blue Badge bays in the private car park under Gateway House and Ramp. The 2022 EQIA Report identified that this could result in a differential effect for disabled drivers.
- 11.3.15 The 2022 EQIA Report also identified potential benefits for PCGs including disabled people as a result of good permeability and connectivity through Manchester Piccadilly High Speed Station, which will enhance pedestrian connectivity across the Manchester Piccadilly Station area with potential improvements for disability access in the operational phase as compared to the current situation, consistent with the requirements of the Equality Act 2010 and corresponding inclusive access standards. As reported in the 2022 EQIA Report, the new station design will include expert design input on inclusive access.
- 11.3.16 The Phase 2b Western Leg Information Paper D6: Inclusive design policy⁴⁵ outlines the approach of HS2 Ltd to inclusive design of the HS2 scheme. The approach will apply to all publicly accessible elements of the HS2 rail network, including stations. HS2 Ltd's objective is to design and provide a service that can be used safely, independently, easily and with dignity by everyone.

⁴⁵ High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper D6: Inclusive design policy*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108827/3/D6_Inclusive_design_policy_v2.pdf.

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- 11.3.17 Station design and operation is a matter of detailed design, which is outside the scope of the Bill. However, as set out in the Phase 2b Western Leg Information Paper D6: Inclusive design policy, the station design will comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI). This sets standards for accessible trains, stations and other facilities to benefit a wider range of rail users that might have difficulty with accessing rail infrastructure. The design will also take regard to the obligations placed on HS2 Ltd and any future nominated undertaker(s) by the Equality Act 2010.
- 11.3.18 Information gathered through engagement with Greater Manchester stakeholders including Manchester City Council, GMCA, TfGM, Transport for the North, Highways England, Network Rail and Manchester Airports Group has been used to improve understanding of baseline conditions, inform the assessment of the HS2 scheme and provide an opportunity to consider the mitigation that may be required and the interface with the wider development aspirations of stakeholders in and around Manchester Piccadilly. The Greater Manchester stakeholders have also informed the design options.
- 11.3.19 HS2 Ltd is continuing to engage with Greater Manchester stakeholders, including in relation to the Manchester Piccadilly High Speed Station, and will continue to work to identify appropriate mitigation measure to reduce equality effects in the Manchester Piccadilly Station area. Consideration of equality effects will continue during the passage of the Bill through Parliament and through the process of detailed design. As was the case for Phase One and Phase 2a of HS2, an Equality Impact Assessment Update Report will be produced to report new, altered or removed equality effects arising from changes to the Bill during the parliamentary stages. This will record further engagement and agreed mitigation, as well as any additional evidence that has informed the assessment of equality effects.

12 Concluding comments

- 12.1.1 Consultation responses have identified a range of equality effects reported and assessed in the 2022 EQIA Report. Issues raised in the responses will be considered during further design stages, the planning and delivery of construction, and during the operation of the HS2 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 to 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.
- 12.1.4 As was the case for Phase One and Phase 2a of HS2, an Equality Impact Assessment Update Report will be produced to report new, altered or removed equality effects arising from changes to the Bill during the parliamentary stages.

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