

High Speed Two Phase 2a: West Midlands to Crewe Design Refinement, A Summary of Consultation Responses

June 2017

A report to HS2 Ltd and the Department for Transport

Prepared by Dialogue by Design

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
I - Construction - mitigation	1	~	~	4	5
I - Construction - disruption	13	16	34	28	81
I - Construction - earthworks	~	~	7	1	8
I - Construction - general	2	~	~	~	2
I - Construction - length of time/duration	3	1	8	4	15
I - Construction - local experience	~	~	23	36	59
I - Construction - mitigation	~	~	13	~	13
I - Construction - workforce/contractors	1	~	9	13	23
I - Construction - working hours/operations	1	2	~	15	17
I - Cultural heritage	~	~	~	8	8
I - Cultural heritage - assessment	~	~	~	2	2
I - Cultural heritage - mitigation	~	~	~	1	1
I - Ecology and biodiversity	6	~	58	58	121
I - Ecology and biodiversity - assessment	~	~	4	3	7
I - Ecology and biodiversity - mitigation/compensation	1	~	3	6	10
I - Ecology and biodiversity - woodlands	~	~	~	8	8
I - Equality - general/fairness	1	2	15	15	32
I - Health/wellbeing - assessment	~	~	~	2	2
I - Health/wellbeing - mitigation/compensation	~	~	~	1	1
I - Health/wellbeing - air quality	~	~	9	9	18

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
I - Health/wellbeing - electromagnetic fields	~	1	~	1	2
I - Health/wellbeing - general	1	4	15	19	37
I - Health/wellbeing - peace/tranquillity/quality of life	3	1	37	24	64
I - Health/wellbeing - pets/animals	~	~	~	5	5
I - Health/wellbeing - stress/anxiety	~	~	14	14	28
I - Impacted groups - children/young people	3	1	40	36	78
I - Impacted groups - disabled people	~	~	3	~	3
I - Impacted groups - impaired accessibility	~	~	~	3	3
I - Impacted groups - landowners	1	1	~	5	7
I - Impacted groups - older people/vulnerable	~	~	18	22	40
I - Impacted groups - other	~	~	3	~	3
I - Impacted groups - residents/local people	9	10	60	53	124
I - Impacted groups - respondent's circumstances/property	7	6	64	54	123
I - Impacted groups - specific health and wellbeing conditions	~	~	2	3	5
I - Land quality	~	~	~	3	3
I - Land quality - assessment	~	~	~	1	1
I - Landscape and visual - assessment	~	~	~	2	2
I - Landscape and visual - mitigation/compensation	1	6	4	22	32
I - Landscape and visual - environment/general	30	21	114	121	262

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
I - Landscape and visual - land take (brownfield/greenfield)	3	5	40	22	65
I - Landscape and visual - light pollution	6	4	120	94	215
I - Property - assessment	~	~	~	2	2
I - Property - mitigation/compensation	~	3	10	15	27
I - Property - land/assets	~	~	~	2	2
I - Property - loss of housing	1	~	1	3	5
I - Property - other property impacts	~	3	1	6	10
I - Property - value/ability to sell/blight	8	5	95	69	169
I - Socio-economic - assessment	~	~	~	3	3
I - Socio-economic - mitigation/compensation	~	2	6	1	8
I - Socio-economic - effects on existing businesses/livelihoods	3	5	48	36	87
I - Socio-economic - general	3	~	11	5	17
I - Socio-economic - opportunities	5	~	19	12	34
I - Sound, noise and vibration	24	23	151	133	304
I - Sound, noise and vibration - assessment	~	~	1	4	5
I - Sound, noise and vibration - mitigation	2	6	4	11	22
I - Traffic and transport - assessment	~	~	3	10	13
I - Traffic and transport - mitigation/compensation	3	4	59	40	103
I - Traffic and transport - bridges	3	1	4	~	7
I - Traffic and transport - construction traffic	3	2	56	67	127

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
I - Traffic and transport - emergency services	1	1	70	51	121
I - Traffic and transport - existing rail infrastructure	14	13	17	10	43
I - Traffic and transport - journey times/commuting	1	1	27	39	67
I - Traffic and transport - non-motorised users	1	~	11	11	23
I - Traffic and transport - PRoW/footpaths	2	2	3	1	8
I - Traffic and transport - public transport	~	~	10	15	25
I - Traffic and transport - road safety	5	2	55	55	112
I - Traffic and transport - roads - economic implications	~	~	19	17	36
I - Traffic and transport - roads (congestion/closure etc.)	24	17	210	174	403
I - Traffic and transport - waterways	~	1	~	~	1
I - Waste and material resources	~	~	5	9	14
I - Waste and material resources - mitigation	~	~	~	2	2
I - Water resources and flood risk	~	1	19	15	35
I - Water resources and flood risk - assessment	~	~	~	1	1
I - Water resources and flood risk - mitigation	~	~	2	5	7
Locations					
LO - Alleyne's Academy	~	~	1	1	2
LO - Baden Hall	~	~	1	~	1
LO - Baldwins Gate	~	3	1	1	4
LO - Bamford	~	~	1	~	1

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Bar Hill	~	~	~	1	1
LO - Bar Hill Tunnel	~	~	~	1	1
LO - Barlaston	~	~	1	2	3
LO - Barthomley	~	~	~	1	1
LO - Basford	7	4	14	8	27
LO - Basford Brook	~	~	~	1	1
LO - Basford Junction	~	1	~	~	1
LO - Basford maintenance depot	1	~	~	~	1
LO - Basford sidings	3	~	~	~	3
LO - Beech	~	~	~	2	2
LO - Betley	~	1	~	~	1
LO - Birmingham	~	~	2	3	5
LO - Blakenhall	1	1	~	~	2
LO - Blithbury	~	~	1	~	1
LO - Bourne Brook	~	~	1	~	1
LO - Bromley Hayes Cattery	~	~	~	2	2
LO - Brookhouse Farm	~	~	~	1	1
LO - Burton-on-Trent	~	~	1	~	1
LO - Bury Bank	~	~	~	1	1
LO - Carlisle	~	~	~	2	2
LO - Chebsey	~	~	1	7	8

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Cheshire	~	~	2	2	4
LO - Cheshire East	~	~	5	2	6
LO - Cheshire Plain	1	1	~	~	1
LO - Chorlton	6	11	4	3	17
LO - Cold Meece	~	~	11	6	17
LO - Cold Norton	~	~	6	7	13
LO - Cold Norton Farm	~	~	~	2	2
LO - Colton	~	~	13	5	18
LO - Colwich	~	~	~	1	1
LO - Congleton	~	~	1	~	1
LO - Creswell	~	~	1	2	3
LO - Crewe	13	11	96	59	159
LO - Crewe hub station	2	2	~	~	3
LO - Crewe South	~	~	17	~	17
LO - Crewe station	2	3	~	~	5
LO - Crewe Tunnel	1	~	~	~	1
LO - CT-05-201	~	~	~	1	1
LO - CT-05-202	~	~	~	2	2
LO - CT-05-221	~	~	~	1	1
LO - CT-05-222	~	~	1	1	2
LO - CT-05-223	~	~	~	1	1

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - CT-05-225	~	~	~	1	1
LO - CT-05-226	~	~	~	1	1
LO - CT-06-222	~	~	1	~	1
LO - CT-06-223	~	~	~	1	1
LO - CT-06-225	~	~	~	1	1
LO - CT-06-238	~	1	~	~	1
LO - CT-06-239	~	~	1	~	1
LO - CT-10-112	~	~	~	1	1
LO - Darlaston Grange Farm	~	~	~	1	1
LO - Darlaston Pool	~	~	~	1	1
LO - Eccleshall	~	~	22	15	37
LO - Etruria	~	~	~	1	1
LO - Filly Brook	~	~	4	3	7
LO - Filly Brook Viaduct	~	~	1	~	1
LO - Fradley	~	~	19	5	24
LO - Fradley Wood	~	~	~	2	2
LO - Gonsley Green Farm	~	2	~	1	2
LO - Grange Farm	~	~	~	1	1
LO - Great Haywood	~	~	~	1	1
LO - Hanchurch Crossroads	~	~	~	1	1
LO - Handsacre	~	~	~	2	2

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Harecastle Tunnels	~	~	~	1	1
LO - Hatton	~	~	~	1	1
LO - Haywoods	~	~	~	1	1
LO - Heath Farm	1	1	~	~	1
LO - High Lows Meadow	~	~	~	1	1
LO - Higher Den House and Barn	~	1	~	~	1
LO - Hill Ridware	~	~	~	32	32
LO - Hill Ridware Village Hall	~	~	~	19	19
LO - Hough	4	4	3	2	8
LO - Isaak Walton Golf Club	~	~	~	1	1
LO - Keele	~	~	1	~	1
LO - Kidsgrove	~	~	~	1	1
LO - Kings Bromley	~	~	2	9	11
LO - Lakesedge	~	~	1	2	3
LO - Lea Valley	~	~	~	1	1
LO - Lichfield	~	~	2	6	8
LO - Little Bridgeford	~	~	4	~	4
LO - Liverpool	~	~	1	~	1
LO - London	~	~	5	10	15
LO - Macclesfield	~	~	2	1	3
LO - Madeley	2	3	2	3	9

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Manchester	~	~	1	4	5
LO - Manor Hill First School	~	~	~	1	1
LO - Market Drayton	~	~	1	~	1
LO - Marsdon	~	~	~	1	1
LO - Meaford	~	~	~	2	2
LO - Meece Road	~	~	1	~	1
LO - Meece Valley	~	~	~	1	1
LO - Micklow House Farm	~	~	~	1	1
LO - Micklow Wood	~	~	1	~	1
LO - Mill Meece	~	~	~	2	2
LO - Mount Pleasant	~	~	~	1	1
LO - Nantwich	~	~	~	1	1
LO - Newcastle Bridge	1	~	2	1	3
LO - Newcastle-under-Lyme	~	~	10	3	13
LO - North Staffs Hospital	~	~	~	1	1
LO - Norton Bridge	~	~	40	28	68
LO - Oakhanger Hall	~	1	~	~	1
LO - Pipe Ridware	~	~	22	84	106
LO - Pipe Ridware Village Hall	~	~	~	1	1
LO - Pirehill First School	~	~	~	1	1
LO - Pool House Farm	~	~	~	1	1

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Pool House Wood	~	~	2	~	2
LO - Potteries	~	~	~	1	1
LO - Richard Crosse Primary School	~	~	~	1	1
LO - River Lea	~	~	~	1	1
LO - River Trent	~	~	2	1	3
LO - Road - A34	2	~	86	54	141
LO - Road - A34 Barlston roundabout	~	~	~	1	1
LO - Road - A34 Walton roundabout	~	~	~	5	5
LO - Road - A500	13	1	23	10	36
LO - Road - A500 bridge	5	~	~	~	5
LO - Road - A5013	~	~	3	~	3
LO - Road - A51	~	~	23	15	38
LO - Road - A513	~	~	~	2	2
LO - Road - A515	~	~	~	3	3
LO - Road - A518	~	~	1	1	2
LO - Road - A519	~	~	2	1	3
LO - Road - A520	~	~	1	~	1
LO - Road - A53	~	~	~	1	1
LO - Road - A531	~	1	~	~	1
LO - Road - B5014	~	~	~	2	2
LO - Road - B5026	~	~	20	20	40

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Road - B5027	~	~	1	~	1
LO - Road - Back Lane	~	~	~	1	1
LO - Road - Casey Lane	4	~	4	~	7
LO - Road - Checkley Lane	~	1	~	~	1
LO - Road - Chorlton Lane	~	1	2	1	4
LO - Road - Chorlton Road	1	1	~	~	1
LO - Road - Common Lane	~	~	1	5	6
LO - Road - Crawley Lane	~	~	~	4	4
LO - Road - Crewe Road	~	~	1	3	4
LO - Road - Croatia Lane	~	~	2	~	2
LO - Road - Croatia Mill Lane	~	~	~	1	1
LO - Road - David Whitby Way	~	~	~	1	1
LO - Road - Dawson Lane	~	~	~	2	2
LO - Road - Den Lane	~	4	3	~	6
LO - Road - Eccleshall Road	2	~	56	33	90
LO - Road - Higher Den Lane	~	1	~	~	1
LO - Road - Highlows Lane	~	~	1	~	1
LO - Road - Jack Mills Way	1	~	7	3	10
LO - Road - Junction 14	~	~	7	~	7
LO - Road - Junction 15	~	1	6	~	7
LO - Road - Lane End Court	~	1	~	~	1

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Road - M1	~	~	~	1	1
LO - Road - M6	1	~	100	99	199
LO - Road - Manor Road	~	~	~	1	1
LO - Road - Meece Road	~	~	9	5	14
LO - Road - Mill Lane	1	1	2	~	4
LO - Road - Moor Lane	~	~	~	1	1
LO - Road - Moss Lane	~	~	2	~	2
LO - Road - Nantwich Road	1	~	~	~	1
LO - Road - Newcastle Road	7	1	6	~	12
LO - Road - Newlands Lane	~	~	~	1	1
LO - Road - Norton Road	1	1	2	~	2
LO - Road - Pipe Lane	~	~	2	2	4
LO - Road - Pirehill Lane	~	~	1	6	7
LO - Road - Quintons Orchard	~	~	~	2	2
LO - Road - Shaw Lane	~	~	1	4	5
LO - Road - Snape Hall Road	~	~	~	1	1
LO - Road - Stab Lane	~	1	~	5	6
LO - Road - Stonyford Lane	~	~	~	2	2
LO - Road - Tittensor Road	~	1	2	7	9
LO - Road - Tixall Road	~	~	~	1	1
LO - Road - Walton roundabout/junction	~	~	11	~	11

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Road - Waybutt Lane	~	1	~	~	1
LO - Road - Weston Lane	3	~	7	3	11
LO - Road - Whitgreave Lane	~	~	~	2	2
LO - Road - Yarnfield Lane	3	4	136	118	254
LO - Royal Stoke Hospital	~	~	1	~	1
LO - Rugeley	~	~	~	3	3
LO - Sandyfarm	~	~	~	1	1
LO - Scholar Green	~	~	~	1	1
LO - Scythe Cottages	~	~	~	1	1
LO - Shallowford	~	~	~	1	1
LO - Shavington	1	~	2	~	3
LO - Silverdale Colliery	~	~	1	~	1
LO - South Cheshire	~	~	4	~	4
LO - South Crewe	1	~	~	~	1
LO - South Crewe Auto Transformer Feeder Station	1	1	~	1	2
LO - Springfields First School	1	1	7	5	12
LO - Stableford	~	~	~	1	1
LO - Stafford	~	~	34	18	51
LO - Stafford County Hospital	~	~	1	~	1
LO - Staffordshire	~	~	18	24	42
LO - Stockwell Heath	~	~	1	3	4

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Stoke-on-Trent	~	~	21	11	32
LO - Stone	13	4	189	187	378
LO - Stone Business Park	~	~	1	~	1
LO - Stone Dominoes Football Club	~	~	13	6	19
LO - Stone Golf Course	~	~	1	~	1
LO - Stone Railway	~	~	6	~	6
LO - Sutch Farm	1	1	~	1	1
LO - Swynnerton	~	~	38	32	70
LO - Tamworth	~	~	~	2	2
LO - The Filleybrooks	1	~	~	~	1
LO - Tittensor	~	~	~	1	1
LO - Trent and Mersey Canal	~	~	~	3	3
LO - Trent Valley	~	~	3	2	5
LO - Trentham	~	~	~	1	1
LO - University Hospital	~	~	~	1	1
LO - Walton	2	~	27	27	55
LO - Walton Heath Farm	~	~	~	1	1
LO - Walton Priory	~	~	~	3	3
LO - Wedgwood	~	~	1	~	1
LO - West Coast Mainline	11	17	17	23	55
LO - Weston	6	4	3	2	11

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
LO - Weston Lane Bridge	4	1	~	~	5
LO - Whitgreave	~	~	~	2	2
LO - Whitmore	~	3	~	1	4
LO - Whitmore Heath	2	~	~	~	2
LO - Whitmore South	~	~	~	1	1
LO - Whitmore Wood	~	~	~	1	1
LO - Wolstanton	~	~	~	1	1
LO - Woodend Common Barn Farm	~	~	~	1	1
LO - Woore	~	1	~	~	1
LO - WR-01-207b	~	1	~	~	1
LO - Wrinehill	~	1	~	~	1
LO - Wybunbury	~	1	~	~	1
LO - Wychwood	1	2	1	~	2
LO - Wychwood Park	1	4	2	~	5
LO - Yarlet	~	~	~	1	1
LO - Yarnfield	8	2	141	105	250
LO - Yarnfield North embankment	~	~	1	~	1
LO - Yarnfield Park	~	~	34	16	50
LO - Yarnfield School	~	~	5	~	5
LO - Yarnfield Sports Centre	~	~	5	3	8

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
Other					
OT - Context to organisation/response	~	2	1	44	46
OT - Level of public opposition	1	~	4	4	9
OT - No comment	20	25	2	3	32
OT - Quote documentation	~	~	~	4	4
OT - Refer to attachment	3	1	22	18	36
OT - Refer to HS1	~	~	~	1	1
OT - Refer to Hybrid Bill	~	2	1	7	9
OT - Refer to other stakeholder/organisation	~	~	3	9	12
OT - Refer to previous consultation	~	~	~	1	1
OT - Refer to previous report	2	2	~	~	3
OT - Reference HS2 documentation	~	1	20	16	36
Q1 Crewe Tunnel Extension (Q1)					
Q1 - Further information requested	5	~	~	~	5
Q1 - Not affected by proposal	6	~	~	~	6
Q1 - Oppose proposal	11	~	~	3	12
Q1 - Support proposal	36	~	1	8	43
Q1 - Support proposal with caveat	8	~	~	~	8
Q2 Connection spurs south of Crewe (Q2)					
Q2 - Further information requested	~	5	~	1	6
Q2 - Not affected by proposal	~	5	~	~	5

Code	Question 1	Question 2	Question 3	Non-fitting	Total (see C4 p.73)
Q2 - Oppose proposal	~	22	~	2	22
Q2 - Support proposal	3	28	~	6	37
Q2 - Support proposal with caveat	~	9	~	1	10
Q3 Railhead and maintenance facility near Stone					
Q3 - Further information requested	~	~	21	8	29
Q3 - Oppose proposal	7	1	174	105	278
Q3 - Support proposal	1	~	51	88	137
Q3 - Support proposal with caveat	~	~	12	6	18

Appendix D Glossary of terms

Amenity - The benefits of enjoyment and well-being that are gained from a resource in line with its intended function. Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts.

Atkins Report – A report by Atkins commissioned by the DfT in May 2015 to design and assess potential alternatives to building HS2 Phase 2a.

Auto-transformer feeder station - Permanent compounds located next to railway lines. They contain equipment that enables electrical power to be transferred between the National Grid network and the rail line.

Biodiversity - The variety of life in the world or in a particular habitat or ecosystem.

Culvert - A large pipe or small underbridge carrying a watercourse under a road or railway.

Cumulative - A combination of effects. The EIA Scope and methodology report for HS2 Phase 2a defines a cumulative effect as “incremental effects that result from the accumulation of a number of individual effects, either caused by the Proposed Scheme (intra-project effects) or by other existing and/or approved projects which would be under construction at the same time as Phase 2a or built later (inter-project effects).”

Design Refinement consultation – A consultation to inform the Secretary of State’s decision on the next stage of design for the Phase 2a route, based on the views of those individuals and organisations who expressed their opinions on the three design refinements.

Embankment - Artificially raised ground, commonly made of rock or compacted soil, on which a new railway or road is constructed.

High Speed Two (HS2) - Proposed high speed rail line between London and the West Midlands (Phase One) and on to Manchester and Leeds (Phase Two). Phase 2a consists of the section between the West Midlands and Crewe.

High Speed Two Limited (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 - Public Bills change the law as it applies to the general public and are the most common type of Bill introduced in Parliament. Private Bills change the law only as it applies to specific individuals or organisations, rather than the general public. Groups or individuals potentially affected by these changes can petition Parliament against the proposed Bill and present their objections to committees of MPs and Lords. A Bill with characteristics of both a Public Bill and a Private Bill is called a hybrid Bill.

Information events - a series of events at community venues along the Phase 2a line of route between 30 September and 19 October 2016 to provide members of the public an opportunity to view relevant maps and documents, and to speak with appropriately qualified members of staff about how the proposals might apply to them.

Impact - Changes to the environment that have the potential to occur as a result of the construction and/or operation of the Proposed Scheme.

Infrastructure maintenance depot (IMD) - A facility providing logistical support for the maintenance and repair of the HS2 railway track and associated infrastructure (excluding trains).

Inverted siphon - A form of culvert used on level ground where the water level has to be lowered to pass under the Proposed Scheme, other railways or a road access.

Local planning authority - The local authority or council that is empowered by law to exercise planning functions.

Local wildlife site (LWS) - A non-statutory site of nature conservation value that has been designated 'locally'. These sites are referred to differently between counties. Common terms including site of importance for nature conservation, county wildlife site, site of biological importance, site of local importance and sites of metropolitan importance.

Listed buildings - Buildings of international or national importance classified in three grades. Grade I, Grade II and Grade II*.

Maintenance loop - Additional track that will run for a short distance alongside the main HS2 rail line. The loops will be used for the storage of maintenance trains during operation. They will also provide a safe stopping location for any HS2 train that develops a fault.

Mitigation - The measures put forward to prevent, reduce and where possible, offset any adverse effects on the environment, individuals and communities.

Ordnance Survey - The national mapping agency for Britain.

Overbridge - A bridge crossing over a transport corridor such as a railway line.

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 Two - Phase Two of the proposed HS2 network extends the high speed railway beyond the West Midlands to Manchester and Leeds with connections to conventional railway lines via the West Coast and East Coast Main Lines.

Phase 2a - The section of the Phase Two route between the West Midlands and Crewe. It will include a connection with Phase One at Fradley, to the north-east of Lichfield, and a connection with the WCML south of Crewe.

Proposed Scheme - Proposed high speed rail line between the West Midlands and Crewe (i.e. Phase 2a of HS2).

Public right(s) of way (PRoW) - A highway where the public has the right to walk and, depending on its class, use for other modes of travel. It can be a footpath (used for walking only), a bridleway (used for walking, riding a horse and cycling), a restricted byway (as a bridleway, but use by non-motorised vehicles also permitted) or a byway that is open to all traffic (include motor vehicles).

Railhead - A site at strategic locations along the route with connections to the National Rail network. They will be used as the delivery location for bulk rail-borne materials, such as ballast, rails and sleepers.

Receptor - A component of the natural or built environment (such as a human being, water, air, a building or a species) affected by an impact of the construction and/or operation of a proposed development.

Safeguarded area - An area of land subject to a Safeguarding Direction, meaning Local Planning Authorities are required to consult with Government before determining planning applications affecting any land within it, except where that type of application is exempted.

Satellite construction compound - A compound that is smaller in size than the main construction compounds. Satellite construction compounds provide office accommodation for limited numbers of staff involved in the construction of the Proposed Scheme. Welfare facilities for staff are also provided.

Setting (cultural heritage) – The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive, negative or neutral contribution to the significance of an asset and may affect the ability to appreciate it.

Siding - A section of track forming a branch off the main railway line. A siding can be used to store a train, or to allow trains to reverse and enter the main railway line running in the opposite direction from which they entered the siding.

Site of biological importance (SBI) - A non-statutory designation used by some local planning authorities to protect locally valued sites of biological diversity described as local wildlife sites by the UK Government.

Site of special scientific interest (SSSI) - Area of land notified by Natural England under Section 28 of the Wildlife and Countryside Act 1981 as being of special interest due to its flora, fauna or geological or physiological features.

Strategic Road Network (SRN) - The network of motorways and major trunk roads in England.

Tunnel portal – Tunnel entrances and exits.

Viaduct - A type of bridge composed of a series of spans, used to carry roads and railways across valleys or other infrastructure.

West Coast Main Line (WCML) - Inter-urban rail line connecting London, Birmingham, Manchester, Liverpool and Glasgow.

Working Draft Equality Impact Assessment (EQIA) Report - This report presents baseline information gathered to date, and reports the potential equality effects of the Proposed Scheme and any proposed mitigation, based on the information available at the time. This was consulted on to inform the development of the scheme and the EQIA report.

Working Draft Environmental Impact Assessment (EIA) Report consultation – A concurrent consultation to inform the formal Environmental Impact Assessment Report to form part of the hybrid Bill deposit, based on the views of those individuals and organisations who expressed their opinions on the Working Draft EIA report.

Appendix E Equality and Diversity monitoring

- E1 As part of the consultation, respondents were asked to complete an equalities and diversity monitoring form through the consultation webform or on a printed response form. For confidentiality and data protection purposes, these forms were collected separately from consultation responses.
- E2 It is also important to note that this consultation ran at the same time as two other consultations, Working Draft EQIA Report Consultation and Working Draft EIA Report Consultation, and that some respondents could have completed only one equalities and diversities monitoring form despite submitting to multiple consultations. As a result of these factors, the equalities and diversity monitoring forms of all three consultations have been analysed together and reported on in each Consultation Summary Report.
- E3 The forms did not ask for contact details and therefore cannot be linked to individual consultation responses. For this reason we are also unable to confirm with certainty that those who completed the diversity form also responded to the consultation. Completing the form was voluntary. We received 361 diversity monitoring forms, compared to 1139 consultation responses across the three consultations. For these reasons the results presented below are only indicative and do not fully represent a complete description of respondents. In addition, as respondents often partially filled out the form, not every table below will total 361.
- E4 Where no respondents selected one of the given options on the form, it is not displayed in the results. A copy of the paper response form, which includes all possible options for each question, can be found in Appendix F. A breakdown of the results is presented below:

National identity

Question 1 asked 'How would you describe your national identity?'

National identity	Count of responses
British	255
English	86
Scottish	1
Welsh	1
Other	1
Prefer not to say	5

The respondent who selected 'Other' identified as Irish.

Ethnicity

Question 2 asked 'How would you describe your ethnicity?'

Ethnicity	Count of responses
Asian - Chinese	1
Asian - Indian	2
White - English	314
White - Irish	1
White - Northern Irish	1
White – Scottish	4
White – Welsh	5
Other mixed background	1
Other white background	4
Prefer not to say	18

Among the four respondents who selected other white background, two identified as British, one as Danish and one as Isle of Man. The respondent who identified as other mixed background did not further specify their answer.

Disability

Question 3 asked 'Do you consider yourself to be a disabled person?'

Do you consider yourself to be a disabled person?	Count of responses
Yes	18
No	253
Prefer not to say	21

Among the 18 respondents who answered yes to this question, 10 further specified their disability as mobility, seven as a hearing impairment, three as a visual impairment, two as mental ill health and one as a manual dexterity impairment. Some of these respondents specified more than one of these disabilities.

Gender

Question 4 asked 'What is your gender?'

Gender	Count of responses
Female	185
Male	148
Prefer not to say	12

Religion and belief

Question 5 asked 'What is your religion or belief?'

Religion or belief	Count of responses
Christian	206
Hindu	2
None	84
Prefer not to say	48
Other (please specify)	4

Of the four who answered other, one identified as Bahá'í, one identified as atheist and two did not specify their other religion or belief.

Marriage and Civil Partnerships

Question 6 asked 'Are you married or in a civil partnership?'

Married or in a civil partnership	Count of responses
Yes	264
No	65
Prefer not to say	21

Age

Question 7 asked 'What is your age?'

Age	Count of responses
Under 16	1
16-24	1
25-29	14
30-34	16
35-39	26
40-44	11
45-49	30
50-54	29
55-59	24
60-64	48
65+	96
Prefer not to say	27

Sexual orientation

Question 8 asked 'What is your Sexual Orientation?'

Sexual Orientation	Count of responses
Bisexual	2
Heterosexual / straight	278
Prefer not to say	57

Appendix F Equality and Diversity monitoring form



High Speed Two Phase 2a: West Midlands to Crewe Design Refinement Consultation **About you**

As part of our commitment to considering diversity in the delivery of HS2 we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.

September 2016

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Completing this form is voluntary and is not a requirement for your response to be accepted. The form will not be linked to the information you have provided in your response or your name and we won't share the information with anyone else. We will use this information to provide a summary of the types of people who responded to this consultation. This summary will not identify individuals who have provided information.

Please complete the information below and return this form with your response, either by email to DesignRefinement2a@dialoguebydesign.co.uk or by post, using the Freepost address below.

FREEPOST DESIGN REFINEMENT 2A

Please note: no additional address information is required and you do not need a stamp. Please use capital letters.

Q1. How would you describe your national identity?

<input type="checkbox"/> British	<input type="checkbox"/> Scottish	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> English	<input type="checkbox"/> Welsh	
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Other (please specify) _____	

Q2. How would you describe your ethnicity?

Asian

<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Chinese	<input type="checkbox"/> Indian
<input type="checkbox"/> Pakistani	<input type="checkbox"/> Other Asian background (please specify) _____	

Black

<input type="checkbox"/> African	<input type="checkbox"/> Carribean
<input type="checkbox"/> Other Black background (please specify) _____	

Mixed ethnic background

<input type="checkbox"/> Asian and White	<input type="checkbox"/> Black African and White	<input type="checkbox"/> Black Carribean and White
<input type="checkbox"/> Other Mixed background (please specify) _____		

White

<input type="checkbox"/> English	<input type="checkbox"/> Gypsy or Irish Traveller	<input type="checkbox"/> Irish
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Scottish	<input type="checkbox"/> Welsh
<input type="checkbox"/> Other White background (please specify) _____		
<input type="checkbox"/> Prefer not to say		



Q3. Do you consider yourself to be a disabled person?

The Equality Act 2010 defines a disabled person as someone with a physical or mental impairment, which has a substantial and long-term adverse effect on the person's ability to carry out normal day-to-day activities.

Yes No Prefer not to say

Into which category or categories does your disability fall?
(please tick as many as apply)

Hearing impairment Mobility Speech impairment
 Visual impairment Mental ill health Manual dexterity
 Learning difficulties (where a person learns in a different way i.e. someone who is dyslexic) Prefer not to say
 Other (please specify) _____

Q4. What is your gender?

Male Female Prefer not to say

Q5. What is your religion or belief?

Buddhist Christian Hindu
 Jewish Muslim Sikh
 None Prefer not to say
 Other (please specify) _____

Q6. Are you married or in a civil partnership?

Yes No Prefer not to say

Q7. What is your age?

Under 16 35-39 55-59
 16-24 40-44 60-64
 25-29 45-49 65+
 30-34 50-54 Prefer not to say

Q8. What is your sexual orientation?

- Bisexual Gay man Gay woman
- Heterosexual/straight Prefer not to say

Data Protection

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act 1998.

