
HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds

Equality Impact Assessment Scope and Methodology Report

Draft for consultation

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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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Executive summary

- High Speed Two (HS2) is the Government's planned new, high speed railway to link new high speed stations in London, Birmingham, the East Midlands, Leeds and Manchester. HS2 will not just connect the cities of Birmingham, Manchester, Leeds and London – it will run services to more than 25 stations across Britain and integrate with the rest of the rail and transport network, delivering faster, more frequent and more reliable services whilst connecting major cities in Britain.
- HS2 will provide train services which travel at speeds of up to 360 kilometres per hour (kph) (225 miles per hour (mph)).
- HS2 will be built in phases. Phase One comprises the first section of the HS2 network of approximately 230km (143 miles) between London and the West Midlands that will commence operations in 2026. It was the subject of an Environmental Statement (ES) deposited with the High Speed Two (London – West Midlands) Bill in November 2013. Supplementary ES were deposited with Additional Provisions to that Bill in 2014 and 2015. The High Speed Two (London – West Midlands) Bill received Royal Assent in February 2017 and initial works on Phase One have commenced.
- Phase Two of HS2 will extend the route from Phase One in the West Midlands to the north-west to Manchester (approximately 143 km (89 miles) with connections to the West Coast Main Line (WCML) at Crewe and Golborne, and to the north-east to Leeds with a connection to the Erewash Valley Line south-east of Chesterfield and the East Coast Main Line (ECML) approaching York (approximately 198 km (123 miles)), completing what is known as the 'Y network'.
- Phase Two of HS2 is being taken forward in two stages, referred to as Phase 2a and Phase 2b. Phase 2a of HS2 includes the section of the route between the West Midlands and Crewe. Phase 2a was taken forward in advance of the rest of Phase Two (Phase 2b) following reports by the Chairman of HS2 Ltd, Sir David Higgins (HS2 Plus¹ and Rebalancing Britain²) which recommended accelerating the delivery of the Phase Two section of the route between the West Midlands and Crewe to deliver some of the benefits that HS2 will bring to the North sooner. The West Midlands to Crewe Bill, together with an ES, was prepared for the Phase 2a proposals which were deposited in Parliament in July 2017.

¹ HS2 Ltd (2014) *HS2 Plus A report by David Higgins*. Available online at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374695/HS2_Plus_-_A_report_by_David_Higgins.pdf

² HS2 Ltd (2014) *Rebalancing Britain – From HS2 towards a national transport strategy*. Available online at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf

- The Equalities Impact Assessment (EQIA) will inform the Proposed Scheme and will assist HS2 Ltd in the fulfilment of its ongoing Public Sector Equality Duty (the PSED), as set out under Section 149 of the Equality Act (2010). The PSED requires a public authority in the exercise of its functions to have due regard to three aims: to eliminate discrimination, harassment and victimisation; to advance equality of opportunity; and to foster good relations between people who share a protected characteristic and those who do not.
- This Scope and Methodology Report (SMR) sets out the methodology that is proposed for determining likely equality effects and the criteria that will be used in assessing them. It provides an outline description of the Proposed Scheme and the Hybrid Bill process, as well as outlining the proposed scope of the EQIA, including the issues to be addressed, the areas to be considered (i.e. the spatial scope) and the periods in time for which issues will be assessed (i.e. the temporal scope).

1 Introduction

1.1 Purpose of this SMR

- 1.1.1 This Scope and Methodology Report (SMR) outlines the proposed scope and methodology for the Equality Impact Assessment (EQIA) and subsequent working draft EQIA Report and final EQIA Report for HS2 Phase 2b (Crewe to Manchester and West Midlands to Leeds) (the 'Proposed Scheme').
- 1.1.2 This SMR provides an outline description of the Proposed Scheme and provides the overarching methodology for conducting the EQIA. It outlines the issues to be addressed, the likely equality effects and the criteria that will be used in the assessing them, the areas to be considered (i.e. the spatial scope) and the periods in time which the issues will be assessed for (i.e. the temporal scope), during construction and operation.
- 1.1.3 The Proposed Scheme is not defined in detail at any location in this document, nor the construction works or ancillary features associated with the Proposed Scheme. As the design of the Proposed Scheme is developed, HS2 Ltd will continue to engage with stakeholders to provide further information as it becomes available. The working draft EQIA Report will provide a snapshot of the emerging design and EQIA and will be made available for public consultation.
- 1.1.4 In summer 2017, HS2 Ltd will consult on this SMR (see Annex B for list of Stakeholder Consultees) to enable consultees to comment on the proposed approach. Following consultation, the SMR will be revised, taking into account the comments received where appropriate.

1.2 Structure of this SMR

- 1.2.1 The remainder of this SMR is divided into two parts:
- Section 2 - an introduction to the Proposed Scheme and an outline of the hybrid Bill process; and
 - Section 3 - a description of the scope and methodology for the EQIA.
- 1.2.2 The annexes of this SMR include a series of maps showing the Proposed Scheme (Annex A); list of consultees (Annex B); a list of acronyms (Annex C); and the HS2 Sustainability Policy and Environment Policy (Annex D).

2 The Proposed Scheme

2.1 Introduction to HS2

- 2.1.1 HS2 Ltd is a company wholly owned by the Department for Transport (DfT) and is charged with the design, construction and operation of high speed rail on behalf of the Government.
- 2.1.2 HS2 is planned to be a Y shaped high speed rail network with stations in London, Birmingham, Manchester, East Midlands and Leeds. It will have a capacity to convey up to 18 trains per hour in each direction, at speeds of up to 360 kilometres per hour (kph) (225 miles per hour (mph))³.
- 2.1.3 On some sections of the route, speeds would be lower than 360kph and speeds above 360kph would not be allowed unless the impacts of operation could be demonstrated to be no worse than assumed for operation at 360kph. Beyond the dedicated high speed route, high speed trains would also connect with the existing West Coast Main Line (WCML) and East Coast Main Line (ECML) to serve passengers beyond the HS2 network on these lines including Glasgow, York, Newcastle, and Edinburgh. In South Yorkshire, high speed trains would connect onto the existing rail network to serve passengers in Chesterfield and Sheffield.
- 2.1.4 HS2 trains will be up to 400 metres (m) long with the capacity of around 1,100 seats. From 2033, HS2 could be used by two types of train. 'Captive' trains will only be able to run on newly built high speed lines. They will be built to European dimensions, so they will be slightly taller and wider than typical UK mainline trains. 'Conventional compatible' trains will be similar in performance to captive trains, but will be built to fit the existing UK infrastructure. They will not be as tall or as wide as the captive trains. This will allow them to serve existing UK stations and travel under existing bridges. They will be used to operate high speed services on HS2, and then continue on the existing UK network to locations such as Liverpool, Newcastle and Scotland. The Southeastern Javelin trains used on High Speed 1 (HS1) are examples of high speed trains that are adapted to fit UK railway infrastructure. Services using both the HS2 network and existing rail lines, will use conventional compatible trains. When running on the existing rail network, the HS2 conventional compatible trains (200m long) will run at speeds achievable on this network.
- 2.1.5 HS2 will be built in phases. Phase One comprises the first section of the HS2 network of approximately 230km (143 miles) between London and the West Midlands that will commence operations by 2026. Stations will be developed at London Euston, London Old Oak Common, Birmingham Interchange and Birmingham Curzon Street. Some of the services will continue on the existing rail network to serve directly the North West and Scotland, through a connection with the WCML near Lichfield. Phase One was the subject of an ES deposited with the High Speed Two (London – West Midlands) Bill in 2013 and Supplementary ES deposited with Additional Provisions to that Bill in 2014

³ Note that the alignment of the route has been designed to allow for train speeds of up to 400kph (250mph) in the future. Operation at up to 400kph will require demonstration that improved train design enables services to operate at that higher speed without giving rise to additional significant environmental effects.

and 2015. The High Speed Two (London – West Midlands) Bill was granted Royal Assent in February 2017 and initial works on Phase One have commenced.

- 2.1.6 Phase Two of HS2 would extend the Phase One line to the north-west and north-east, to Manchester with connections to the WCML at Crewe and Golborne, and to Leeds with a connection to the ECML approaching York, completing what is known as the 'Y network'.
- 2.1.7 In January 2013, the Government announced its initial preferred route for Phase Two between the West Midlands, Leeds and Manchester. Following some minor amendments in July 2013, the proposed route was consulted on for seven months until January 2014.
- 2.1.8 In two reports, *Hs2 Plus* and *Rebalancing Britain*, Sir David Higgins recommended accelerating the section of the Phase Two route between the West Midlands and Crewe. By opening the section of Phase Two to Crewe by 2027 instead of 2033 the benefits of HS2 will be brought to the North sooner than originally planned. In the November 2015 Command Paper *High Speed Two: East and West, The Next Steps to Crewe and Beyond*, the Government announced its intention to bring forward the route between the West Midlands and Crewe, and set out the preferred line of route for the Proposed Scheme. Phase 2a will involve construction of the first approximately 58km of the western leg of Phase Two from the end of the Phase One route to Crewe, with a connection to the WCML at Crewe.
- 2.1.9 Phase 2a would connect with Phase One near Fradley, to the north-east of Lichfield, and connect to the WCML south of Crewe, to provide onward services beyond the HS2 network to the north-west of England and to Scotland. Construction of Phase 2a would commence in 2020 with operation planned to start in 2027. This is six years earlier than originally planned bringing some of the benefits of HS2 to the North sooner. The powers for Phase 2a are being sought through the West Midlands to Crewe Bill and an accompanying ES.
- 2.1.10 As noted in the Strategic Case for Phase 2a⁴, the Government's original programme for delivery of Phase One in 2026 (with a link to the conventional network at Handsacre) and of Phase Two in 2033 would have helped build a stronger, more balanced economy, capable of delivering growth and economic benefits. Accelerating the delivery of Phase 2a will:
 - mean that the North West and Scotland will see more of the benefits of HS2 more quickly, and this will bring economic benefits sooner. Some of these economic benefits will come from businesses being more accessible to one another leading to greater interaction between them (agglomeration benefits) as well as offering improved accessibility to labour markets, and affecting the overall level of labour supply;

⁴ Department for Transport (2015), *HS2 Phase 2a Strategic Outline Business Case: Strategic Case*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/570472/hs2-phase-2a-strategic-case.pdf

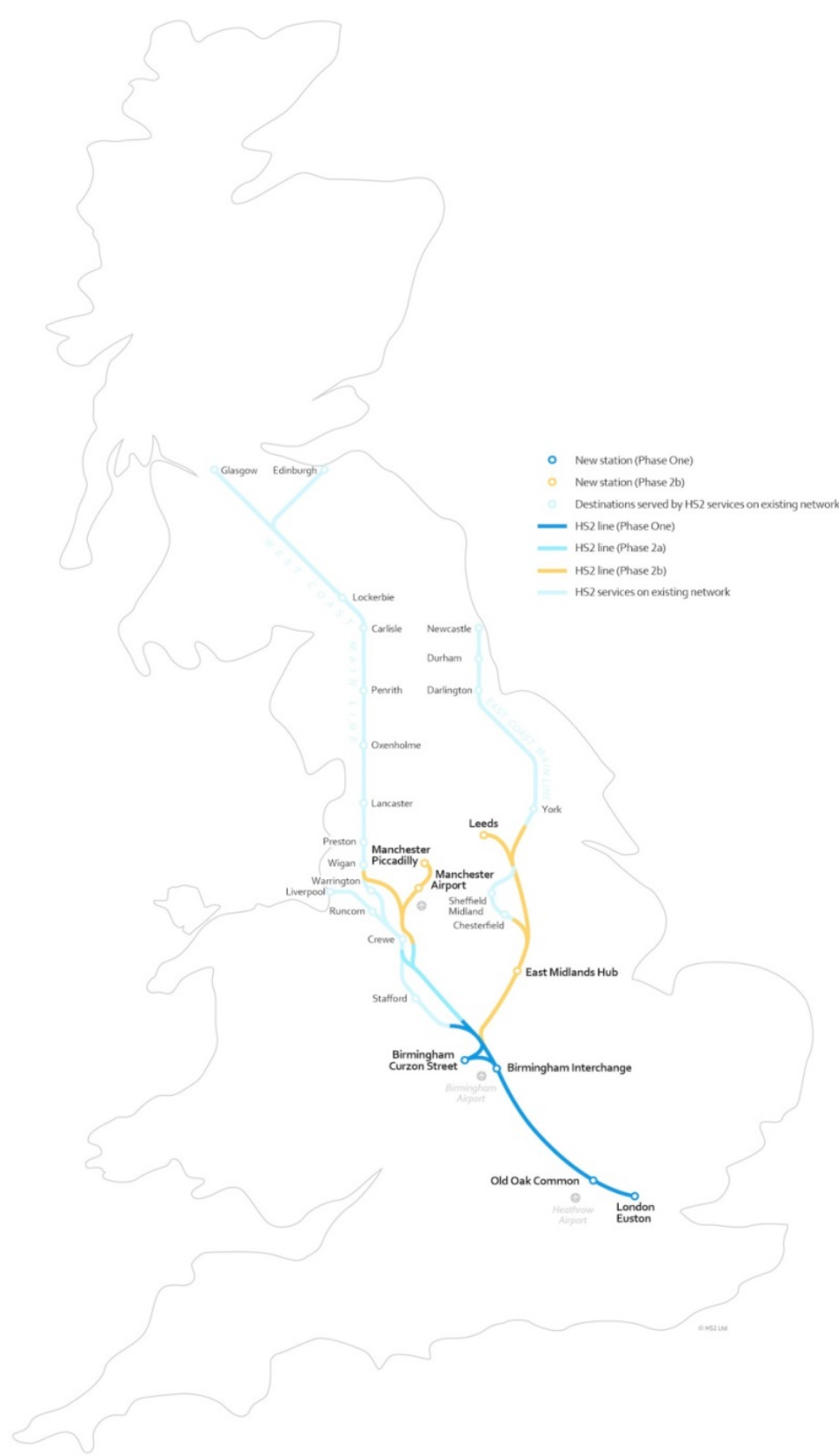
- allow passengers travelling to or from a wide range of places to connect onto HS2 services given that Crewe is already a major hub on the rail network with regional and long distance connections to the wider North West, East Midlands, and North and South Wales;
- relieve pressure on bottlenecks on the existing WCML at Colwich Junction and around Stafford, which should improve the reliability and performance on the existing main line; and
- deliver faster journeys between London, Crewe, Manchester, Liverpool, Preston, Warrington, Wigan and Glasgow sooner, by allowing long distance trains to run further on high speed route to Crewe before re-joining the conventional network (as opposed to using the connection to the WCML at Handsacre).

2.1.11 Phase 2a will therefore deliver further journey time savings of up to 13 minutes in addition to the journey time savings already delivered by Phase One.

2.1.12 Given the added benefits of bringing the high speed route to Crewe much earlier than originally planned, the Government decided to pursue Phase 2a.

2.1.13 In relation to the rest of Phase Two, the Government set out the majority of its preferred route from Crewe to Manchester and from the West Midlands to Leeds, referred to as Phase 2b, on 15 November 2016. In July 2017, the Government confirmed the remaining sections of the Phase 2b route. The powers for Phase 2b will be sought through a separate hybrid Bill and accompanying ES that is expected to be laid before Parliament in 2019. Construction of Phase 2b would commence in approximately 2023, with operation planned to start around 2033. This SMR relates to Phase 2b of the HS2 network. The proposed HS2 network is shown in Figure 1.

Figure 1 - The HS2 network



2.2 Description of the HS2 Phase 2b route

- 2.2.1 The following sections provide a summary description of the route of the Proposed Scheme based on the current stage of design. Annex A contains the proposed Phase 2b route maps.

Western Leg

- 2.2.2 The Proposed Scheme from Crewe to Manchester forms the northern approximately 85km (approximately 53 miles) section of the western leg of Phase Two. This section commences approximately 600m to the south of the existing Crewe railway station and just north of the A500 to join the Phase 2a route.
- 2.2.3 The Proposed Scheme would continue under Crewe in twin tunnels. Emerging to the north of the town, the Proposed Scheme would run to the east of the WCML corridor before bearing north, away from the WCML. As the high speed route diverges from the WCML, a rolling stock depot would be provided in the area between HS2 and the existing WCML.
- 2.2.4 The Proposed Scheme would continue in a northerly direction passing between the towns of Winsford and Middlewich. It would run on a series of embankments and viaducts to the west of Lostock Green and east of Rudheath, Lostock Gralam and Higher Wincham, rising to cross over the M6. To the north of the M6, a junction would be provided, with a spur heading into Manchester and the alignment continuing north to the WCML near Golborne.
- 2.2.5 The Manchester spur would turn east and pass to the north of Rostherne Mere, running broadly parallel to the M56. It would then turn north and pass under the M56 at Warburton Green and into an interchange station near Manchester Airport. Just beyond the station, the route would enter twin tunnels under south Manchester, emerging in the Ardwick area, where it would rise onto a viaduct to enter the terminus station at Manchester Piccadilly.
- 2.2.6 The Proposed Scheme would continue north from the junction with the Manchester spur. It would cross mainly open countryside, under the M56 and over the Manchester Ship Canal on a viaduct to the east of Hollins Green. Passing over the M62, the route would curve to the south and west of Culcheth, before running between Lowton and Lowton Common. The route would then bear north-west before connecting into the WCML at Bamfurlong.

Eastern Leg

- 2.2.7 The Proposed Scheme of the eastern leg of Phase Two will run from the West Midlands to Leeds with a total route length of 198km (123 miles).
- 2.2.8 It will provide a connection to the Midland Main Line (MML) via the Erewash Valley Lines south east of Chesterfield and then connect to the conventional network at Church Fenton, south west of York before joining the ECML.
- 2.2.9 The route begins north-east of Birmingham at the Phase One junction near Marston. The route would connect with the Phase One route, and follow the M42 and A42 corridor to Kegworth, near the East Midlands Airport. After Kegworth the route curves on viaduct in a northerly direction, passing over the flood plain of the river Soar and

river Trent. Following this the route passes through Long Eaton to the new East Midlands Hub (EMH) station at Toton. The route then follows the M1 corridor, to the east of the motorway.

- 2.2.10 Prior to Tibshelf, there is a spur to join the existing conventional network near Clay Cross. The spur is located near the A38 and Hilcote, passing under the M1 south of Newton before joining the existing Erewash Valley Line east of Stonebroom. The spur will enable HS2 services to connect to the MML to serve existing stations at Chesterfield and Sheffield city centre.
- 2.2.11 At Tibshelf, the route runs north until the spur towards Leeds City Centre Station. The route then continues north-east where it connects with the conventional network at Church Fenton before joining the ECML.
- 2.2.12 From Tibshelf, the route travels north via Stainsby and Heath mainly following the M1 alignment in cutting and passing Hardwick Hall on a short embankment. At Bolsover the alignment is at grade or on embankment as it passes Sutton Scarsdale, Staveley and Shuttlewood.
- 2.2.13 At Staveley there is a grade separated junction which takes a spur to the Infrastructure maintenance depot (IMD) following an existing link along a disused former rail line. The IMD is located within a major development site and is reached via a combination of cuttings and embankments, some at grade.
- 2.2.14 North of the spur at Staveley, the route is mainly in cutting as it follows a narrow corridor aligned with the M1 passing close to several communities including Barlborough, Wales, and Aston.
- 2.2.15 At Thurcroft, the alignment crosses over a delta junction of the M1 and the M18 on two viaducts. It then runs in cutting and embankment between Bramley and Mexborough.
- 2.2.16 At Mexborough the route passes on a viaduct over the valley before entering cuttings at Hickleton within a mostly rural setting. The line then travels north to north-west towards Hemsworth and Crofton through rolling countryside on a series of cuttings and embankments.
- 2.2.17 The route passes to the east of Barnburgh on embankment and Hickleton in deep cutting, before heading north-west to pass north of Thurnscoe and Clayton on a viaduct over the existing railway. This location has been identified as a potential connection point between HS2 and the existing railway, where trains travelling north from Sheffield could continue north on the HS2 mainline.
- 2.2.18 North of the village of Crofton the alignment traverses between Wakefield and Normanton and passes over a viaduct (the first of two) east of Methley Junction. At this location the line divides with the main line travelling north to Swillington and with a spur moving north-west towards Leeds Station.
- 2.2.19 The route alignment crosses a long viaduct (the second of two) and proceeds north east to Swillington and then north towards Church Fenton where it joins the conventional rail network prior to joining the ECML. The approach to the conventional network at Ulleskelf is on a long viaduct.

- 2.2.20 The spur towards Leeds City centre starts at Methley and proceeds towards Woodlesford where it passes through a tunnel under the town. The route of the spur exits the tunnel into a cut and cover tunnel before travelling west within the existing Network Rail corridor at grade.
- 2.2.21 The line passes through the southern outskirts of Leeds City Centre prior to approaching the new station adjacent to the River Aire and with the new station connecting into the existing Network Rail station. To the east of Leeds city centre, there will be a new rolling stock depot.

2.3 Interface with Phase One, Phase 2a and Phase 2b

- 2.3.1 The Phase One route terminates on a shallow embankment near Marston on a short spur off the Phase One route as it connects into the ECML. The Phase 2b route would continue from the end of this shallow embankment.
- 2.3.2 The Phase 2a route terminates at a headwall⁵, which would form the southern end of the tunnel that will continue underneath Crewe towards Manchester as part of the Phase 2b route. Provision has been made in the design for the HS2 mainline railway for this purpose.

2.4 Hybrid Bill powers

- 2.4.1 The Government will deposit a hybrid Bill for consideration by Parliament in 2019. If passed, the Bill becomes an Act of Parliament conferring powers, including deemed planning permission, to build the railway line and thereafter to operate and maintain it. The powers would include:
- authority to nominate an undertaker to build, operate and maintain the railway line;
 - a planning regime necessary for the nominated undertaker to make applications for approval of details for certain matters defined by the Act, to local planning authorities;
 - giving the nominated undertaker the rights to construct, operate and maintain the railway and associated major works as described in the Act (and its accompanying plans and sections) and other ancillary works;
 - powers of compulsory acquisition or temporary possession of land and properties required for the Proposed Scheme;
 - powers to divert or protect gas, water, telecommunications and electricity infrastructure which might be affected by the Proposed Scheme; and
 - powers over rights of way.

⁵ A supporting, protecting or retaining wall built at the front or top of a structure or area.

3 EQIA Scope and Methodology

3.1 Introduction

- 3.1.1 This section sets out the scope and methodology to be adopted for the assessment of potential equality effects associated with the construction and operation of the Proposed Scheme.
- 3.1.2 The EQIA will inform the Proposed Scheme, and will assist in the fulfilment of the ongoing Public Sector Equality Duty (the PSED) during the design of the Phase 2b route.
- 3.1.3 It will also take into account HS2 Ltd's Equality, Diversity and Inclusion (EDI) Policy⁶, which outlines HS2 Ltd's approach to embedding inclusion in its workforce and in the planning, design, construction and operation of the Proposed Scheme.
- 3.1.4 HS2 Ltd's Sustainability Policy (2017) sets out its priority for sustainable design, which will help to reduce adverse environmental effects. The Sustainability Policy sets out the following principles for sustainability in:
- spreading the benefits: Economic growth and community regeneration;
 - opportunities for all: Skills, employment and education;
 - safe at heart: Health, safety and wellbeing;
 - respecting our surroundings: Environmental protection and management; and
 - standing the test of time: Design that is future-proof.
- 3.1.5 Each of the Sustainability Policy principles is further described in the HS2 Sustainability Approach Document⁷.
- 3.1.6 Beneath the Sustainability Policy, an Environmental Policy⁸ states HS2 Ltd's commitment to "developing an exemplar project, and to limiting negative impacts through design, mitigation and by challenging industry standards whilst seeking environmental enhancements and benefits". The policy also sets out HS2 Ltd's principles for environmental sustainability, covering the following environmental topics: Biodiversity; Landscape; Noise and vibration; Carbon; Climate change combined effects; Air quality; Water resources; Historic environment; Soils and agriculture; and Sustainable materials and waste.

The Equality Act (2010) and the Public Sector Equality Duty

- 3.1.7 The Equality Act (2010) ('the Act') consolidated previous legislation designed to prohibit discrimination on the grounds of protected characteristics⁹. The Act identifies nine protected characteristics. These are:

⁶ HS2 Limited, (2015), Information Paper G5: *HS2 Equality, Diversity and Inclusion policy*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437449/G5_-_Equality__Diversity_and_Inclusion_Policy_v1.2.pdf

⁷ HS2 Limited (2014), *HS2 Supplier Guide*. Available online at: <https://www.gov.uk/government/publications/hs2-supplier-guide>

⁸ HS2 Ltd (2017), *Environmental Policy*. Available online at: <https://www.gov.uk/government/organisations/high-speed-two-limited>.

⁹ Equality and Human Rights Commission, 2017, *Protected Characteristics*.

Available online at: <https://www.equalityhumanrights.com/en/equality-act/protected-characteristics>

- age: where this is referred to, it refers to a person belonging to a particular age (for example 32 year olds) or range of ages (for example 18 to 30 year olds);
- disability: a person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities;
- gender reassignment: the process of transitioning from one gender to another;
- marriage and civil partnership: marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couple. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act)¹⁰;
- pregnancy and maternity: Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- race: refers to the protected characteristic of Race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins;
- religion and belief: religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (such as Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition;
- sex¹¹: a man or a woman; and
- sexual orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

3.1.8 This EQIA SMR uses the term 'protected characteristic groups' to refer to groups of people who share a particular protected characteristic. The Equality Act 2010, as adopted, does not specify socio-economic status as a protected characteristic.

3.1.9 Under Section 149 of the Act, a public authority in the exercise of its functions – or an individual who exercises public functions – is subject to the PSED. The PSED 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 Act¹²;

¹⁰ In relation to marriage and civil partnership, a body subject to the duty only needs to comply with the first aim of the duty (eliminate discrimination, harassment, victimisation) and only in relation to work. This is because the parts of the Act covering services and public functions, premises, and education do not apply to that protected characteristic

¹¹ Sex is the protected characteristic and not gender.

¹² For marriage and civil partnership, only the first requirement of the PSED – to eliminate discrimination, harassment and victimisation – applies

- to advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it; and
- to foster good relations between people who share a relevant protected characteristic and those who do not share it.

3.1.10 Relevant guidance on fulfilling the PSED includes:

- Equality and Human Rights Commission¹³ (EHRC) The Essential Guide to the Public Sector Equality Duty¹⁴;
- EHRC, Engagement and the Equality Duty and guide for public authorities¹⁵;
- EHRC, Equality Act 2010: Technical Guidance on the Public Sector Equality Duty England¹⁶;
- EHRC, Meeting the Equality Duty in Policy and Decision-Making England (and non-devolved public authorities in Scotland and Wales)¹⁷; and
- Government Equalities Office, Equality Act 2010: Public Sector Equality Duty What Do I Need To Know? A Quick Start Guide for Public Sector Organisations¹⁸.

The purpose of the EQIA

3.1.11 The EQIA contributes towards both enabling and documenting HS2 Ltd's active compliance with its legal duties under the PSED during the design stage of the Proposed Scheme. It is a predictive assessment, considering in advance of implementation the potential impacts arising from the construction and operation of the Proposed Scheme, and the likely or possible effects of these impacts for protected characteristic groups. The EQIA serves to inform design, mitigation and other relevant project-related decisions.

3.1.12 The objectives underpinning the EQIA are to:

- identify the presence of protected characteristic groups along the route, in particular where such groups are disproportionately represented amongst those most likely to be affected by the Proposed Scheme;
- draw on engagement with stakeholders to inform understanding of the likely needs of protected characteristic groups relevant to identified potential impacts;

¹³ Equality and Human Rights Commission (2012), *Public sector equality duty*. Available online at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty>

¹⁴ Equality and Human Rights Commission (2014) *The essential guide to the public sector equality duty* Available online at: https://www.equalityhumanrights.com/sites/default/files/psed_essential_guide_-_guidance_for_english_public_bodies.pdf

¹⁵ Equality and Human Rights Commission (2011), *Engagement and the equality duty*. Available online at: <https://www.equalityhumanrights.com/en/publication-download/engagement-and-equality-duty>

¹⁶ Equality and Human Rights Commission (2014), *Equality Act 2010: Technical guidance on the public sector equality duty: England*. Available online at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>

¹⁷ Equality and Human Rights Commission (2014). *Meeting the equality duty in policy and decision-making England (and non-devolved public authorities in Scotland and Wales)*. Available online at: <https://www.equalityhumanrights.com/en/publication-download/meeting-equality-duty-policy-and-decision-making-england-and-non-devolved>

¹⁸ Government Equalities Office (2011), *Equality Act 2010: Public sector equality duty what do I need to know? A quick start guide for public sector organisations*. Available online at: <https://www.gov.uk/government/publications/public-sector-quick-start-guide-to-the-public-sector-equality-duty>

- assess the likely effects of the Proposed Scheme's construction and operation for groups sharing protected characteristics, including how the Proposed Scheme could affect relations between groups;
- identify measures to avoid, minimise and/or mitigate possible negative equality effects for protected characteristics groups; and
- identify relevant measures which, as part of the Proposed Scheme design or mitigation, can further enhance equality, address existing disadvantage or support good relations between protected characteristic groups and other people.

- 3.1.13 The EQIA will consider relevant evidence, including baseline data, feedback from stakeholder engagement and published research on equality issues; record how that information was collected and analysed; and report potential equality effects.

Relationship with the Environmental Impact Assessment

- 3.1.14 Reflecting the evolution of good practice and learning from Phase One and Phase 2a, the approach to the EQIA and Environmental Impact Assessment (EIA) will incorporate shared data gathering across assessments, particularly in regard to the community baseline data used in the EQIA and in the EIA health and community assessments. The EQIA and EIA health assessment will draw on baseline evidence and assessment from relevant EIA technical disciplines.
- 3.1.15 The EQIA will seek to assess whether any of the effects identified in the EIA health assessment will have disproportionate or differential impacts on groups with protected characteristics.

Equality screening processes

- 3.1.16 An Equality Analysis screening study was conducted on behalf of HS2 Ltd in July 2013¹⁹, as part of an Appraisal of Sustainability (AoS) of the proposed Phase Two route from the West Midlands to Manchester, Leeds and beyond, and the main alternatives. This screening identified potential effects for protected characteristic groups, and 'clusters' of protected characteristics groups along the Phase Two route.
- 3.1.17 A Department for Transport (DfT) EQIA screening report on High Speed Rail²⁰, published in 2010, also identified key aspects of the Proposed Scheme relevant for the assessment of equality impacts.
- 3.1.18 The scope of the EQIA takes into consideration relevant findings and recommendations from both the Equality Analysis screening report and the DfT High Speed Rail EQIA screening report. This is described in more detail in Section 3.5.

¹⁹ HS2 Ltd (2013), *High Speed Rail: Consultation on the route from the West Midlands to Manchester, Leeds and beyond. Sustainability Statement, Appendix A – Equality Analysis*. London, HS2 Ltd

²⁰ Department for Transport (DfT) (2011), *High Speed Rail: Investing in Britain's Future - Equality Impact Screening*. Available online at: <http://webarchive.nationalarchives.gov.uk/+/http://highspeedrail.dft.gov.uk/library/documents/equality-impact-screening>

3.2 Establishment of baseline

Characteristics of communities

- 3.2.1 The EQIA will build on the evidence collected during the Equality Analysis to develop a more detailed understanding of protected characteristic groups in potentially affected communities. The reporting will reflect on the rural and urban spatial context and the disparities that may exist between communities along the route.

Baseline data collection

- 3.2.2 The approach for the EQIA baseline will be aligned with the EIA. There will be a shared data collection process across the EQIA and the community, socio-economic and health sections of the EIA.
- 3.2.3 The EQIA will include relevant baseline evidence at the local, regional and national levels, to allow the assessment to consider the potential effects of the Proposed Scheme for protected characteristic groups at varying geographical scales. At the local level, data will be collected and organised to develop an understanding of the existing profile of those with protected characteristics in communities along the length of the route, and relevant equality issues.
- 3.2.4 The EQIA will also use existing research to understand the needs of protected characteristic groups so that the assessment of potential equality effects can be made more robust. The baseline will include a summary of published evidence regarding how protected characteristic groups experience particular social or economic issues which may shape their sensitivity or resilience to potential effects.
- 3.2.5 Stakeholder engagement will be used to address gaps in baseline information about relevant protected characteristic groups. The approach to stakeholder engagement for Phase 2b is set out in Section 3.3 of this SMR.

3.3 Stakeholder engagement and public consultation

Purpose of stakeholder engagement

- 3.3.1 Although local and national statistics can be applied to profile susceptibility and inequality, they will not uncover the concerns, perceptions and circumstance of local communities and stakeholders that are needed to assess all potential equality impacts.
- 3.3.2 Targeted stakeholder engagement will be used to address any gaps in baseline data and to develop a broader understanding of potential equality issues. The process of consultation and engagement – and the feedback which this generates – can also be instrumental in influencing the development of a project.
- 3.3.3 Consultation undertaken on the working draft EQIA SMR will give stakeholders the opportunity to comment on the data sources and methodology proposed for the EQIA.

Method for stakeholder engagement

- 3.3.4 For the purposes of the EQIA, the integrated approach to engagement for Phase 2b will incorporate a dual approach:
- in line with HS2 Ltd's EDI Policy²¹, all general stakeholder engagement activities undertaken as part of the EQIA will be designed to be inclusive and accessible. Measures will be planned and implemented to reduce and remove barriers to involvement and encourage participation by groups that HS2 Ltd may be otherwise unlikely to reach through standard consultation and engagement processes; and
 - alongside general stakeholder engagement activity undertaken as part of the EQIA, there will be an additional layer of targeted, equality specific engagement to inform the EQIA. This process will involve engagement with community groups, service providers and other organisations working with particular protected characteristic groups along the Phase 2b route, identified through parish councils, local authorities and other relevant organisations.
- 3.3.5 Geographically specific stakeholder mapping will help to manage engagement activities, and opportunities for integration will be exercised as far as possible in order to avoid duplication and consultation fatigue.
- 3.3.6 The need for equality specific stakeholder engagement will be determined on the basis of identified information gaps through the consideration of available information, including information gathered through general engagement activities. Equality specific stakeholder engagement will be proportionate and targeted where there are specific gaps in the information concerning potential impacts for particular protected characteristic groups.

3.4 Key aspects of the Proposed Scheme for consideration

- 3.4.1 The EQIA will consider effects on protected characteristic groups during both construction and operation of the Proposed Scheme. The following aspects are likely to be particularly relevant to the EQIA:
- land required temporarily or permanently for the construction or operation of the Proposed Scheme, including loss of residential and commercial property, publicly accessible open space, public rights of way (PRoW), land or property used for sport/leisure, community, cultural and faith uses;
 - environmental impacts on residential properties (e.g. noise, air quality);
 - construction activities, including preparation works, construction traffic and heavy goods vehicles (HGVs), and employment generation;

²¹ HS2 Limited (2015), *Information Paper G5: HS2 Equality, Diversity and Inclusion policy*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437449/G5_-_Equality__Diversity_and_Inclusion_Policy_v1.2.pdf

- aspects of the Proposed Scheme once operational, including passing trains, stations and depots, the presence of physical structures (potentially causing severance), severance or re-routing of roads and PRow, direct and indirect employment and regeneration, and direct and indirect impacts on community facilities and resources; and
- mitigation, including air, noise and vibration control measures, visual screening and traffic management.

3.5 Scope of assessment

3.5.1 The scope of the EQIA reflects the requirements of the PSED. It draws on the EQIA for Phase One and Phase 2a of HS2, the Equality Analysis and EQIA screening reports from the Phase Two AoS, and the professional experience and judgement of the EQIA team.

3.5.2 Potential effects for people sharing particular protected characteristics will be grouped in relation to key equality concerns. They are:

- housing;
- community infrastructure and open spaces;
- employment and business;
- traffic, transport and physical accessibility;
- noise, air quality and other environmental effects; and
- crime, safety and personal security.

Spatial scope

3.5.3 Equality effects will be considered at varying spatial levels according to the nature of the effect and the aspect of the Proposed Scheme that gives rise to the effect. For example, some effects will occur within the land temporarily or permanently required for the Proposed Scheme, with potential effects for communities both inside and outside the land requirements²². Other effects, including noise and air quality effects, will take place at varying distances from the route alignment.

²² For example, a community outside the land requirements could be impacted by the loss of key community facilities on which they rely

- 3.5.4 The spatial scope is guided by the EQIA and professional experience and judgement, within the 26 Community Areas employed for the EIA.

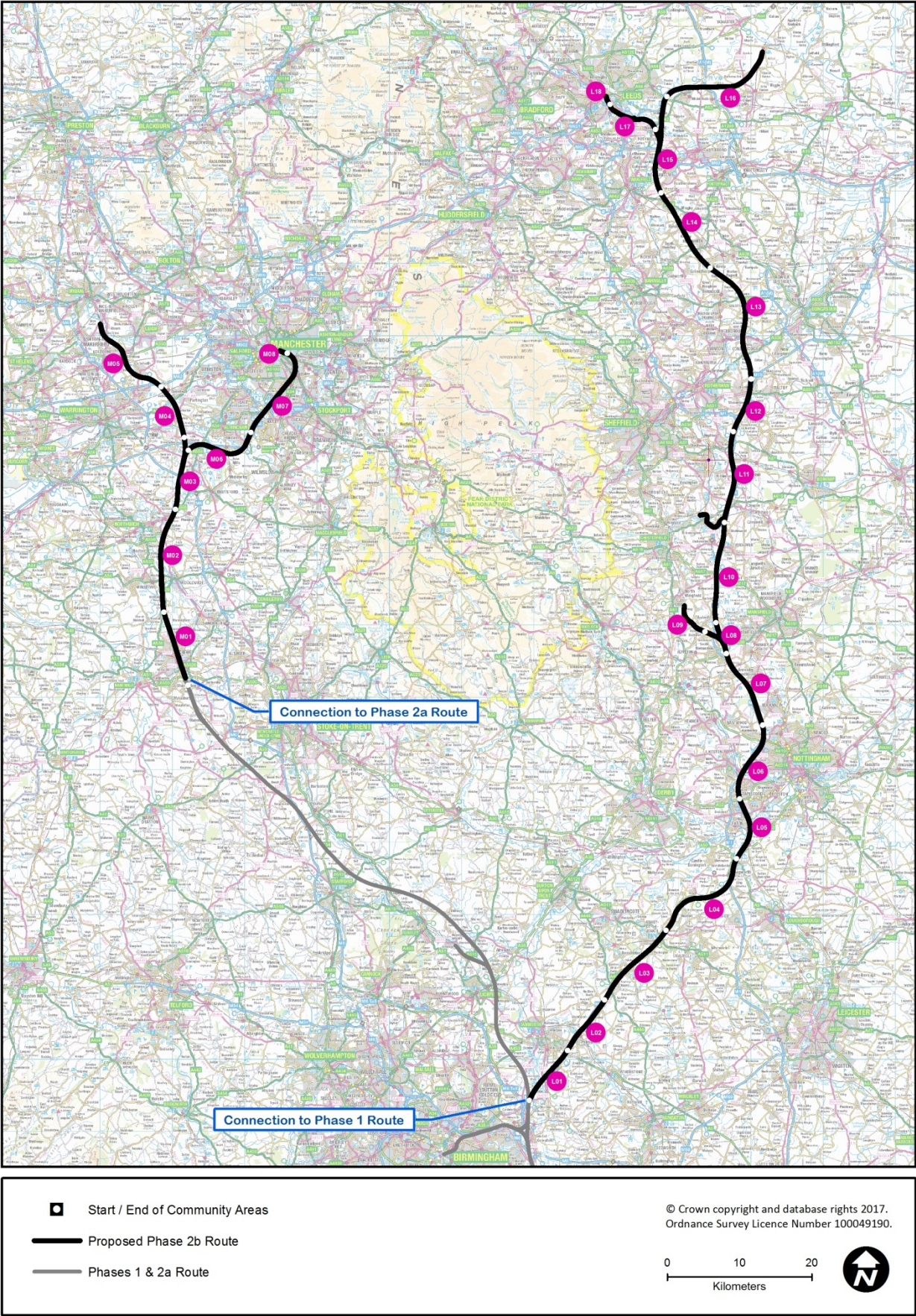
Western Leg:

- Mo1 Hough to Walley's Green
- Mo2 Walley's Green to Lostock Gralam
- Mo3 Lostock Gralam to Hulseheath and Broomedge
- Mo4 Hulseheath and Broomedge to Glazebrook
- Mo5 Glazebrook to Bamfurlong
- Mo6 Bamfurlong to Davenport Green
- Mo7 Davenport Green to Ardwick
- Mo8 Manchester Piccadilly Station

Eastern Leg:

- Lo1 Marston to Birchmoor
- Lo2 Birchmoor to Appleby Parva
- Lo3 Appleby Parva to Ashby-De-La-Zouch
- Lo4 Ashby-De-La-Zouch to Kegworth
- Lo5 Kegworth to Stapleford (inclusive of EMH)
- Lo6 Stapleford to Nuthall
- Lo7 Nuthall to Pinxton
- Lo8 Pinxton to Newton and Tibshelf
- Lo9 Newton to Clay Cross
- Lo10 Tibshelf to Shuttlewood
- Lo11 Shuttlewood to Aston
- Lo12 Aston to Ravenfield
- Lo13 Ravenfield to South Kirkby
- Lo14 South Kirkby to Sharlston Common
- Lo15 Sharlston Common to Oulton and Swillington Common
- Lo16 Swillington Common to Ulleskelf
- Lo17 Oulton to Leeds Station
- Lo18 Leeds Station

Figure 2 - Community areas



Temporal scope

- 3.5.5 Equality effects will be considered for the construction period (2023 – 2033) and operational period, starting in 2033.

3.6 Assessment methodology and reporting

Legislation

- 3.6.1 As discussed in Section 3.1.9, the Equality Act (2010) confers a PSED which requires public bodies and individuals exercising public functions to have due regard for the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people.

Guidance

- 3.6.2 There is a limited range of guidance available that is specifically driven by practical application of EQIA, and none of which is statutory guidance. Relevant guidance is listed in Section 3.1.8.
- 3.6.3 Meeting the Equality Duty in Policy and Decision Making²³ states that ‘there is no prescribed methodology for assessing the impact on equality’ but recognises that established methods of equality assessment can be useful in enabling public sector bodies to appraise and report on their consideration of equality.
- 3.6.4 The methodology for the EQIA will draw on lessons learned from HS2 Phase One and Phase 2a, as well as previous EQIAs undertaken for comparable major infrastructure projects.

Assessment criteria

- 3.6.5 The EQIA will not assess significance of effects. Instead, qualitative descriptive judgments will be made regarding the nature of potential equality effects. Equality effects are defined as where an impact is identified as likely to have disproportionate or differential effect on groups of people on the grounds of their protected characteristics.
- 3.6.6 A disproportionate equality effect arises when an impact has a proportionately greater effect on protected characteristic groups than on other members of the general population at a particular location. For the purposes of this EQIA, disproportionality can arise in two main ways, either:
- where an impact is predicted on a residential area, where protected characteristic groups are known to make up a greater proportion of the affected resident population than their representation in the wider local authority district and/or county/region; or

²³ Equality and Human Rights Commission (2014). *Meeting the equality duty in policy and decision-making England (and non-devolved public authorities in Scotland and Wales)*. Available online at: <https://www.equalityhumanrights.com/en/publication-download/meeting-equality-duty-policy-and-decision-making-england-and-non-devolved>

- where an impact is predicted on a community resource predominantly or heavily used by protected characteristic groups (e.g. primary schools attended by children; care homes catering for very elderly people).

3.6.7 A differential equality effect is one which affects members of a protected characteristic group differently from the rest of the general population because of specific needs, or a recognised sensitivity or vulnerability associated with their protected characteristic, irrespective of the number of people affected.

3.6.8 In some cases, protected characteristic groups could be subject to both disproportionate and differential equality effects.

3.6.9 The EQIA will consider impacts on groups of people rather than on individuals.

Equality effects to be considered

3.6.10 The EQIA will consider potential equality effects arising during both the construction and operational phases of the Proposed Scheme. On the basis of the findings of the EQIA for Phase One and Phase 2a of HS2, and of the Equality Analysis and EQIA screening assessments for the Phase Two AoS, it is anticipated that potential equality effects will include the following:

- housing:
 - there may be people with protected characteristics at risk of housing related disadvantage arising from demolition, compulsory purchase and severance during construction and/or operation; and
 - housing related effects for community cohesion and other secondary equality effects for protected characteristic groups.
- community infrastructure and open spaces:
 - effects on protected characteristic groups' access to community facilities and services that enable their equal participation or that meet their specific needs (includes community facilities, places of worship, key services, local high streets, schools, public open spaces, play spaces, recreational facilities) arising from road closures, diversions, project induced traffic congestion, presence of construction activities and workforce.
- employment and business:
 - equal opportunity effects for businesses owned by people with protected characteristics, where these can be identified;
 - training and employment opportunities for protected characteristic groups; and
 - effects due to demolition, disruption from construction activity, construction employment, indirectly created employment, and induced investment.
- traffic, transport and physical accessibility:
 - road safety effects for relevant protected characteristic groups (including safe routes to schools) due to construction traffic, severance, changes to local road and pedestrian networks and new transport infrastructure;

- disruption to public transport relied upon by protected characteristic groups for equal participation in daily living;
- severance and/or diversion of PRow and other pedestrian routes particularly relied on by protected characteristic groups for equal participation in daily living;
- increased journey times/delay effects for relevant protected groups due to construction traffic, and changes to the local road network; and
- indirect community cohesion effects of severance, public transport disruption, and road safety impacts.
- noise, air quality and other environmental effects:
 - residual noise and air quality effects from construction activities, construction traffic, train movements and induced road traffic changes on differentially affected protected characteristic groups or on disproportionately affected protected characteristic groups; and
 - residual noise and air quality effects on schools, colleges, residential care homes, places of worship or other community facilities of particular importance for protected characteristic groups.
- crime, safety and personal security:
 - changes in actual safety or feelings of safety at, for example, bus stops suspended or relocated by construction-related disruption, for differentially affected protected characteristic groups; and
 - personal security effects for differentially affected protected characteristic groups.
- health related equality effects arising from:
 - changes in employment opportunities during construction and operation – both positive and negative;
 - displacement of occupants from residential and commercial properties, with impacts on housing and jobs;
 - impacts on green space, affecting opportunities for physical activity and contact with nature;
 - impacts on, or loss of, community facilities;
 - impacts of exposure to noise and air emissions during construction and operation;
 - visual impacts resulting in changes to the character of the local environment;
 - temporary or permanent severance and/or diversion of public transport routes, and active travel routes such as footpaths and cycleways;
 - congestion on local roads during construction; and
 - presence of a large construction workforce (particularly important in less populated rural areas).

- 3.6.11 It is recognised that other potential equality effects may be identified during the assessment process.

3.7 Assumptions

- 3.7.1 Changes in public policy, economic and other wider factors will shape, in both intended and unintended ways, the social, economic and environmental conditions that influence inequality and the way it is experienced amongst affected communities. This imposes limitations on identifying the impacts directly attributable to HS2 Phase 2b.
- 3.7.2 For assessment purposes it will be necessary to assume that the baseline characteristics established during the EQIA process will remain largely unchanged. Where information on forecast changes to population characteristics or planned community facilities are available, these will be incorporated into the future baseline where relevant.

3.8 Reporting

- 3.8.1 There is no legally prescribed form or structure for the contents of an EQIA Report. The structure of the formal EQIA Report is currently under consideration. The intention is that it will identify the equality effects of the Proposed Scheme. The formal EQIA Report will be structured in a logical and comprehensible manner, taking account of the need for the information to be accessible, understandable and readable to a broad audience and drawing on lessons from Phase One and Phase 2a. It is intended that it will contain appropriate signposting and web-links (in the case of the electronic version) to make navigation through the document easier for those seeking information relevant to their needs. Alternative formats will be made available.

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Glossary of terms

Baseline	Existing conditions against which future changes can be measured or predicted
Conventional compatible trains	HS2 trains that will run on both the high speed route and the existing rail network
Conventional line	The existing UK rail network (excluding HS1)
Department for Transport	Government department responsible for transport policy in the UK (where powers have not been devolved)
East Coast Main Line	The Existing rail route connecting London King's Cross, Peterborough, Doncaster, Wakefield, Leeds, York, Darlington, Newcastle and Edinburgh
Environmental impact assessment	A process of systematically assessing the likely environmental effects of proposed development projects. EIA is a legal requirement for certain public and private projects in EU countries under Directive 2014/52/EU.
The Equality Act	Act of Parliament that consolidates previous legislation – including the Sex Discrimination Act 1975, the Race Discrimination Act 1976, and the Disability Discrimination Act 1995 – designed to prohibit discrimination on the grounds of protected characteristics.
Equality Impact Assessment	A predictive assessment of the possible equality effects of the Proposed Scheme during construction and operation on protected characteristic groups
Erewash Valley Line	A railway which runs from Trent junction near Long Eaton northwards to Clay Cross south of Chesterfield.
HS2 Ltd	The company set up by the Government to develop proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland
hybrid Bill	hybrid Bills mix the characteristics of public and private bills. The provisions in a Hybrid Bill would affect the general public, but would also have particular effects on specific individuals or groups
Infrastructure maintenance depot	A facility providing logistical support for the maintenance and repair of the HS2 railway route and associated infrastructure (excluding trains)

Midlands Main Line	The route running from London St Pancras to Sheffield, via Luton, Bedford, Corby, Leicester, East Midlands Parkway, Derby, Nottingham and Chesterfield.
Mitigation	The measures put forward to prevent, reduce and where possible, offset any adverse effects on the environment
Phase One	Phase One of the proposed HS2 network, a high speed railway between London and the West Midlands with a connection via the West Coast Main Line at conventional speeds to the North West and Scotland. Phase One includes stations at London Euston, Old Oak Common (West London), Birmingham Interchange (near the National Exhibition Centre and Birmingham Airport) and Curzon Street (Birmingham city centre).
Phase Two	Phase Two of the proposed HS2 network extends the high speed railway beyond the West Midlands to Manchester and Leeds with connections to conventional railway lines via the West Coast and East Coast Main Lines
Proposed Scheme	The section of the Phase Two route from Crewe to Manchester and from the West Midlands to Leeds, completing what is known as the 'Y network'
Protected characteristic	<p>Nine protected characteristic groups identified through the Equality Act (2010) include:</p> <ul style="list-style-type: none"> • Age; • Disability; • gender reassignment; • marriage and civil partnership; • pregnancy and maternity; • race; • religion and belief; • sex; and • sexual orientation.

Public Sector Equality
Duty (PSED)

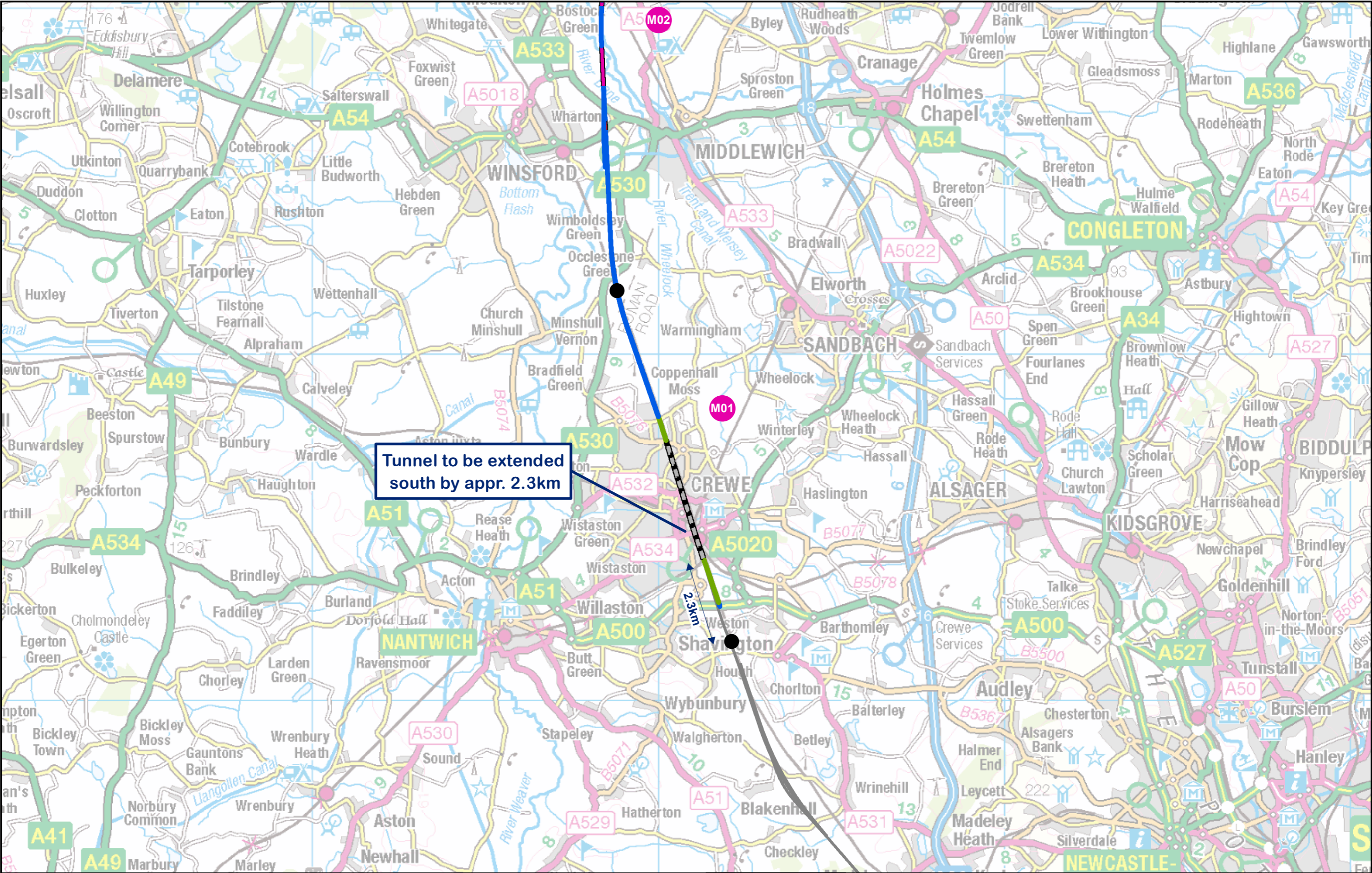
The PSED requires public bodies to have due regard to three aims:

- to eliminate discrimination, harassment and victimisation;
- to advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it; and
- to foster good relations between people who share a relevant protected characteristic and those who do not share it.

West Coast Main Line

Inter-urban rail line connecting London, Birmingham, Manchester, Liverpool and Glasgow

Annex A – Route maps



Legend

—

 Phases 1 & 2a Route

Route on embankment

Route in cut and cover tunnel

Route in bored tunnel

Route in cutting

Route on viaduct

●

 Start / End of Community Areas

●

 Community Areas

Map Name

Annex A - Proposed route of Phase 2b

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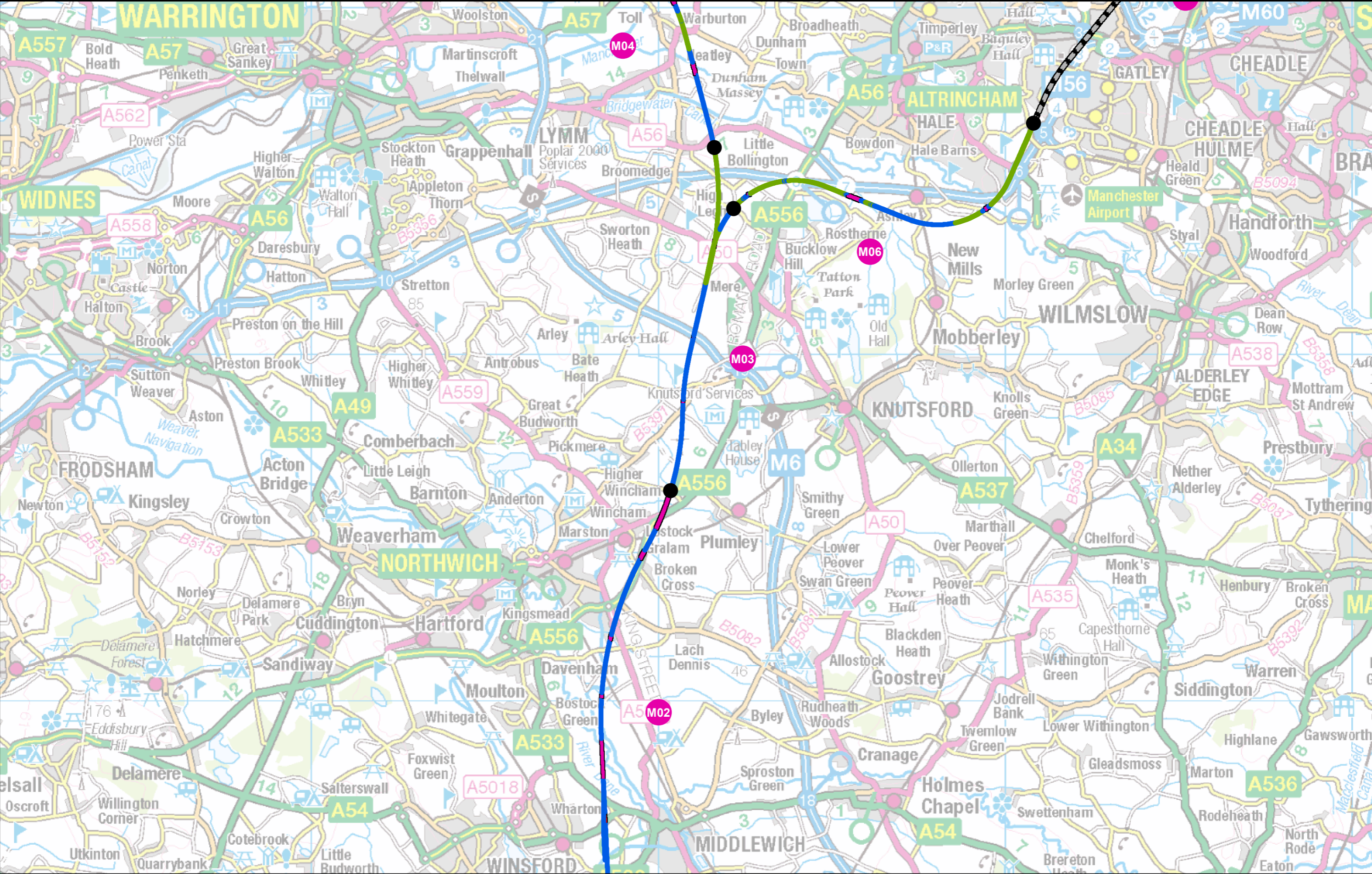
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Legend

—

 Phases 1 & 2a Route

—

 Route on embankment

—

 Route in cut and cover tunnel

—

 Route in bored tunnel

—

 Route in cutting

—

 Route on viaduct

●

 Start / End of Community Areas

●

 Community Areas

Map Name

Annex A - Proposed route of Phase 2b

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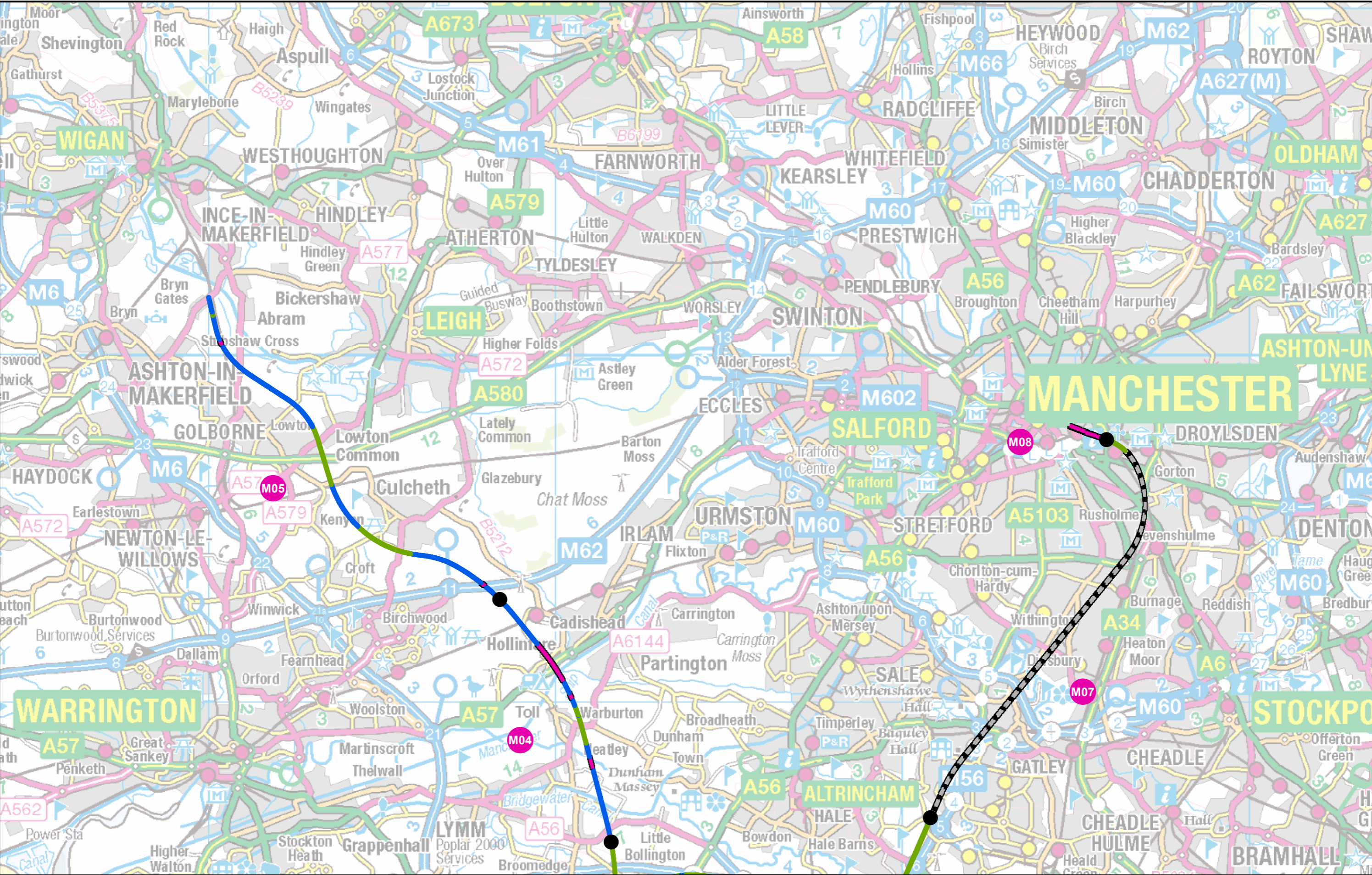
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Legend

— Phases 1 & 2a Route

— Route on embankment

— Route in cut and cover tunnel

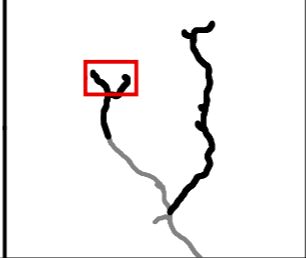
— Route in bored tunnel

— Route in cutting

— Route on viaduct

● Start / End of Community Areas

● Community Areas



Map Name

Annex A - Proposed route of Phase 2b

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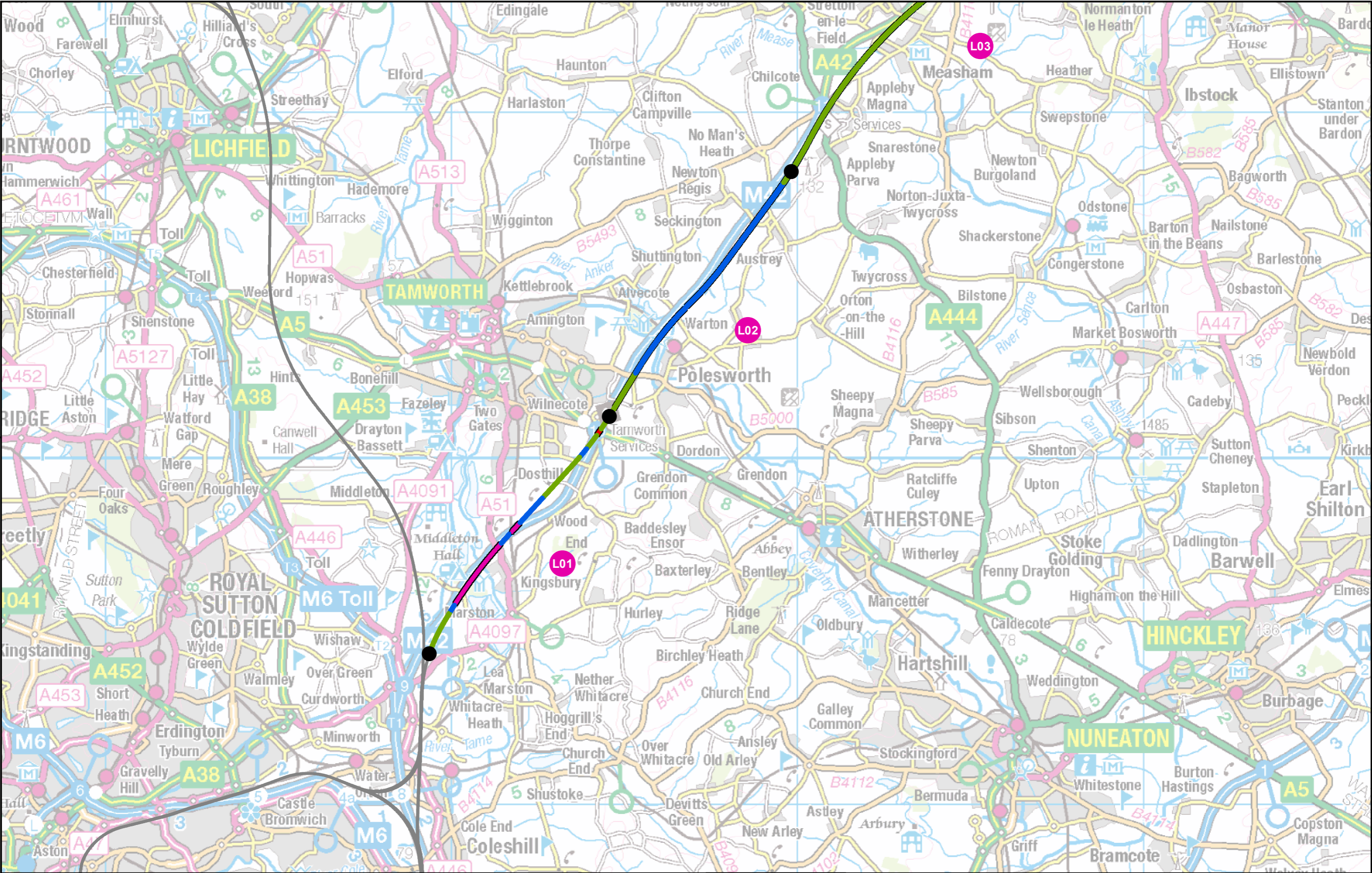
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0 1,000 2,000 3,000 4,000 Metres

Date: 07/07/17



Legend

—

 Phases 1 & 2a Route

Route on embankment

Route in cut and cover tunnel

Route in bored tunnel

Route in cutting

Route on viaduct

●

 Start / End of Community Areas

●

 Community Areas

Map Name

Annex A - Proposed route of Phase 2b

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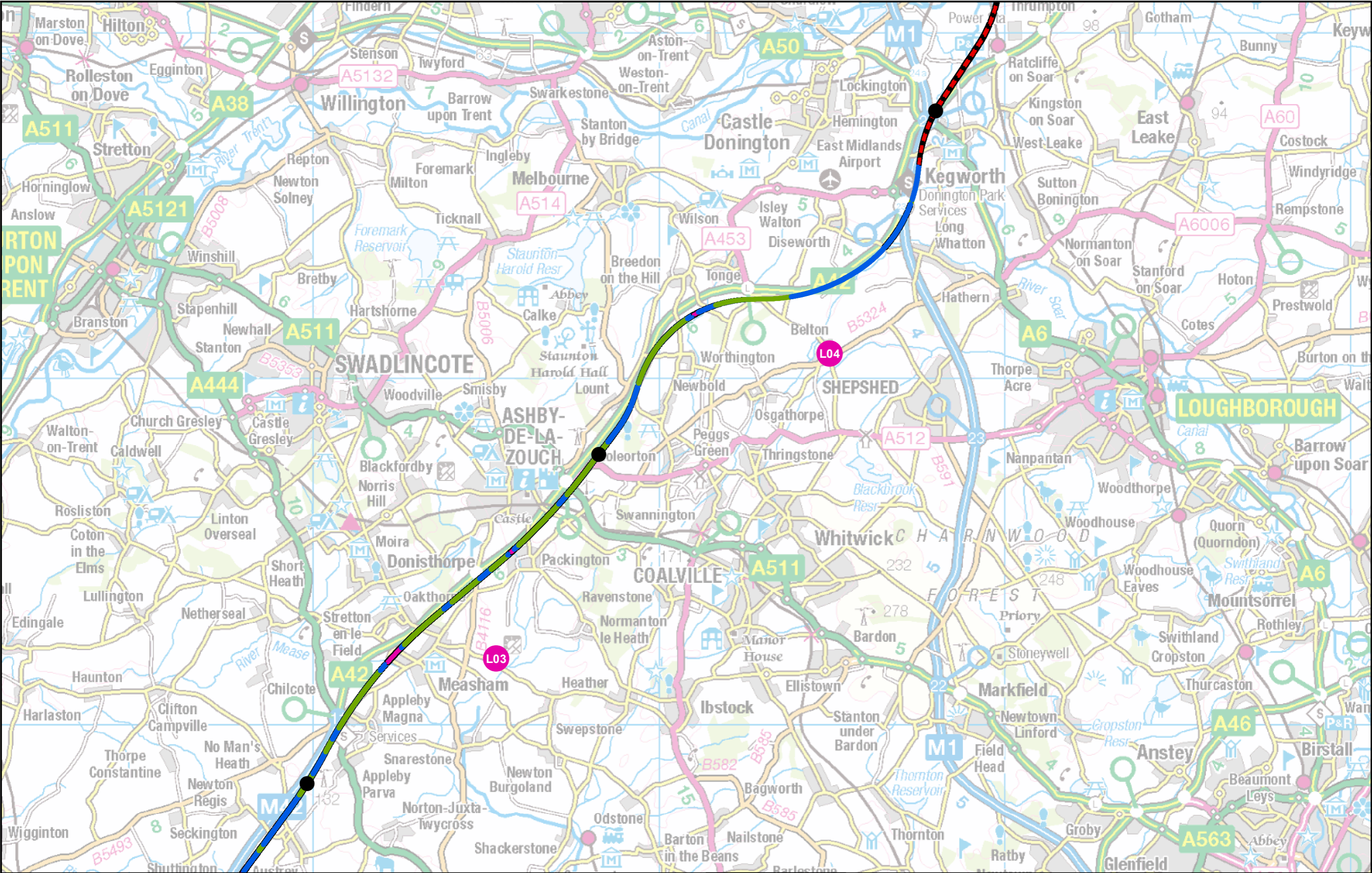
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Legend

— Phases 1 & 2a Route

— Route on embankment

— Route in cut and cover tunnel

— Route in bored tunnel

— Route in cutting

— Route on viaduct

● Start / End of Community Areas

● Community Areas

Map Name

Annex A - Proposed route of Phase 2b

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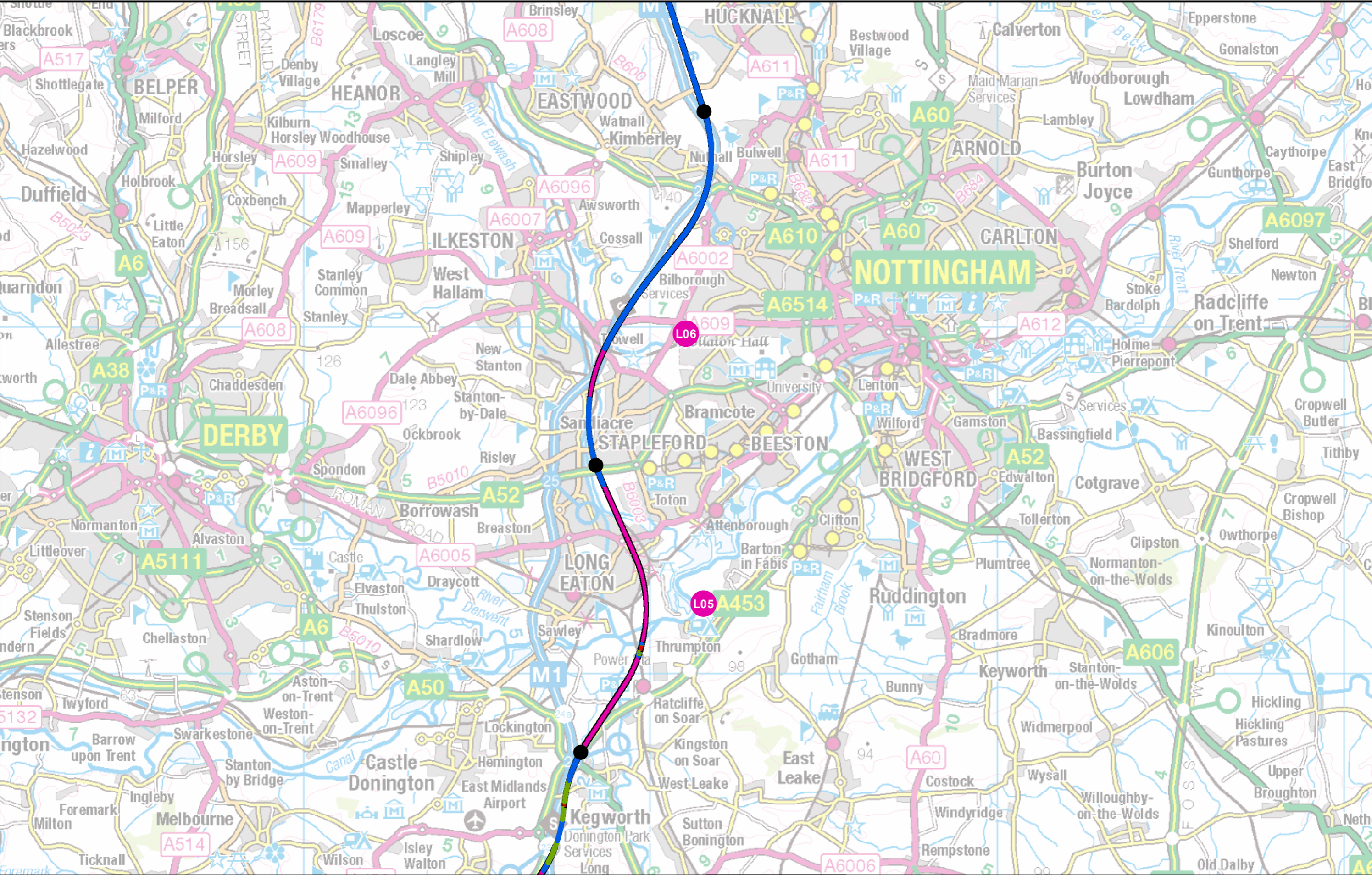
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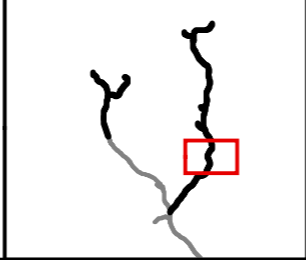
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Legend


- Phases 1 & 2a Route
- Route on embankment
- Route in cut and cover tunnel
- Route in bored tunnel
- Route in cutting
- Route on viaduct

- Start / End of Community Areas
- Community Areas



Map Name


Annex A - Proposed route of Phase 2b



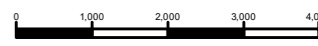
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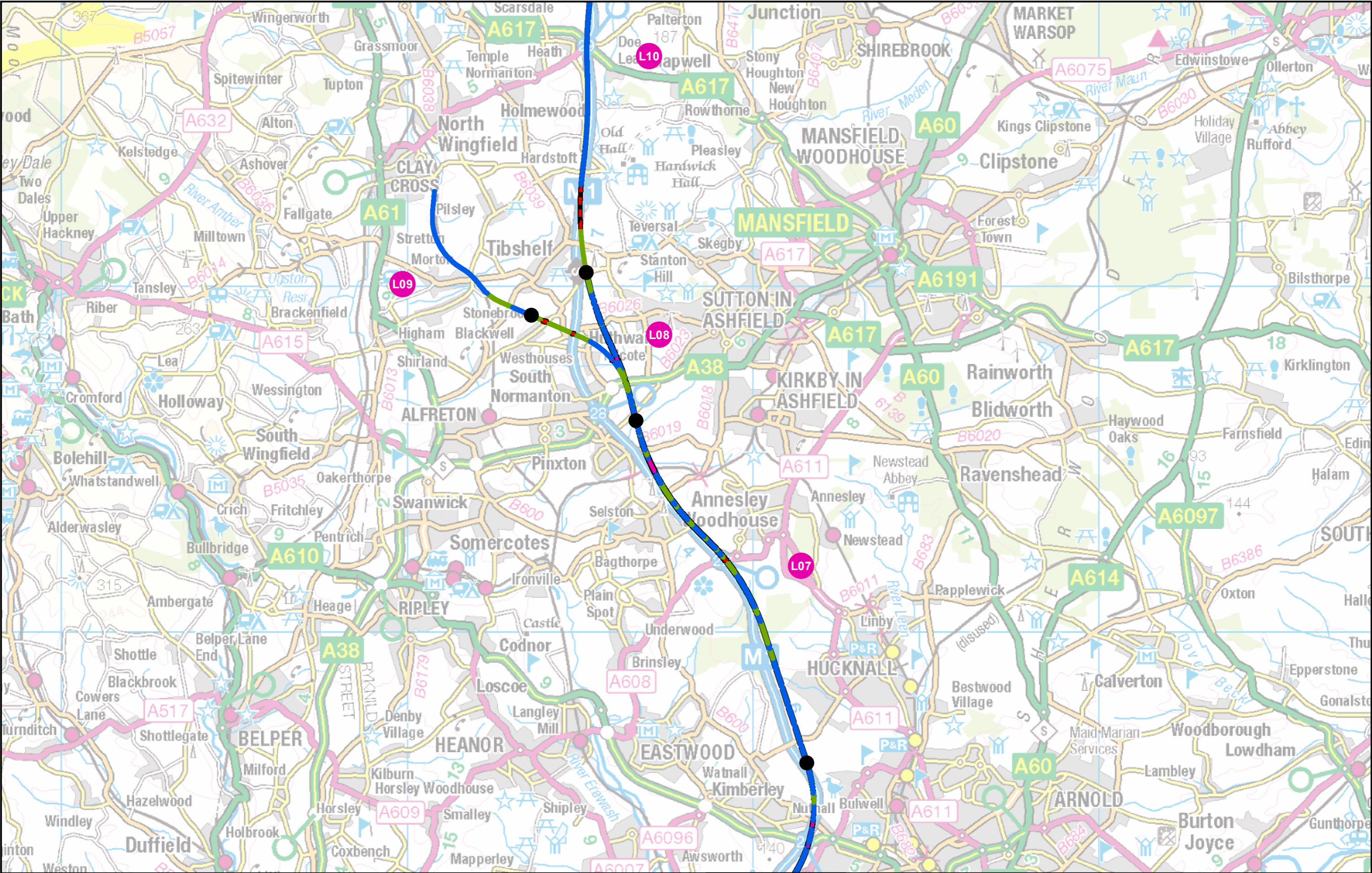


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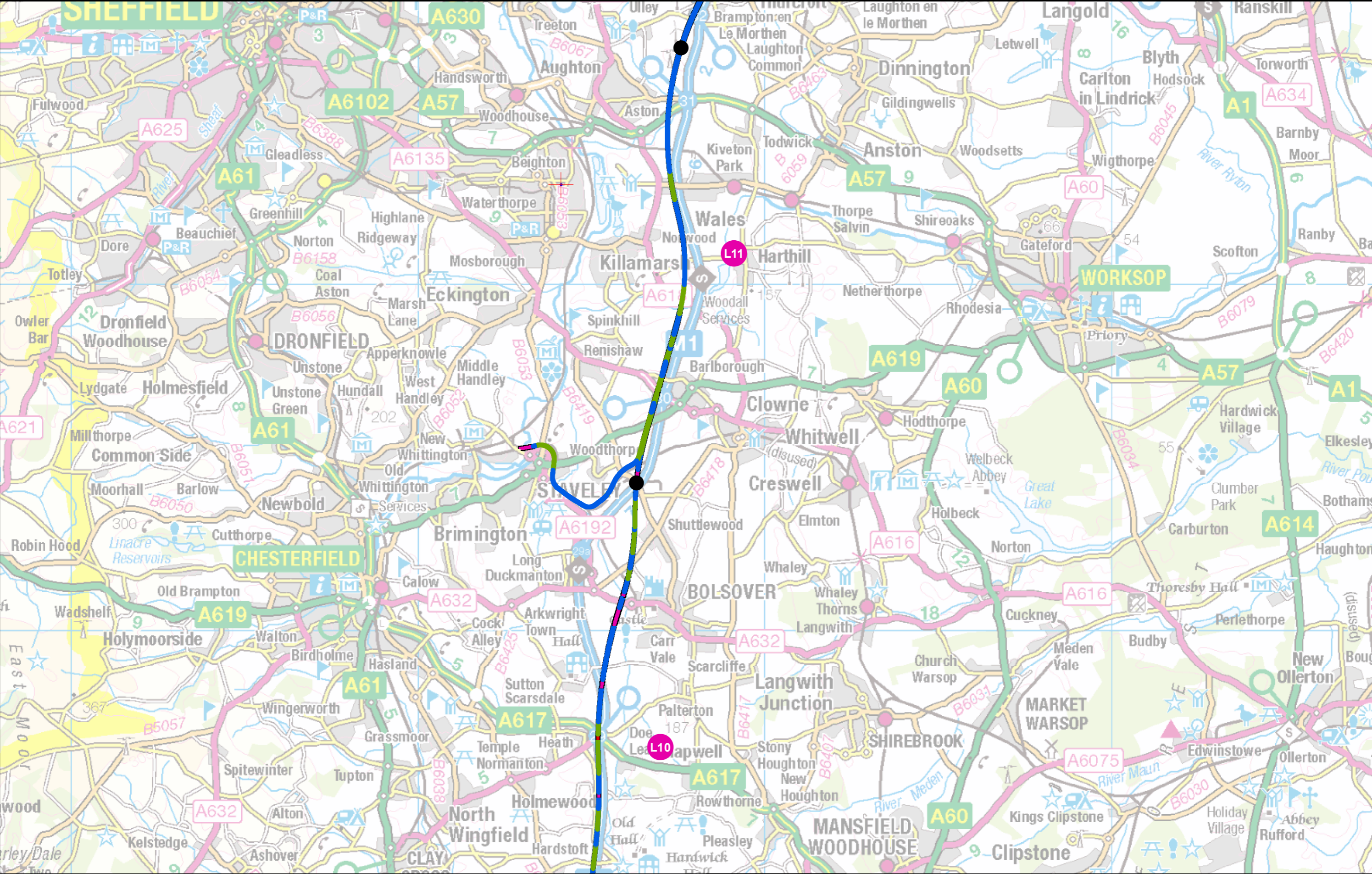


Metres

Date: 07/07/17



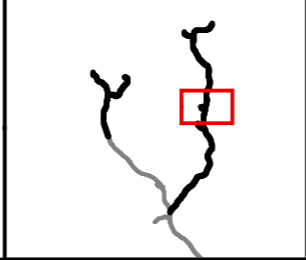
Legend <ul style="list-style-type: none">Phases 1 & 2a RouteRoute on embankmentRoute in cut and cover tunnelRoute in bored tunnelRoute in cuttingRoute on viaduct	<ul style="list-style-type: none">Start / End of Community AreasCommunity Areas		<p>Map Name</p> <p>Annex A - Proposed route of Phase 2b</p>	<div><p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p><p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6QA.</p><p>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</p><p>Doc Number: 2EV01-ARP-EV-REP-000-00008</p></div> <div><p>Scale at A3: 1:100,000</p><p>1,000 2,000 3,000 4,000 Metres</p><p>Date: 07/07/17</p></div>
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Legend

- Phases 1 & 2a Route
- Route on embankment
- Route in cut and cover tunnel
- Route in bored tunnel
- Route in cutting
- Route on viaduct

- Start / End of Community Areas
- Community Areas



Map Name

Annex A - Proposed route of Phase 2b

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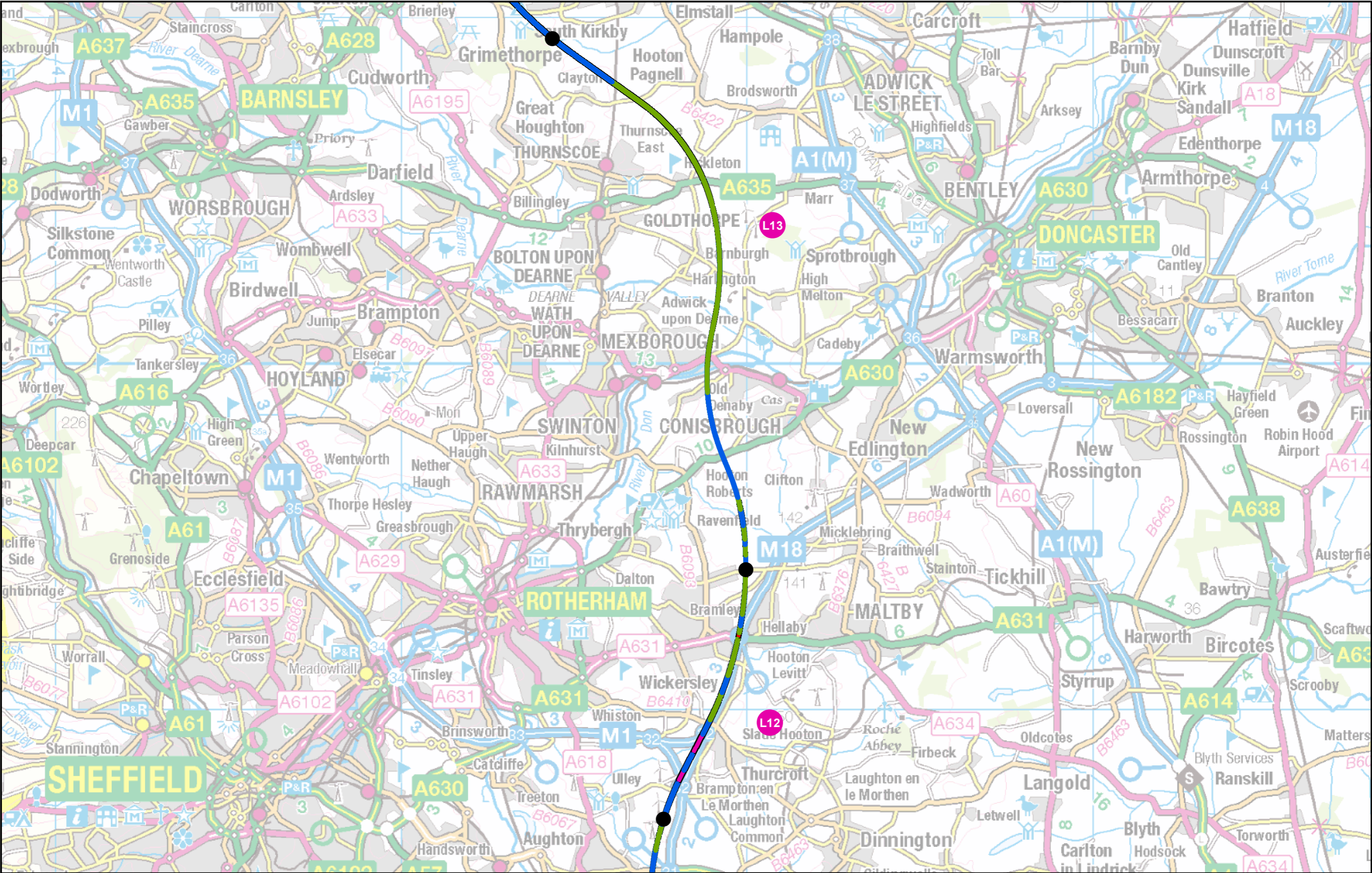
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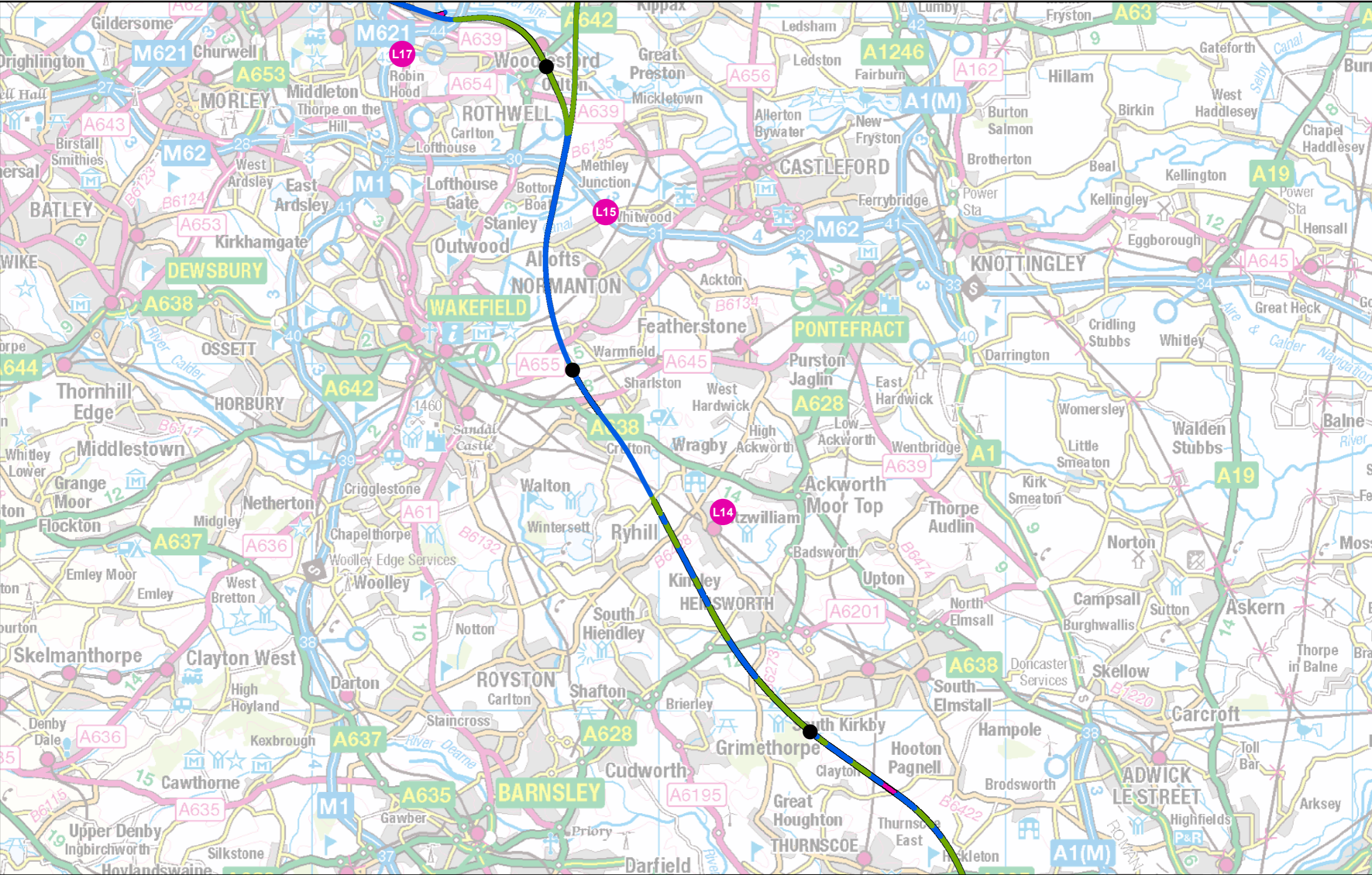
Doc Number: 2EV01-ARP-EV-REP-000-00008

Scale at A3: 1:100,000

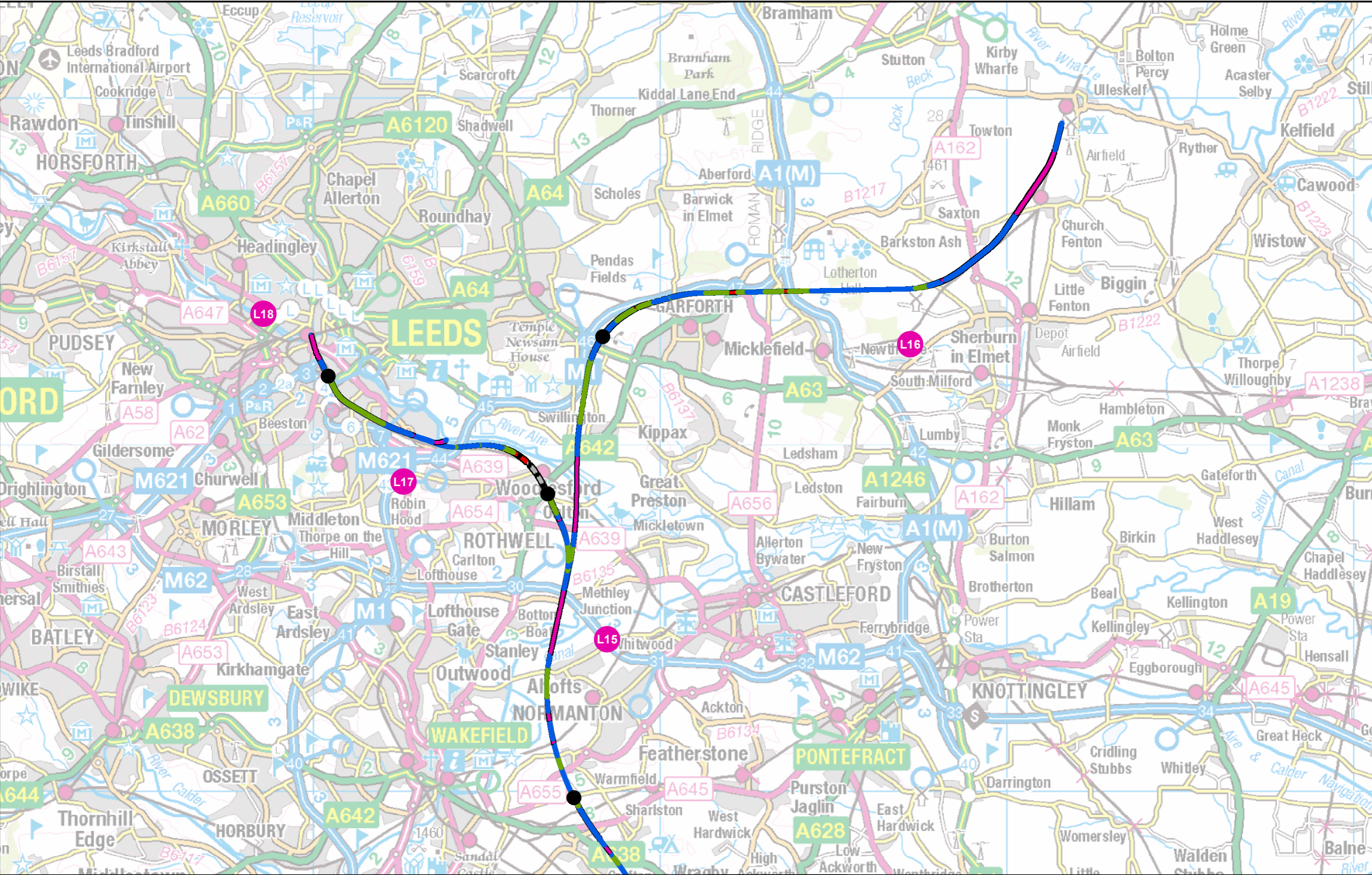
Date: 07/07/17



Legend <ul style="list-style-type: none">Phases 1 & 2a RouteRoute on embankmentRoute in cut and cover tunnelRoute in bored tunnelRoute in cuttingRoute on viaduct	<ul style="list-style-type: none">Start / End of Community AreasCommunity Areas		<p>Map Name</p> <p>Annex A - Proposed route of Phase 2b</p>	<div><p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p><p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6QA.</p><p>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</p><p>Doc Number: 2EV01-ARP-EV-REP-000-00008</p></div> <div><p>Scale at A3: 1:100,000</p><p>0 1,000 2,000 3,000 4,000 Metres</p><p>Date: 07/07/17</p></div>
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Legend <ul style="list-style-type: none">Phases 1 & 2a RouteRoute on embankmentRoute in cut and cover tunnelRoute in bored tunnelRoute in cuttingRoute on viaduct	<ul style="list-style-type: none">Start / End of Community AreasCommunity Areas		<p>Map Name</p> <p>Annex A - Proposed route of Phase 2b</p>	<div><p>Registered in England. Registration number 06791686. Registered office: 2 Snowhill, Queensway, Birmingham B4 6QA.</p><p>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</p><p>Doc Number: 2EV01-ARP-EV-REP-000-00008</p></div> <div><p>Scale at A3: 1:100,000</p><p>Date: 07/07/17</p></div>
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Legend

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 Phases 1 & 2a Route

Route on embankment

Route in cut and cover tunnel

Route in bored tunnel

Route in cutting

Route on viaduct

●

 Start / End of Community Areas

Community Areas

Map Name

Annex A - Proposed route of Phase 2b

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Doc Number: 2EV01-ARP-EV-REP-000-00008

Scale at A3: 1:100,000

1,000 2,000 3,000 4,000

Metres

Date: 07/07/17

Annex B – List of consultees

The following table sets out the list of organisations who will be contacted as part of the consultation on the draft of this SMR. This includes statutory consultees as well as non-statutory organisations.

Consultees are not limited to this list: the draft SMR will be made available on the Hs2 Ltd website and comments on the proposed approach are invited from other stakeholders and members of the public. Responses on the proposed approach set out in this SMR will be taken into account where they are relevant to the EQIA Scope and Methodology and a final SMR will be published.

Action on Hearing Loss

Age UK

Ancient Monuments Society

Animal and Plant Health Agency (APHA)

Annesley Parish Council

Appleby Magna Parish Council

Arriva

Ashby Canal Trust

Ashby-de-la-Zouch Parish Council

Ashfield District Council

Association of Directors of Public Health

Association of Drainage Authorities

Association of Geotechnical and Geo-environmental Specialists

Aston cum Aughton Parish Council

Ault Hucknall Parish Council

Austhorpe (East and West) Parish Meeting

Austrey Parish Council

Barkston Ash Parish Council

Barlborough Parish Council

Barnburgh with Harlington Parish Council

Barnsley Biodiversity Trust

Barnsley Clinical Commissioning Group

Barnsley MBC

Barnsley, Dearne and Dove Canal Trust

Bat Conservation Trust

Battlefields Trust

Berks, Bucks & Oxon Wildlife Trust

Birmingham and Warwickshire Archaeological and Historical Society

Blackwell Parish Council

Bolsover District Council

Braithwell with Micklebring Parish Council

Bramley Parish Council

Breedon on the Hill Parish Council

British Association of Shooting and Conservation

British Drilling Association (BDA)

British Geological Survey

British Horse Society (BHS)

British Land

British Transport Police Authority

British Waterways Marinas Limited (BWML)

Brodsworth Parish Council

Broxtowe Borough Council

Broxtowe Borough Council (Conservation Group)

Broxtowe District Council

Byways and Bridleways Trust

Campaign for Better Transport

Campaign for Better Transport - Derbyshire and Peak District

Campaign for Better Transport - Nottinghamshire

Campaign to Protect Rural England (CPRE)

Canal and River Trust

Cannock Chase AONB Unit

Carr Vale Community Association

Central Association of Agricultural Valuers

Chambers of Commerce

Chartered Institute of Highways & Transportation

Cheshire Agricultural Society

Cheshire and Warrington Local Enterprise Partnership

Cheshire Brine

Cheshire East Council

Cheshire Fire Authority

Cheshire Gardens Trust

Cheshire Police Authority

Cheshire West & Chester Council

Chesterfield and District Civic Society

Chesterfield Borough Council

Chesterfield Canal Partnership

Chesterfield Community Energy PLC

Chilterns AONB

Christie NHS Foundation Trust

Church Buildings Council

Church Commissioners

Church Fenton Parish Council

Citizens Advice (CA)

Civic Voice

Civil Aviation Authority

Clay Cross Parish Council

Clayton with Frickley Parish Council

Clowne Parish Council

Coal Authority

Coal Pro (The Confederation of UK Coal Producers)

Coleorton Parish Council

Commercial Boat Operators Association

Commission for Rural Communities

Committee on Climate Change

Community Forest - Forest of Mercia

Community Forest - Greenwood

Community Forest - Mersey

Community Forest - Red Rose

Community Forest - White Rose

Community Forest Partnership - South Yorkshire

Confederation of Forest Industries

Conisbrough Parks Parish Council

Council for British Archaeology (CBA)

Country Land and Business Association

Country Landowners Association

Countryside Alliance

Countryside Alliance Eastern Region (Leicestershire and Rutland,
Nottinghamshire)

Countryside Alliance Midlands Region (Staffordshire and Warwickshire)

Countryside Alliance Northern Region (Yorkshire, Derbyshire, Greater
Manchester and Cheshire)

Coventry and Warwickshire Local Enterprise Partnership

CPRE Cheshire

CPRE Derbyshire

CPRE East Midlands

CPRE Lancashire Branch

CPRE Leicestershire

CPRE North Yorkshire

CPRE North-West

CPRE Nottinghamshire

CPRE South Yorkshire

CPRE Warwickshire

CPRE West Yorkshire Branch

CPRE Yorkshire and the Humber

Crofton Parish Council

Crown Estate Commissioners

Culcheth and Croft Horse Riders and Bridleways Association

Curdworth Parish Council

Cycling UK

Denaby Parish Council

Department for Business, Energy and Industrial Strategy

Department for Communities and Local Government

Department for Culture, Media and Sport

Department for Environment, Food and Rural Affairs

Derby and Derbyshire Rail Forum

Derby Diocesan Board of Finance Limited

Derbyshire Community Housing Society Limited

Derbyshire County Council

Derbyshire Wildlife Trust

Design Council

Diocese of Chester

Diocese of Leeds

Diocese of Manchester

Diocese of Sheffield

Disability Charities Consortium

Disability Resource Centre

Disability Rights UK

Disabled Persons Transport Advisory Committee

Doncaster Clinical Commissioning Group

Doncaster Metropolitan District Council

Dordon Parish Council

East Midlands Health Authority

Ecclesfield Conservation and Local History Group

Eckington Parish Council (Derbyshire)

English Heritage

Environment Agency

Equality and Diversity Forum

Equality and Human Rights Commission

Equality Trust

Erewash Borough Council

Erewash Partnership

Erewash Ramblers

Felley Parish Council

Food and Environment Research Agency (FERA)

Footpaths Society

Footpaths Society - Peaks and Northern

Forestry Commission

Freight on Rail

Friends of Carlton Marsh and Rabbit Ings Nature Reserve

Friends of Haw Park Wood and Anglers Country Park

Friends of Marie Louise Gardens

Friends of Rabbit Ings

Friends of the Earth

Friends of the Earth Chesterfield & NE Derbyshire

Friends of the Earth East Midlands

Friends of Totton Fields

Garden History Society

GeoConservation UK

Georgian Group

Glapwell Parish Council

Greasley Parish Council

Greater Birmingham and Solihull Local Enterprise Partnership

Greater Manchester Coalition of Disabled People

Greater Manchester Combined Authority

Greater Manchester Local Enterprise Partnership

Greengauge21

Greenpeace

Greensqueeze (Erewash greenbelt)

Greenwood Community Forest Partnership

Hallam Land Management Ltd

Hardwick Clinical Commissioning Group

Harthill with Woodall Parish Council (Rotherham)

Harworth Estates

Harworth Estates Investments Limited

Harworth Group PLC

Havercroft with Cold Hiendley Parish Council

Hayhurst Foundation

Health and Safety Executive (HSE)

Heath and Holmewood Parish Council

Hellaby Civil Parish

Hemsworth Town Council

Heritage Alliance

Hickleton Parish Council

High Melton Parish Council

Highways England Company Limited

Hinckley and Bosworth District Council

Historic England

Historic Houses Association

Historic Stone Ltd

Hooten Pagnell Parish Council

Huddleston with Newthorpe Parish Council

Inclusive Sheffield

Inland Waterways Association

Inovyn Ltd

International Union of Railways

Joint Committee of National Amenity Societies

Joint Nature Conservation Committee

Kegworth Parish Council

Keuper Gas Storage Project

Killamarsh Parish Council

King Street Energy

Kingsbury Parish Council

Lancashire County Council

Land Trust

Laughton en le Morthen Parish Council

Lee Marston Parish Council

Leeds City Council

Leeds City Region LEP

Leeds Civic Trust

Leeds North Clinical Commissioning Group

Leeds South and East Clinical Commissioning Group

Leicester City Council

Leicestershire Archaeological and Historical Society

Leicestershire County Council

Leigh Ornithological Society

LGBT Consortium

Lifeways

Little Fenton Parish Council

Living Streets

Local Access Forum - Barnsley

Local Access Forum - Cheshire East

Local Access Forum - Cheshire West & Chester

Local Access Forum - Derby and Derbyshire

Local Access Forum – Doncaster

Local Access Forum – Leeds

Local Access Forum – Leicestershire

Local Access Forum - Manchester, Salford and Trafford

Local Access Forum – Nottinghamshire

Local Access Forum - Rotherham

Local Access Forum – Stockport

Local Access Forum – Wakefield

Local Access Forum – Wigan

Local Access Forum for North Yorkshire County Council

Local Access Forum for York

Local Flood Authorities

Local Government Association (LGA)

Long Eaton Natural History Society

Long Whatton and Diseworth Parish Council

Lowton Business Park

Manchester Airport Group

Manchester City Council

Mansfield and Ashfield Clinical Commissioning Group

Marr Parish Council

Measham Parish Council

Mencap

Mental Health trusts

Mere Estate

Mexborough & District Heritage Society

Micklefield Parish Council

Mid Cheshire Health Trust

Midlands Connect

Minerals Planning Authority

Ministry of Defence

Morton Parish Council

National Association of Areas of Outstanding National Beauty

National Association of Boat Owners

National Cycling Charity (CTC)

National Farmers Union (NFU)

National Forest Company

National Grid

National Grid Property Holdings Limited

National LGBT Partnership

National Parks England (Formerly English National Park Authorities Association)

National Police Chiefs Council

National Trust

Natural England

North East Derbyshire Industrial Archaeology Society

Network Rail

Network Rail Infrastructure Limited

Newland-with-Woodhouse Parish Council

Newlife Foundation for Disabled Children

NHS England Midlands and East

NHS England North

NHS Staffs and Surround Clinical Commissioning Group

Normanton Town Council

North Crofton Co-operative Colliery

North Derbyshire Clinical Commissioning Group

North East Derbyshire District Council

North East Health Authority

North East Combined Transport Activists Roundtable (NECTAR)

North Staffordshire Bridleways Association

North Warwickshire Borough Council

North West Health Authority

North West Leicestershire District Council

North West Transport Activists Roundtable

North Yorkshire County Council

Nostell Estate

Nottingham City Council

Nottingham Express Transit

Nottingham Wildlife Trust

Nottinghamshire and Derbyshire Federation of Small Businesses

Nottinghamshire County Council

Nottinghamshire Wildlife Trust

Nuthall Parish Council

Official Custodian for Charities

Office of Rail Regulators and Approved Operators

Old Bolsover Town Council

Open Spaces Society

Oulton and Woodlesford Neighbourhood Forum

Packington Parish Council

Peak District National Park Authority

Peaks and Northern Footpaths Society

Peel Ports

Penny Hill Windfarm

Pilsley Parish Council

Pinxton Parish Council

Polesworth Parish Council

Police Federation of England/Wales

Public Health England (PHE)

Public Health England North West

Public Health England West Midlands

Rail Delivery Group

Rail Freight Group

Rail Future

Railway Heritage Trust

Ramblers Association

Ramblers Trafford Group, part of the Ramblers' Association

Ramblers West Riding Area

Ramblers Wetherby and District Group

Ratcliffe Coal Power Station

Ratcliffe on Soar Parish Council

Ravenfield Parish Council

RESCUE

Retford & Worksop (Chesterfield Canal) Boat Club Ltd

Ridware History Society

Risley Moss Action Group

Rother Valley Bridleways Group

Rotherham Clinical Commissioning Group

Rotherham MBC

Royal Association for Deaf People

Royal Institute of Chartered Surveyors

Royal National Institute of Blind People (RNIB)

Royal Society for the Protection of Birds (RSPB)

RSPB Midlands

RSPB Northern England

Royal Society of Wildlife Trusts

Royal Town Planning Institute (RTPI)

Rushcliffe District Council

Ryhill Parish Council

Sandiacre Parish Council

SAVE Britain's Heritage

Saxton-cum-Scarthingwell & Lead Parish Council

Scarcliffe Parish Council

Scope

Scottish Association for Public Transport

Selby District Council

Severn Trent Water Limited

Sharlston Parish Council

Sheffield Area Geology Trust

Sheffield City Region LEP

Sheffield MBC

Sherburn in Elmet Parish Council

Shirland & Higham Parish Council

Shropshire Union Canal Society

Sir John Moore Foundation

Society for the Protection of Ancient Buildings (SPAB)

South Hiendley Parish Council

South Kirkby and Moorthorpe Town Council

South Normanton Parish Council

South Staffordshire Water

South Yorkshire Industrial History Society

South Yorkshire Local Nature Partnership

Sports England

Staffordshire Archaeological and Historical Society

Staffordshire County Council

Stanton by Dale Parish Council

Stapleford Parish Council

Staveley Town Council

Stockport Council

Stonewall

Strelley Parish Council

Strelley Village Green Society

Sustrans

Sustrans East Midlands

Sutton cum Duckmanton Parish Council

Swillington Parish Council

Tame Valley Wetlands Landscape Partnership

Tamworth Borough Council

TATA Europe

Tatton Estate

Taylor Business Park

Theatres Trust

Thoroton Society

Thrumpton Parish Council

Tibshelf Parish Council

Town and Country Planning Association

Towton Parish Council

Trafford Council

Trans Pennine Trail

Transport Focus (formerly Passenger Focus)

Transport for the North

Trent and Mersey Canal Society

Trents Rivers Trust

Trowell Parish Council

Twentieth Century Society

Twycross Parish Council

UK Coal

UK Fire Service

Ulleskelf Parish Council

United Utilities Water

United Utilities Water Limited

Universities UK

Vale of York Clinical Commissioning Group

Victorian Society

Wakefield Clinical Commissioning Group

Wakefield District Biodiversity Group

Wakefield Council

Wales Parish Council

Walton Neighbourhood Plan (part of Walton Parish)

Warmfield-cum-Heath Parish Council

Warrington Borough Council

Warwickshire County Council

Water Services Regulation Authority

West Midland Bird Club

West Midlands Combined Authority

West Midlands Health Authority

West Riding Area Countryside Committee Ramblers Association

West Yorkshire Archaeology Advisory Service

West Yorkshire Combined Authority

Wigan Council

Wildlife Habitat Protection Trust

Wildlife Trust - Cheshire

Wildlife Trust - Derbyshire

Wildlife Trust - Lancashire, Manchester & North Merseyside

Wildlife Trust - Leicestershire and Rutland

Wildlife Trust - Nottinghamshire

Wildlife Trust - Sheffield and Rotherham

Wildlife Trust - Staffordshire

Wildlife Trust - Warwickshire

Wildlife Trust - Yorkshire

Winterset Parish Meeting

Woodland Trust

Working Families

Worthington Parish Council

Yarlet Trust

Yorkshire & The Humber Health Authority

Yorkshire Farming and Wildlife Partnership

Yorkshire Flood & Coastal Committee

Yorkshire Water

Yorkshire Water Services Limited

Annex C – List of acronyms

DfT	Department for Transport
ECML	East Coast Main Line
EDI	Equality, diversity and inclusion
EHRC	Equality and Human Rights Commission
EIA	Environmental Impact Assessment
EMH	East Midlands Hub
EQIA	Equality Impact Assessment
ES	Environmental Statement
HGV	Heavy Goods Vehicle
HS2	High Speed Two
MML	Midland Main Line
ONS	Office for National Statistics
PRoW	public right(s) of way
PSED	Public Sector Equality Duty
SMR	Scope and Methodology Report
UK	United Kingdom
WCML	West Coast Main Line

Annex D – HS2 Sustainability Policy and Environment Policy

Sustainability Policy



Purpose:

This policy sets out HS2 Ltd.'s ambition to build the most sustainable high speed railway of its kind in the world. We want a high speed railway network which changes the mode of choice for inter-city journeys, reinvigorates the rail network, supports the economy, creates jobs, reduces carbon emissions and provides reliable travel in a changing climate throughout the 21st century and beyond.

Principles:

Sustainability at HS2 is about delivering social, environmental and economic benefits. This includes delivering value to the UK taxpayer and passenger through taking decisions that seek to get the **best value for money** through the whole operating life of the railway.

Our sustainability approach at HS2 groups our work into five themes reflecting the economic, environmental and social aspects of sustainability. These themes support the HS2 vision of being a **catalyst for growth across Britain** and our mission, which includes being an **exemplar project in our approach to engagement with communities, sustainability and respecting the environment**.

Our five sustainability themes are:



We will only be successful in this huge undertaking if sustainability is embedded in our DNA. Sustainability is a way of working within the HS2 culture, alongside innovation and collaboration. We will promote **innovation** to find sustainable solutions focussing on ideas and technologies for improving sustainability. We cannot deliver our ambition alone; we will work with our contractors to engender a **collaborative** culture to ensure we get the innovation we need to deliver a sustainable railway.

Executive Owner: The Technical Director is the Executive Owner of this policy and is responsible for maintaining the accuracy and relevance of its contents and for periodic review and update to reflect the changing circumstances.

Please also refer to:

- HS2 Sustainability Approach Document
- HS2 Equality Diversity and Inclusion Policy
- HS2 Environmental Policy
- HS2 Health & Safety Policy
- HS2 Circular Economy Principles

Approved on: 18 May 2017
Mark Thurston, Chief Executive Officer, HS2 Ltd



Environmental Policy



Purpose:

This policy provides a framework for environmental protection and management for HS2 and its operations. It also acts to fulfil the environmental commitments established through HS2's Sustainability Policy and our strategic goal of creating an environmentally sustainable solution and being a good neighbour to local communities.

HS2 Ltd., in its planning, construction and operation of the railway, is committed to developing an exemplar project, and to limiting negative impacts through design, mitigation and by challenging industry standards whilst seeking environmental enhancements and benefits.

In addition, HS2 Ltd. commits to protecting the environment through the avoidance and prevention of pollution, and by meeting all compliance obligations.

HS2 Ltd. commits to continuously improving environmental performance, by means of establishing relevant objectives appropriate to the nature, scale and environmental impacts of the organisation and the project.

Our Environmental Principles:

Environmental Protection and Management is one of five key themes established in HS2's Sustainability Policy. In order to guide and manage our potential environmental impacts, we will seek to:

- achieve no net loss in biodiversity, reducing impacts on species and creating and enhancing habitats;
- design visible elements of the built and landscaped environment in both rural and urban areas to be sympathetic to their local context, environment and social setting;
- effectively manage and control noise and vibration to avoid significant adverse impacts on health and quality of life;
- minimise the carbon footprint of HS2 and deliver low-carbon, long-distance journeys that are supported by low-carbon energy;
- minimise the combined effect of the project and climate change on the environment;
- avoid pollutant emissions to air or reduce such emissions, and minimise public and workforce exposure to any such pollutant emissions;
- protect water resources and ensure no material increase of flooding to communities;
- reduce harm to the historic environment and deliver a programme of heritage mitigation including knowledge creation through investigation, reporting, engagement and archiving;
- reinstate agricultural land to its original quality where it has been disturbed as a result of construction; and
- source and make efficient use of sustainable materials, reduce waste and maximise the proportion of material diverted from landfill.

Executive Owner:

The Technical Director is the Executive Owner of this policy and is responsible for maintaining the accuracy and relevance of its contents and for periodic review and update to reflect the changing circumstances.

Mark Thurston
Chief Executive Officer
HS2 Ltd

Approved on: 11 April 2017

Document Number: HS2-HS2-EV-POL-000-000024 Revision Pos