

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)

Working Draft Equality Impact
Assessment Report

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**Working Draft Equality Impact
Assessment Report**



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.

High Speed Two (HS2) Limited,
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

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Working draft Equality Impact Assessment Report

Purpose of the working draft Equality Impact Assessment Report

The purpose of the working draft Equality Impact Assessment (EQIA) Report is to provide the public and other stakeholders with an opportunity to comment on the draft information for Phase 2b (Crewe to Manchester and West Midlands to Leeds) of High Speed Two (HS2) (the Proposed Scheme). Comments received will be considered during the on-going process of assessment and design of the Proposed Scheme, and will be reflected in the formal EQIA Report.

The scope of assessment and the methodology to be followed for the EQIA is set out in the EQIA SMR for Phase 2b¹, which is being published alongside this working draft EQIA Report. A draft EQIA SMR² was issued for consultation from 17 July 2017 to 29 September 2017, and amended in response to consultation feedback.

Other relevant documents

A separate consultation on the working draft Environmental Statement (ES) for Phase 2b is also being undertaken at the same time, of which the Environmental Impact Assessment EIA SMR is a supporting document. The formal EQIA report and formal ES will accompany the deposit of the hybrid Bill in Parliament. At that point Parliament will consult and the public will have the opportunity to comment on the ES and EQIA. Responses to that consultation will be subject to independent analysis to further inform Parliament as the decision maker.

Work-in-progress

The consultation on this working draft EQIA Report and the working draft is taking place alongside the ongoing design development of the Phase 2b proposals. This is to allow early engagement with those potentially affected by the Proposed Scheme and time for consultation responses to inform the design and assessment of the Proposed Scheme to be submitted before Parliament with the hybrid Bill for Phase 2b. The consultation means that the gathering of baseline information and the development of the Proposed Scheme are also at a relatively early stage.

Due to the current stage of design development, the effects identified in this working draft report are predominantly those associated with the temporary and permanent land required for Proposed Scheme. General mitigation measures as set out in Section 5 of this report are assumed to be applied. However, no additional mitigation has been identified at this stage. Wider equality effects, for example those arising from traffic and transport, sound, noise and vibration or health effects will be reported in the formal EQIA. Where relevant, additional mitigation measures will also be reported and taken account of in the formal EQIA.

¹ HS2 Ltd (2018), *HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds. Equality Impact Assessment Scope and Methodology Report* Available online at: <https://www.gov.uk/hs2>

² HS2 Ltd (2017), *HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds. Equality Impact Assessment Scope and Methodology Report. Draft for Consultation, July 2017.* Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627894/draft_eqia_smr_phase_2b.pdf

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

It is, therefore, possible that the assessment of equality effects presented in the formal EQIA Report may differ from that presented in this working draft EQIA Report.

The purpose of this consultation

HS2 Ltd recognises the importance of ensuring early widespread engagement on the Proposed Scheme, which can bring to light potential equality issues and inform decision making in respect of the Proposed Scheme. Comments received will be used to inform the Proposed Scheme through:

- the development of the design;
- the collection of relevant baseline environmental information and data;
- the identification of potential equality effects arising from construction and operation of the Proposed Scheme;
- the enhancement of potential beneficial equality effects of the Proposed Scheme; and
- the development of measures to avoid or mitigate potential adverse equality effects.

This consultation may identify issues that result in changes being made to the design of the Proposed Scheme or to mitigation. Refinements may be made to the Proposed Scheme as a result of ongoing design development work. These changes and any associated effects will be reflected in the formal EQIA Report.

Contents

Working draft Equality Impact Assessment Report	i
Purpose of the working draft Equality Impact Assessment Report	i
Other relevant documents	i
Work-in-progress	i
The purpose of this consultation	ii
1 Introduction	1
1.1 Background	1
1.2 Equality Act 2010 and the Public Sector Equality Duty	8
1.3 Aims of the Equality Impact Assessment	10
1.4 Relationship to the Environmental Statement	10
1.5 Further steps to fulfil the Public Sector Equality Duty	11
1.6 Structure of the Report	11
2 Scope and methodology	12
2.1 Introduction	12
2.2 Scope of the EQIA	12
2.3 Assessment methodology	13
3 Stakeholder engagement and public consultation	15
3.1 Introduction	15
3.2 Objectives	15
3.3 Stakeholder engagement methodology	15
3.4 Consultation on the EQIA Scope and Methodology Report (SMR)	16
4 Baseline	17
4.1 Introduction	17
4.2 Data collection	17
4.3 Route-wide overview	20
4.4 Development Area 1 – Crewe to Manchester	20
4.5 Development Area 2 – Birmingham to Bolsover	23
4.6 Development Area 3 – Bolsover to Leeds	25
5 Route-wide assessment	28
5.1 Introduction	28
5.2 General measures to mitigate potential equality effects	28

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

5.3	Potential effects during construction and operation	35
6	Development Area 1 assessment: Crewe to Manchester	50
6.1	Introduction	50
6.2	The Oaks playing fields (Risley to Bamfurlong, MA05)	50
6.3	Hesketh Meadows playing fields (Risley to Bamfurlong, MA05)	51
6.4	The Children's Adventure Farm Trust (Hulseheath to Manchester Airport, MA06)	51
6.5	Higher Thorns Green Farm (Hulseheath to Manchester Airport, MA06)	52
6.6	Cliffemount Community Care (Hulseheath to Manchester Airport, MA06)	53
6.7	Eglise en Mission (Davenport Green to Ardwick, MA07)	53
6.8	Manchester Enterprise Academy (MEA) Central (Davenport Green to Ardwick, MA07)	54
6.9	The Christie Hospital Car Park D (Davenport Green to Ardwick, MA07)	55
6.10	SOL Christian Academy (Manchester Piccadilly Station, MA08)	55
6.11	Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL) (Manchester Piccadilly Station, MA08)	56
6.12	The Men's Room (Manchester Piccadilly Station, MA08)	57
6.13	Manchester Action on Street Health (MASH) (Manchester Piccadilly Station, MA08)	57
6.14	True Jesus Church (Manchester Piccadilly Station, MA08)	58
7	Development Area 2 assessment: Birmingham to Bolsover	59
7.1	Introduction	59
7.2	Echills Wood Railway (Lea Marston to Tamworth, LA01)	59
7.3	Tamworth Motorway Services (Lea Marston to Tamworth, LA01)	59
7.4	Pooley Country Park (Birchmoor to Austrey, LA02)	60
7.5	Polesworth (Abbey) Scout Activity Centre (Birchmoor to Austrey, LA02)	61
7.6	Austrey Playing Fields (Birchmoor to Austrey, LA02)	63
7.7	Austrey Play Area (Birchmoor to Austrey, LA02)	63
7.8	Discover Outdoors (Birchmoor to Austrey, LA02)	64
7.9	Meet Your Miracle Studio (Birchmoor to Austrey, LA02)	64
7.10	The Nook (Ratcliffe-on-Soar to Long Eaton, LA05)	64
7.11	Bonsall Court (Ratcliffe-on-Soar to Long Eaton, LA05)	65
7.12	Kingdom Hall (Ratcliffe-on-Soar to Long Eaton, LA05)	66
7.13	Greenwood Community Centre (Ratcliffe-on-Soar to Long Eaton, LA05)	66
7.14	CARE Fertility Clinic (Stapleford to Nuthall, LA06)	67
7.15	Moo-Haven Animal Rescue Centre (Stapleford to Nuthall, LA06)	68
8	Development Area 3 assessment: Bolsover to Leeds	69
8.1	Introduction	69
8.2	East Midlands Ambulance Service and Police Depot (Tibshelf to Shuttlewood, LA10)	69
8.3	Water Haigh Woodland Park (Warmfield to Swillington and Woodlesford, LA15)	69
8.4	Swillington Park, Organic Farm and fishing lakes (Warmfield to Swillington and Woodlesford, LA15)	70
8.5	Leeds Specialist Autism Services (Stourton to Hunslet, LA17)	70
8.6	Hunslet Parkside Amateur Rugby League Football Club Pitch 1 (Stourton to Hunslet, LA17)	71
8.7	Hunslet Community Sports Pitches (Stourton to Hunslet, LA17)	72
8.8	Mecca Bingo Club (Stourton to Hunslet, LA17)	72
8.9	Life Church Leeds (Leeds Station, LA18)	73

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

8.10 Gypsy and Traveller site, Kidacre Road (Leeds Station, LA18)	73
9 Next steps	75
9.1 Stakeholder engagement	75
9.2 EIA and design development	75
10 Glossary	76
11 List of acronyms and initialisms	79
12 References	80
Annex A: Average population belonging to each sub-group at the route-wide, regional and national level	84
Age	84
Disability	85
Race	86
Religion	87
Annex B: Further breakdown of the ethnicity sub-groups	88
Mixed ethnicity	88
Asian/Asian British	88
Black	88
Other	89
Annex C: LSOAs with a disproportionate representation of multiple PCGs	90
Development Area 1	90
Development Area 2	92
Development Area 3	92
Annex D: Literature review	93
Introduction	93
Housing	94
Community infrastructure and open space	96
Employment and business	98
Traffic, transport and accessibility	101
Noise, air quality and other environmental effects	103
Crime, safety and personal security	105
Social capital	107
 List of figures	
Figure 1: The HS2 Network	3
 List of tables	
Table 1: Operational interfaces with other rail services at HS2 stations	7
Table 2: Average population at the route, regional and national level, by age range	84
Table 3: Average population at the route, regional and national level, by self-reported limiting long-term health problem or disability	85
Table 4: Average population by ethnic sub-group at the route-wide, regional and national level	86
Table 5: Average population by religion at the route-wide, regional and national level	87
Table 6: Average population by Mixed Ethnicity ethnic sub-group by development area	88
Table 7: Average population by Asian/Asian British ethnic sub-group by development area	88
Table 8: Average population by Black ethnic sub-group by development area	89
Table 9: Average population by Black ethnic sub-group by development area	89

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

Table 10: LSOAs in Development Area 1 with a disproportionate representation of three or more PCGs, broken down by sub-groups	90
Table 11: LSOAs in Development Area 2 with a disproportionate representation of two, three or more PCGs, broken down by sub-groups	92
Table 12: LSOAs in Development Area 3 with a disproportionate representation of two, three or more PCGs, broken down by sub-groups	92

1 Introduction

1.1 Background

Introduction to High Speed Two

- 1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. Stations in London, Birmingham, Leeds, Manchester and the East Midlands will be served by high speed trains running at speeds of up to 360 kilometres per hour (kph) (225 miles per hour (mph)). Trains will also run beyond the high speed network to serve destinations including Crewe, Chesterfield, Sheffield, Liverpool, Newcastle, York, Glasgow and Edinburgh.
- 1.1.2 In January 2012, following a consultation exercise, the Government announced its intention to develop a Y-shaped high speed rail network. The network will be brought forward in phases. The 2012 decision confirmed the Government's preferred route for a high speed line between London and the West Midlands, called Phase One. In November 2013, HS2 Ltd deposited a hybrid Bill in Parliament to seek powers for the construction and operation of Phase One. The High Speed Rail (London – West Midlands) Act received Royal Assent in February 2017 and construction on Phase One commenced in July 2017.
- 1.1.3 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.
- 1.1.4 In two reports, *HS2 Plus*³ and *Rebalancing Britain*⁴, Sir David Higgins recommended accelerating the section of the Phase Two route between the West Midlands and Crewe to deliver some of the benefits that HS2 will bring to the region sooner. In the November 2015 Command Paper *High Speed Two: East and West, The Next Steps to Crewe and Beyond*⁵, 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 what is known as Phase 2a. Phase 2a involves the 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 West Coast Main Line (WCML) at Crewe. In July 2017, HS2 Ltd deposited a hybrid Bill to Parliament to seek powers for the construction and operation of Phase 2a followed by a subsequent ES deposited with an Additional Provision to that Bill in March 2018. The High Speed Rail (West Midlands - Crewe) Act is expected to receive Royal Assent in November 2019.
- 1.1.5 On 15 November 2016 the Government set out the majority of its preferred route⁶ from Crewe to Manchester and from the West Midlands to Leeds, referred to as Phase

³ Department for Transport (DfT), (2015), *High Speed Two: East and West: The next steps to Crewe and beyond November 2015*. Cm 9157. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/480712/HS2-east-and-west.pdf

⁴ DfT (2016), *High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and beyond*. Cm 9355, November 2016. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/568208/high-speed-two-crewe-manchester-west-midlands-leeds-web-version.pdf

⁵ DfT (2015), *High Speed Two: East and West*

⁶ DfT (2016), *High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and beyond*

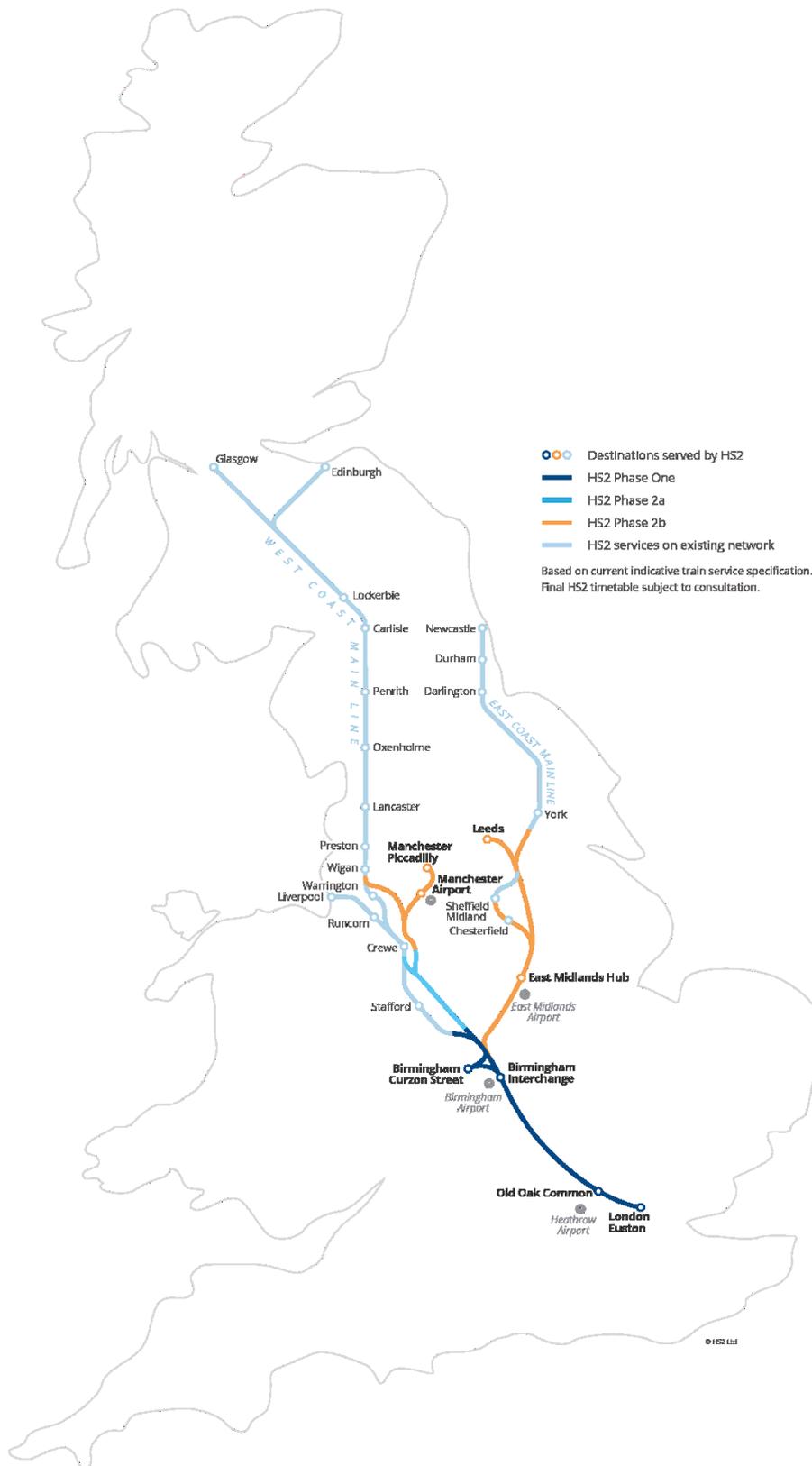
High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

2b and completing what is known as the 'Y network'. Alongside the preferred route of Phase 2b, the Secretary of State for Transport also announced a consultation on seven route refinement areas.

- 1.1.6 On 17 July 2017, the Secretary of State for Transport announced a decision on these refinements and confirmed the remainder of the preferred route for Phase 2b.
- 1.1.7 Phase 2b, referred to as 'the Proposed Scheme', is the subject of this working draft Equality Impact Assessment (EQIA). The working draft EQIA is an interim report for consultation. The design and assessment of the Proposed Scheme are at an early stage of development and are presented here to enable the public and stakeholders to provide comments, which will be taken into account as appropriate. The EQIA and design of the Proposed Scheme will continue to be refined during and following this consultation and reported in the formal EQIA, expected to be submitted as part of the hybrid Bill in 2020.
- 1.1.8 The Proposed Scheme comprises the route from Crewe to Manchester with connections into the WCML (referred to as the 'western leg'), and from the West Midlands to Leeds via the East Midlands and South Yorkshire with connections into the Midland Main Line (MML) and the East Coast Main Line (ECML) (referred to as 'the eastern leg'). Since the Secretary of State for Transport announced the preferred route for Phase 2b in July 2017, the Department for Transport (DfT) (on behalf of the Secretary of State for Transport) has decided that the Proposed Scheme should include: the electrification of the MML to Sheffield and provision for connections into Northern Powerhouse Rail, and Midlands Connect. The assessment of equality effects associated with these scheme features will be reported in the formal EQIA.
- 1.1.9 The powers for Phase 2b will be sought through a hybrid Bill ('the Bill') that is expected to be presented before Parliament in 2020. Construction of Phase 2b is anticipated to commence in approximately 2023, with operation planned to start around 2033, seven years after the opening of Phase One and six years after the opening of Phase 2a.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

Figure 1: The HS2 Network



HS2 Phase 2b route description

Overview

- 1.1.10 The Proposed Scheme comprises a 'western leg' and an 'eastern leg'. The western leg would comprise the route from Crewe to Manchester with connections to the WCML, and the eastern leg would comprise the route from the West Midlands to Leeds via the East Midlands and South Yorkshire with connections to the MML and the ECML. The route of the Proposed Scheme on the western and eastern legs is summarised in the following text.

Western leg

- 1.1.11 The route of the Proposed Scheme from Crewe to Manchester forms the northern 85km (53 miles) section of the western leg of Phase Two. This section would commence to the south of the existing Crewe Station, to the south of the A500, where it would join the Phase 2a route.
- 1.1.12 The route of the Proposed Scheme would continue beneath Crewe in tunnel before emerging to the north of the town near the B5076 Bradfield Road. The route would then run parallel to the east of the WCML corridor before bearing north, away from the WCML. Where the route of the Proposed Scheme diverges from the WCML, a rolling stock depot (RSD) would be provided on land between the HS2 main line and the existing WCML.
- 1.1.13 The route of the Proposed Scheme would continue north passing between the towns of Winsford and Middlewich on a series of embankments and viaducts to the west of Lostock Green and east of Rudheath, Lostock Gralam and Higher Wincham. The route would then cross the M6 before diverging at Hoo Green where the HS2 main line would continue north towards Golborne and the Manchester Spur would continue east towards Manchester.
- 1.1.14 The Manchester spur would be located to the north of Rostherne Mere, running broadly parallel to the M56 before turning north to pass beneath the M56 at Warburton Green and through to Manchester Airport High Speed station to the north-west of Manchester Airport. The Manchester spur would then enter into tunnels near Davenport Green, passing beneath south Manchester and re-emerging in the Ardwick area where it would continue on viaduct approach before terminating at Manchester Piccadilly High Speed station.
- 1.1.15 The HS2 main line would continue north from the Manchester spur to pass beneath the M56 and then cross the Manchester Ship Canal to the east of Hollins Green on viaduct. The HS2 main line would then continue north to cross the M62 and pass to the west of Culcheth, before continuing through Lowton and connecting with the WCML at Bamfurlong, south of Wigan.

Eastern leg

- 1.1.16 The eastern leg of the route of the Proposed Scheme would run from the West Midlands to Leeds with a total route length of 198km (123 miles).

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 1.1.17 It would provide a connection to the MML via the Erewash Valley Line, to the south-east of Chesterfield, and would also connect to the conventional network at Church Fenton, south-west of York, before joining the ECML.
- 1.1.18 The eastern leg would begin to the north-east of Birmingham where it would connect to Phase One of HS2 near Marston. The route of the Proposed Scheme 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 would curve on viaduct in a northerly direction, passing over the flood plain of the River Soar and River Trent. Following this, the route would pass through Long Eaton to the new East Midlands Hub station at Toton. The route would then follow the M1 corridor, to the east of the motorway.
- 1.1.19 Prior to Tibshelf, there would be a spur to provide a connection to the existing conventional rail network near Clay Cross. The spur would be located near the A38 and Hilcote and would pass under the M1 south of Newton, before joining the existing Erewash Valley Line east of Stonebroom. The spur would enable HS2 services to connect to the MML to serve the existing Chesterfield Station and Sheffield Midland Station. This section of the MML would be electrified as part of the Proposed Scheme.
- 1.1.20 From Tibshelf, the HS2 main line would pass Hardwick Hall on a short section of embankment and travel north via Stainsby and Heath, mainly following the M1 alignment in cutting. In the Bolsover area, the route would be on embankment and in cutting as it passes Sutton Scarsdale, Staveley and Shuttlewood.
- 1.1.21 A spur would diverge from the HS2 main line near Barlborough. The spur would be on a combination of cuttings and embankments and would follow an existing disused railway to the proposed Staveley Infrastructure Maintenance Depot (IMD). The IMD would be located on the former Staveley Chemical Works site. The spur would then connect to the existing conventional Chesterfield to Beighton Railway.
- 1.1.22 North of the spur at Staveley, the HS2 main line would be on embankment and in cutting, following a narrow corridor alongside the M1 and passing close to several communities including Barlborough, Wales, and Aston.
- 1.1.23 At Thurcroft, the route of the Proposed Scheme would cross over a delta junction of the M1 and the M18 on two viaducts. It would then run in cutting and on embankment between Bramley and Mexborough. The route would then pass 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.
- 1.1.24 To the north of Clayton, a spur would allow trains travelling north from Sheffield Midland Station on the MML to continue on the HS2 main line. The route would then travel north-west towards Hemsworth and Crofton, passing through rolling countryside on a series of cuttings and embankments.
- 1.1.25 North of the village of Crofton the route of the Proposed Scheme would travel between Wakefield and Normanton and would pass over a viaduct (the first of two) east of Methley Junction. At this location, the route would divide with the HS2 main line travelling north to Swillington and with a spur moving north-west towards the existing Leeds Station.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 1.1.26 The HS2 main line would cross a long viaduct (the second of two) and would proceed northwards to the west of Swillington and then east towards Church Fenton, where it would join the existing York to Church Fenton Line prior to joining the ECML. The approach to the existing conventional network would be on a long viaduct.
- 1.1.27 The spur towards the existing Leeds Station would start at Methley and would proceed towards Woodlesford where it would pass through a tunnel under the village. The route of the spur would exit the tunnel before travelling west within the existing conventional rail corridor on a series of cuttings and embankments.
- 1.1.28 The route of the Proposed Scheme would pass through the southern outskirts of Leeds prior to approaching the new high speed station adjacent to the River Aire. A common concourse would connect the new high speed station with the existing Network Rail station. To the east of Leeds city centre, near the M1 junction 45, there would be a new RSD.

Interfaces between Phase 2b and Phase One and Phase 2a

- 1.1.29 The eastern leg of Phase 2b would continue from the Phase One route near Marston. The Phase One route terminates in cutting on a short spur off the Phase One main line and the Phase 2b route would continue in a north-easterly direction from the end of this cutting.
- 1.1.30 The Phase 2a main line would terminate at a portal headwall⁷, which would form the southern end of the tunnel that would continue underneath Crewe towards Manchester as part of the Proposed Scheme. Provision has been made in the design for the Proposed Scheme for this purpose. Phase 2a would also run on spurs from the main line connecting to the WCML and into Crewe Station.

Interfaces between Phase 2b and the conventional rail network

- 1.1.31 The western leg of Phase 2b would connect to the existing WCML at Lily Lane, to the south of Wigan in the Risley and Bamfurlong area (MA05), and at the Crewe North RSD, in the Wimboldsley to Lostock Gralam area (MA02).
- 1.1.32 The eastern leg of Phase 2b would connect to the York to Church Fenton Line at Ulleskelf in the Garforth and Church Fenton area (LA16). The eastern leg would also include spurs off the HS2 main line at the following locations:
- near Clay Cross (LA09), to enable HS2 services to connect to the MML via the Sheffield Southern spur to serve existing stations at Chesterfield and Sheffield city centre (MML01 and MML02);
 - to the north of Thurnscoe and Clayton (LA13) where trains travelling north of Sheffield Midland Station on the existing MML would connect to the Dearne Valley Line to then join the HS2 main line via the Sheffield Northern spur to continue north; and

⁷ A supporting, protecting or retaining wall built at the front or top of a structure or area.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- near Barlborough (LA11), to connect to the Staveley IMD. The Staveley spur would continue through the proposed IMD following an existing link along a disused railway and then connect to the existing Chesterfield to Beighton Railway.

Interfaces with other transport services

1.1.33 The Proposed Scheme would interface with other public transport modes at many locations. The main points of direct operational interface are summarised in Table 1. All stations are assumed to offer interchange opportunities with buses, taxis, cycling and walking.

Table 1: Operational interfaces with other rail services at HS2 stations

Location	Relation to other transport services
Manchester Airport High Speed station	The Proposed Scheme includes provision for Metrolink passengers to interchange onto high speed rail services.
Manchester Piccadilly High Speed station	The Proposed Scheme would allow for interchange onto conventional rail services and Metrolink.
East Midlands Hub station	The Proposed Scheme would allow for interchange onto conventional rail services on the Erewash Valley Line.
Leeds High Speed station	The proposed high speed station would be connected to the existing Leeds Station via a common concourse, providing direct interchange onto the existing Leeds Station platforms.

Hybrid Bill powers

1.1.34 The Government will deposit a hybrid Bill for Phase 2b for consideration by Parliament in 2020. Upon Royal Assent, the Bill would become an Act of Parliament conferring powers, including deemed planning permission, to build the railway line and thereafter to operate and maintain it. The powers are likely to include:

- authority to nominate an undertaker to build, operate and maintain the railway line;
- authority 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;
- powers to carry out works to listed buildings and buildings in conservation areas; and
- powers to carry out protective works to buildings and third party infrastructure.

1.2 Equality Act 2010 and the Public Sector Equality Duty

1.2.1 Under section 149 of the Equality Act 2010 ('the Act')⁸, a public authority, in the exercise of its functions (and a person exercising public functions) is subject to the Public Sector Equality Duty (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 Act⁹;
- advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it; and
- foster good relations between people who share a relevant protected characteristic and those who do not share it.

1.2.2 The Act explains that the second aim (advancing equality of opportunity) involves, in particular, having due regard to the need to:

- remove or minimise disadvantages suffered by people due to their protected characteristics;
- take steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- encourage people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

1.2.3 In addition, section 20 of the Act requires decision-makers to make reasonable adjustments in certain circumstances. Where a disabled person is at a substantial disadvantage in comparison with people who are not disabled, there is a duty to take reasonable steps to remove that disadvantage by (i) changing provisions, criteria or practices; (ii) altering, removing or providing a reasonable alternative means of avoiding physical features; and (iii) providing auxiliary aids¹⁰. The Act makes it lawful to treat a person with a protected characteristic more favourably than others. In the case of a disabled person, the Act requires service providers to anticipate their needs by considering who might use a service and making appropriate reasonable adjustments before a request is received. The EQIA enables HS2 Ltd to identify where such adjustments may be required, such as noise insulation or maintaining accessible routes, in order to meet its anticipatory duty.

⁸ *Equality Act 2010*. London, Her Majesty's Stationery Office.

⁹ For the protected characteristic of marriage and civil partnership, only the first requirement of the PSED applies.

¹⁰ Equality and Human Rights Commission (EHRC) (2014), *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>.

Protected characteristics and protected groups

- 1.2.4 The Act consolidated previous legislation designed to prohibit discrimination on the grounds of protected characteristics. The Act identifies nine protected characteristics. These are¹¹:
- age: this refers to a person belonging to a particular age or range of ages;
 - disability: a person has a disability if she or he has a physical or mental impairment that has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities;
 - gender reassignment: people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) for the purpose of reassigning their sex¹²;
 - marriage and civil partnership: marriage can be between a man and a woman or between two people of the same sex. Same-sex couples can also have a civil partnership. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act);
 - 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 a group of people defined by their colour, nationality (including citizenship) ethnic or national origins;
 - religion and belief: religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief including lack of belief (such as atheism).
 - sex¹³: this refers to a man or to a woman, or to a group of people of the same sex; and
 - sexual orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.
- 1.2.5 The Equality Act 2010, as adopted, does not specify socio-economic status as a protected characteristic.
- 1.2.6 In relation to marriage and civil partnership, a body subject to the PSED only needs to comply with the first of the three aims of the duty set out in paragraph 1.2.1 (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 Unless otherwise stated, definitions are based on those provided by the Equality and Human Rights Commission (EHRC). EHRC (2017), *Protected Characteristics*. Available online at: <https://www.equalityhumanrights.com/en/equality-act/protected-characteristics>

¹² *Equality Act 2010*. London, HMSO

¹³ Sex is the protected characteristic and not gender

1.2.7 This working draft EQIA Report uses the term 'protected characteristic groups' (or PCGs) to refer to groups of people who share a particular protected characteristic.

1.3 Aims of the Equality Impact Assessment

1.3.1 The formal EQIA Report will contribute towards HS2 Ltd's active fulfilment of its PSED obligations both during the design stage of the Proposed Scheme and during subsequent design development. The EQIA is a predictive assessment, considering, in advance of implementation, the potential impacts from the construction and operation of the Proposed Scheme, and the potential effects of these for PCGs. The EQIA, which draws on the findings of the EIA, serves to inform design, mitigation and other relevant project-related decisions.

1.3.2 The objectives underpinning the EQIA are to:

- identify the presence of PCGs along the route of the Proposed Scheme, in particular where such groups are disproportionately represented amongst those most likely to be affected by the Proposed Scheme;
- draw on engagement with stakeholders and literature review to inform the understanding of likely needs of those groups, relevant to identified potential effects;
- assess the potential effects of the Proposed Scheme's construction and operation for PCGs, including how the Proposed Scheme could affect relations between groups;
- identify measures, including reasonable adjustments, to avoid, minimise and/or mitigate potential negative equality effects on PCGs; 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 PCGs and other people.

1.4 Relationship to the Environmental Statement

1.4.1 This working draft EQIA Report considers the equality effects of the Proposed Scheme, based on the design that is reported in the HS2 Phase 2b (Crewe to Manchester and West Midlands to Leeds) working draft Environmental Statement (ES). It draws on information provided in the working draft ES, however, it does not use the same assessment process or significance criteria to judge the significance of effects. The 'test' the EQIA uses is whether or not there is potential for a differential or disproportionate effect on PCGs (see Section 2.3 of this report).

1.4.2 The working draft EQIA Report draws on the lessons learned from reports and public consultations undertaken for Phase One and Phase 2a of HS2. The working draft EQIA Report and the working draft ES have shared data gathering across assessment topics, particularly with regard to community baseline data. This working draft EQIA Report has also drawn on baseline evidence and assessment from other environmental impact assessment (EIA) disciplines, where relevant. The working draft EQIA assesses whether any of the effects identified in relevant ES assessments

(community; health; socio-economic; traffic and transport; air quality; sound, noise and vibration; and landscape and visual) could have disproportionate or differential effects on groups with protected characteristics.

1.5 Further steps to fulfil the Public Sector Equality Duty

- 1.5.1 Under the Equality Act 2010, there is no requirement to undertake an EQIA, and such an exercise is neither necessary nor sufficient for compliance with the PSED. HS2 Ltd has taken the view that, in this instance, an EQIA will materially assist in the fulfilment of the PSED in highlighting the areas where particular attention should be paid to the needs of PCGs. The effects of the Proposed Scheme on PCGs will be monitored and assessed on an on-going basis.
- 1.5.2 HS2 Ltd will ensure that potential effects identified in this working draft EQIA Report are kept under review, and where appropriate, the baseline evidence will be updated and further stakeholder engagement undertaken. That further information and appraisal of potential effects will be used to inform future decisions.
- 1.5.3 HS2 Ltd has an equality lead responsible for overseeing monitoring and reporting of equality effects during the construction of the Proposed Scheme and all phases of HS2. The HS2 Equalities, Diversity and Inclusion (EDI) team will continue to bring equality issues to the attention of the project team and is responsible for reporting on the effectiveness of measures taken to mitigate potential or actual negative effects as well as positive actions to promote equality.

1.6 Structure of the Report

- 1.6.1 The remainder of this report is structured as follows:
- Section 2 – summarises the scope and methodology employed for the EQIA;
 - Section 3 – outlines the approach taken to stakeholder engagement and public consultation;
 - Section 4 – sets out baseline data on people with protected characteristics;
 - Section 5 – provides a route wide assessment of potential equality effects, taking account of general mitigation measures assumed to be employed; and
 - Sections 6, 7 and 8 – provide a detailed assessment of specific individual effects separately for the three route sections of the Proposed Scheme.

2 Scope and methodology

2.1 Introduction

2.1.1 This section of the report summarises the scope and methodology for the assessment of potential equality effects associated with the construction and operation of the Proposed Scheme. The methodology is set out in detail in the EQIA SMR¹⁴.

2.2 Scope of the EQIA

2.2.1 The scope of this EQIA takes account of the requirements of the PSED: to eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act; advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it; and foster good relations between people who share a relevant protected characteristic and those who do not share it.

2.2.2 The report considers potential equality effects for people sharing protected characteristics, grouped in relation to key equality concerns. Further information on potential equality effects is provided in Section 5 of this report and in the EQIA SMR.

Spatial scope

2.2.3 The spatial scope of this working draft EQIA Report is guided by the assessments reported in the working draft ES and professional experience and judgement. An overarching spatial approach based around 26 community areas (see Sections 4.4, 4.5 and 4.6 of this report) is used across the working draft ES and working draft EQIA Report, ensuring consistency between the assessments. The community areas are spread across three route sections or 'development areas'. These are:

- Development Area 1: the 'western leg' between Crewe and Manchester and the spur to the WCML connection;
- Development Area 2: the southern section of the 'eastern leg' between Birmingham and Bolsover; and
- Development Area 3: the northern section of the 'eastern leg' between Bolsover and Leeds and the connection towards the ECML.

2.2.4 The two additional MML community areas are not included in the scope of the working draft EQIA but will be assessed in the formal EA as part of Development Area 3. These will bring the total number of community areas to 28.

2.2.5 This working draft EQIA Report considers equality effects at varying spatial levels according to the nature of the effect and the aspect of the Proposed Scheme that would give rise to the effect. This working draft EQIA considers only those effects that have been assessed in the working draft ES. This includes primarily those arising from direct impacts associated with the land required for the construction of the Proposed

¹⁴ EQIA SMR, 2018, <https://www.gov.uk/hs2>

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

Scheme. Other effects including noise, air quality, traffic and transport and health effects will be reported in the formal EQIA, published alongside the hybrid Bill.

- 2.2.6 All distances quoted from the line of route of the Proposed Scheme relate to what would be the centre line of the operational railway.

Temporal scope

- 2.2.7 The report considers potential equality effects arising during the construction period (2023-2033), and once the Proposed Scheme is operational (starting in 2033).

2.3 Assessment methodology

Guidance

- 2.3.1 There is a limited range of methodological guidance available that is specifically driven by practical application of EQIA, and none that is statutory guidance. Relevant guidance on fulfilling the PSED is listed in Section 1.2.4 **Error! Reference source not found.** of this report. In addition to this, the EQIA will also take into account accessibility guidance, including DfT guidance on Inclusive Mobility¹⁵, and relevant British Standards¹⁶.
- 2.3.2 The methodology for this EQIA is set out in the EQIA SMR and draws on lessons learned from HS2 Phase One and Phase 2a. Further information on the guidance used to inform the assessment is provided in the EQIA SMR.

Equality Analysis

- 2.3.3 An Equality Analysis was conducted on behalf of HS2 Ltd in July 2013¹⁷, 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 analysis was updated in 2016¹⁸, and identified key equality concerns and potential impacts for protected characteristic groups, and 'clusters' of protected characteristics groups along the Phase Two route.

Evidence base

- 2.3.4 This working draft EQIA considers relevant evidence, including baseline data and published research on equality issues, and builds on the evidence collected during the Equality Analysis to develop a more detailed understanding of PCGs in potentially affected communities. Annex D to this report provides a summary of relevant published evidence to inform the understanding of the sensitivity of PCGs. A summary of baseline evidence is included in Section 4 of this report, and the EQIA Map Book.

¹⁵ DfT (2005), *Inclusive Mobility*. Available online at: <https://www.gov.uk/government/publications/inclusive-mobility>

¹⁶ For example, BS8300, *Design of an accessible and inclusive built environment*.

¹⁷ 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

¹⁸ HS2 Ltd (2016), *High Speed Rail: HS2 Phase 2b preferred route. Sustainability Statement including Post Consultation Update, Appendix A – Equality Analysis*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/568165/C331_Sustainability_Statement_Update_Post_Consultation_Appendix_A_Equality_Analysis_WEB_VERSION.pdf

Further information on the data used to build the evidence base for the assessment is provided in the EQIA SMR.

Stakeholder engagement

- 2.3.5 Engagement enables communities and specialist, expert and technical groups to comment on and inform the scope and methodology of the assessment, the enhancement of beneficial effects, and the mitigation of disproportionate or differential effects. The approach to stakeholder engagement to inform the EQIA is described in full in Section 3 of this report and in the EQIA SMR. Section 3 also provides a summary of stakeholder engagement undertaken to date.

Assessment criteria

- 2.3.6 The EQIA does not assess significance of effects. Equality effects are defined as where an impact is identified as likely to have disproportionate or differential effects on groups of people on the grounds of their protected characteristics. A disproportionate equality effect arises when an impact has a proportionately greater effect on PCGs than on other members of the general population in a particular location. For the purposes of this working draft EQIA, disproportionality can arise in two main ways, either:
- where an impact is predicted on a residential area and PCGs are known to make up a greater proportion of the affected resident population than their representation in the wider local authority (LA) district and/or county/region; or
 - where an impact is predicted on a community resource predominantly or heavily used by PCGs (e.g. primary schools attended by children; care homes catering for very elderly people).
- 2.3.7 A differential equality effect is one that affects members of a PCG differently from the rest of the general population because of specific needs, or a recognised sensitivity associated with their protected characteristic.
- 2.3.8 In some cases, PCGs could be subject to both disproportionate and differential equality effects.
- 2.3.9 Where the characteristics of those affected is not known, then the EQIA is unable to judge whether there is a disproportionate or differential effect. In such cases, where it is considered, based on professional judgement, that there is the potential for equality effects to occur, these are reported as 'route-wide' effects in Section 5 of the report. Should this information subsequently be made available to HS2 Ltd, for example through engagement, disproportionate and/or differential equality effects will be individually assessed and reported in the formal EQIA.

3 Stakeholder engagement and public consultation

3.1 Introduction

3.1.1 This section of the report describes the approach taken to stakeholder engagement. Stakeholder engagement is ongoing, and further information including a full description of all stakeholder engagement activities undertaken will be provided in the formal EQIA Report.

3.1.2 The stakeholder engagement programme is designed to gather information on PCGs and local sensitivities, and to identify potential equality effects of the Proposed Scheme and mitigation. Stakeholder engagement ensures that local needs and considerations are taken into account throughout the iterative process of design, assessment and mitigation. The aim is to identify issues early to enable the timely integration of any consequent changes into the design and assessment of the Proposed Scheme.

3.2 Objectives

3.2.1 The EQIA stakeholder engagement process seeks to engage specifically with people with protected characteristics and other identified stakeholders about their needs in order to help identify potential equality effects and begin to consider potential mitigation. The primary mechanism for this interaction is through face-to-face meetings and workshops.

3.2.2 The key objectives of the EQIA stakeholder engagement process at this working draft stage are to:

- identify PCGs within a local authority (LA) area;
- identify facilities and services potentially affected by the construction or operation of the Proposed Scheme that may be used by people with protected characteristics;
- engage with representatives of facilities and services so identified with a view to understanding their operation and use, including user profiles; and
- engage with people who have shared protected characteristics or representatives of PCGs to better understand how impacts arising from the construction and operation of the Proposed Scheme might affect those members of the community differently.

3.3 Stakeholder engagement methodology

Identifying stakeholders

3.3.1 Stakeholder mapping is a process that identifies the key stakeholders for any given project and provides the means by which they can be most appropriately engaged. This process provides a proactive approach to ensuring that all those who should be

engaged or involved are considered. Recognising who should be considered enables suitable mechanisms for engagement to be selected and implemented.

3.3.2 A stakeholder mapping exercise identified four different stakeholder groups to be engaged with for the EQIA:

- relevant public bodies such as the Equality and Human Rights Commission (EHRC), and other national and local organisations that support or represent people with protected characteristics;
- LA equality and diversity officers (titles may differ between LAs) along the route of the Proposed Scheme;
- parish councils along the route of the Proposed Scheme; and
- owners or operators of community resources that provide services to people with protected characteristics that are likely to experience equality effects.

Methods of engagement

3.3.3 Face-to-face meetings have been held with the EHRC as well as a number of local authorities and parish councils, and some owners and/or operators of directly affected community resources.

3.3.4 These were preliminary meetings to introduce the Proposed Scheme and the approach to the EQIA. It is intended that engagement will continue with stakeholders through face-to-face meetings, and ad-hoc email and telephone communication.

3.3.5 The assessment will continue to identify further potentially sensitive resources along the route of the Proposed Scheme. It is intended, as far as possible, to engage with representatives of the owners/operators of these resources in order to develop a full understanding of the impact of the Proposed Scheme and the potential for equality effects. At this stage of the assessment it has not yet been possible to engage with all relevant stakeholders but the process has commenced and will continue through to and beyond the publication of the formal ES and formal EQIA. Information gathered from these will be used to inform the assessment and to help identify reasonably practicable mitigation measures.

3.4 Consultation on the EQIA Scope and Methodology Report (SMR)

3.4.1 The draft EQIA SMR was consulted on between 17 July 2017 and 29 September 2017. As part of the process of consultation, stakeholders were invited to comment on the proposed scope and methodology for the EQIA. HS2 Ltd's response to issues raised through the EQIA SMR consultation are summarised in the EQIA SMR Consultation Summary Report¹⁹, published alongside this working draft EQIA.

¹⁹ EQIA CSR, 2018, <https://www.gov.uk/hs2>

4 Baseline

4.1 Introduction

- 4.1.1 This section of the report presents a summary of baseline information that has been collected to establish the representation of people with protected characteristics in communities along the route of the Proposed Scheme.
- 4.1.2 The baseline considers the following protected characteristics, as defined in the Act: age, disability, race and religion or belief. It also considers deprivation in order to provide broader socio-economic context at a local level along the route. Data is presented at Lower Super Output Area (LSOA) level²⁰.
- 4.1.3 At this stage, the baseline has not considered data for the protected characteristics of sexual orientation, gender re-assignment or pregnancy and maternity, due to a lack of reliable data available at LSOA level. The protected characteristic of sex has not been considered as it is expected that the methodology would be unlikely to identify disproportionate representation of males or females in any given LSOA. Data for these characteristics will be considered on a case-by-case basis in the formal EQIA, in relation to specific affected resources.
- 4.1.4 Data for the protected characteristic of marriage and civil partnership has not been collected. As explained in Section 1 of this report, only the first aim of the PSED applies to this characteristic, and only in relation to work. It is, therefore, considered outside the scope of the assessment.

4.2 Data collection

Geographical scope

- 4.2.1 The geographical scope covers all LSOAs within or intersected by a 1km buffer from the route of the Proposed Scheme. The data is collected at LSOA level to provide as much geographical accuracy as possible.
- 4.2.2 In most cases, the most recent Office for National Statistics (ONS) data available at LSOA level for relevant protected characteristics is from the 2011 Census. Although this dataset is eight years old, the benefits offered by LSOA level data in terms of local detail outweigh the fact that it may not be the latest data available.
- 4.2.3 For example, claimant count data on Disability Living Allowance (DLA) would provide more up-to-date information on the number of disabled people than the census. However, DLA data is published at LA level, and therefore, would not allow the baseline analysis to identify disproportionate representation of people with disabilities at the local level. LSOA-level census data on long-term limiting illness, where day-to-day activities were limited 'a lot' by a health problem or disability, which

²⁰ An LSOA is a statistical unit used by the Office for National Statistics, including for the Census. Each LSOA comprises approximately 1,500 people and 650 households.

has lasted or was expected to last for more than 12 months, has, therefore, been used instead as the best data available on disability at a local level.

Data analysis

- 4.2.4 The focus of the data analysis is on identifying 'outliers', or areas where there was a disproportionate representation of one or more PCGs.
- 4.2.5 The race, religion or belief, and age PCGs have been divided in to relevant sub-groups. For example, race has the following sub groups: White, Mixed/multiple ethnic groups (referred to hereafter as 'Mixed'), Asian/Asian British, Black/African/Caribbean/Black British (referred to hereafter as 'Black') and Other Ethnic Group²¹.
- 4.2.6 A statistical test (called the standard deviation) has been applied to identify variation from the route-wide or regional average as a way of highlighting 'disproportionate' representation of PCGs (or PCG sub-groups) at LSOA level for each development area.
- 4.2.7 The standard deviation is a measure of the difference of each LSOA from the regional or route-wide average, in terms of the proportion of population that is from a specific PCG sub-group.
- 4.2.8 This has been calculated for:
- all LSOAs along the line of route of the Proposed Scheme within or intersected by the 1km buffer (referred to as 'route-wide'); and
 - the regions within which the LSOAs are located (referred to as 'regional').
- 4.2.9 Where the number of people within a PCG or sub-group in a specific LSOA is more than two standard deviations higher than either the route-wide average or the regional average, that group of people is identified as being disproportionately represented in that LSOA.
- 4.2.10 LSOAs with disproportionate representation of PCGs are displayed in the EQIA Map Book and referred to throughout the chapter. Each sub-group within each PCG has an individual map. There were some sub-groups that do not have any disproportionate LSOAs within one or more of the development areas, (e.g. Christian sub-group of religion and belief) and for these a map is not included. Where this was the case it has been noted at the start of each relevant section of the EQIA Map Book.

Additional information

- 4.2.11 The 2011 census used a range of measures to protect against the identification of individuals, households and businesses in published data. As a result, not all of the data included in census datasets is actual respondent data. Therefore, this report does not present data on any individual LSOAs with counts of PCGs below a threshold of 50²².

²¹ The census definition of Other Ethnic Group includes people of Arab ethnicity and people from any other ethnic group.

²² In order to protect against disclosure of personal information from the 2011 Census, ONS swaps records in the Census database between different geographic areas, and so below an ONS defined threshold some counts will be affected. This process is called Statistical Disclosure

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 4.2.12 Annex A of this report shows the average population of each PCG at the route-wide, regional and national level. All references to national average refer to the average for England. Regional averages refer to standard English regions (Greater London; South East; South West; West Midlands; North West; North East; Yorkshire and the Humber; East Midlands; and East of England).
- 4.2.13 Additional information regarding data collection specific to each sub-group are detailed in the relevant sections below.

Data sources

Deprivation

- 4.2.14 Last updated in 2015, the Index of Multiple Deprivation (IoMD) is a nationally-recognised measure of relative deprivation in England²³. It combines data from seven 'domains', to provide an overall measure of multiple deprivation. The domains are income; employment; education, skills and training; health and disability; crime; barriers to housing and services; and living environment. The IoMD ranks individual LSOAs according to their overall level of multiple deprivation. For the purposes of this report, the analysis focuses on LSOAs that are ranked within the 20% most deprived in England.

Age

- 4.2.15 The Act states that the protected characteristic of age refers to a person belonging to a particular age or range of ages. For the purpose of this assessment, the following age ranges are considered as sub-groups: 0-15, 16-24, 65-84 and 85 and over.

Disability

- 4.2.16 The Act states that 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.
- 4.2.17 For the purpose of this assessment, the analysis of disability uses census data on limiting long-term health problems and disability. It should be noted that this is self-reported data. DLA and Personal Independence (PIP) claimant count data provides a measure that is related to the government's assessment of a person's disability, and is updated quarterly. As discussed in paragraph 4.2.3, however, claimant count data is not available at LSOA level.

Race

- 4.2.18 The Act lists race as a protected characteristic. The definition of race refers to a group of people defined by their colour, nationality and ethnic or national origins.
- 4.2.19 For the purpose of this assessment, the analysis of race uses census data on ethnicity for the following broad ethnic groups: White, Mixed, Asian/Asian British, Black and

Control, see <http://www.ons.gov.uk/ons/guide-method/census/2011/the-2011-census/processing-the-information/statistical-methodology/statistical-disclosure-control-for-2011-uk-census---q-a.pdf?format=hi-vis> for more details. Therefore, the records that have been geographically swapped have been excluded from the EQIA analysis.

²³ Ministry of Housing, Communities and Local Government (2015), *English Indices of Deprivation*. Available online at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

Other ethnic origins. The census also provides information on additional classifications within these broad ethnic groups. A further breakdown can be found in Annex B of this report, which provides information about representation of particular sub-groups within LSOAs that record disproportionate representation of one or more broad ethnic group.

Religion or belief

- 4.2.20 The Act defines religion as any religion, including a lack of religion; and belief as any religious or philosophical belief, including a lack of belief. As discussed in paragraph 4.2.11, this report uses data from the 2011 Census and considers all religious groups for which census data is available and exceeds the threshold of 50 people within an individual LSOA.

4.3 Route-wide overview

- 4.3.1 Table 2 in Annex A of this report shows the proportion of the total population in 2011 that fell into each of the relevant age groups, at the route-wide, regional and national level. The data shows that, route-wide, 22% of the population were aged between 0 and 15, and 12% were aged between 16 and 24. Among older groups, 11% were aged between 65 and 84 while 2% were aged 85 and over.
- 4.3.2 Table 3 in Annex A shows the average population with a long-term limiting illness at the route-wide, regional and national level. It shows that route-wide, 9% of the population reported that their day to day activities were limited 'a lot' by a health problem or had a disability which has lasted or was expected to last for more than 12 months. This broadly aligns with the national average.
- 4.3.3 Table 4 in Annex A shows the average population in each of the relevant ethnic sub-groups at the route-wide, regional, and national level. It shows that route-wide, the majority of the population were White, 6.7% of the population were Asian/Asian British, 2.5% were Black, 2.2% were of Mixed ethnicity and 1.1% were of Other ethnicity.
- 4.3.4 Table 5 in Annex A shows the average population by religion, at the route-wide, regional and national level. It shows that, on average, less than 1% of people route-wide had Buddhist, Hindu, Jewish or Sikh beliefs. This is lower than the national average. It also shows that over 5% of the population route-wide were Muslim, which is in line with the national average of 5%.

4.4 Development Area 1 – Crewe to Manchester

Overview and context

- 4.4.1 Development Area 1 consists of eight community areas:
- Hough to Walley's Green (MA01);
 - Wimboldsley to Lostock Gralam (MA02);
 - Pickmere to Agden and Hulseheath (MA03);
 - Broomedge to Glazebrook (MA04);

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- Risley to Bamfurlong (MA05);
- Hulseheath to Manchester Airport (MA06);
- Davenport Green to Ardwick (MA07); and
- Manchester Piccadilly Station (MA08).

4.4.2 Within this development area there are 229 LSOAs, of which 26 were among the 20% most deprived LSOAs in England in 2015. High levels of deprivation were concentrated within the Manchester Piccadilly Station area and Davenport Green to Ardwick area in the north-east of the development area, Risley to Bamfurlong area in the north-west, and in central Crewe, within the Hough to Walley's Green area, towards the south. IoMD data is shown in Map EQ-02-301 in the EQIA map book.

Age

- 4.4.3 In 2011, 22 of the LSOAs in Development Area 1 had a disproportionate representation of residents aged 0 to 15, in comparison to the route-wide and/or regional averages. These were located within the Risley to Bamfurlong area, Manchester Piccadilly Station area, Davenport Green to Ardwick area, and Broomedge to Glazebrook area, as shown in Map EQ-08-301.
- 4.4.4 Ten LSOAs had a disproportionate representation of residents aged 16 to 24, in comparison to the route and/or regional averages. These were located within the Manchester Piccadilly Station area, Davenport Green to Ardwick area and Hough to Walley's Green area, as shown in Map EQ-09-301.
- 4.4.5 In the 65-84-year-old age category, 10 LSOAs had a disproportionate representation, in comparison to the route-wide and/or regional averages. These were also located within the Manchester Piccadilly Station area, Davenport Green to Ardwick area and Hough to Walley's Green area, as shown in Map EQ-10-301.
- 4.4.6 There were 15 LSOAs that had a disproportionate representation of residents aged 85 and over, in comparison to the route-wide and/or regional averages. These were located in the Manchester Piccadilly Station area, Davenport Green to Ardwick area, Risley to Bamfurlong area, Pickmere to Agden and Hulseheath area, and Hough to Walley's Green area, as shown in Map EQ-11-301.

Disability

- 4.4.7 In 2011, two LSOAs in Development Area 1 had a disproportionate representation of residents whose day-to-day activities were limited 'a lot' by a health problem or disability which has lasted or was expected to last for more than 12 months. These were located in the area of Risley to Bamfurlong area in the north-west of the development area, as shown in Map EQ-12-301.

Race

- 4.4.8 In total, 62 LSOAs had a disproportionate representation of residents of Mixed ethnicity. These were located within the Davenport Green to Ardwick area and Manchester Piccadilly Station area, as shown in Map EQ-14-301.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 4.4.9 There were 26 LSOAs that had a disproportionate representation of residents of Asian/Asian British ethnicity when compared to the route-wide and/or regional averages. These were located in the northern part of the Davenport Green to Ardwick area, and in the Manchester Piccadilly Station area, as shown in Map EQ-15-301.
- 4.4.10 A total of 35 LSOAs had a disproportionate representation of residents of Black ethnicity when compared to the route-wide and/or regional averages. These were located in the Davenport Green to Ardwick area and Manchester Piccadilly Station area, as shown in Map EQ-16-301.
- 4.4.11 There were 46 LSOAs that had a disproportionate representation of residents of Other ethnicity when compared to the route-wide and/or regional averages. These were located in the Manchester Piccadilly Station area, Davenport Green to Ardwick area, and Hulseheath to Manchester Airport area, as shown in Map EQ-17-301.

Religion or belief

- 4.4.12 In 2011, six LSOAs in Development Area 1 had a disproportionate representation of residents with Buddhist beliefs, in comparison to the route-wide and/or regional averages. These were located in the Manchester Piccadilly Station area and on the border between the Manchester Piccadilly Station area and Davenport Green to Ardwick area, as shown in Map EQ-03-301.
- 4.4.13 Twelve LSOAs had a disproportionate representation of residents with Hindu beliefs, in comparison to the route-wide and/or regional averages. These were located in the area of the Manchester Piccadilly Station area, Davenport Green to Ardwick area, and on the border between the Davenport Green to Ardwick area and Hulseheath to Manchester Airport area, as shown in Map EQ-04-301.
- 4.4.14 Ten LSOAs had a disproportionate representation of residents with Jewish beliefs, in comparison to the route-wide and/or regional averages. These were located in the Davenport Green to Ardwick area and Hulseheath to Manchester Airport area, as shown in Map EQ-05-301.
- 4.4.15 There were 23 LSOAs that had a disproportionate representation of residents with Muslim beliefs, in comparison to the route-wide and/or regional averages. These were clustered together within the Davenport Green to Ardwick area and Manchester Piccadilly Station area towards the north of the development area, as shown in Map EQ-06-301.
- 4.4.16 There were no LSOAs within Development Area 1 with a disproportionate representation of residents with Sikh beliefs, and therefore, no maps have been produced for this sub-group.

Coincidence of multiple PCGs

- 4.4.17 Annex C of this report identifies the LSOAs in which there was a disproportionate representation of three or more PCGs. Table 10 in Annex C also gives a further breakdown of the sub-groups within each PCG.
- 4.4.18 Development Area 1 has the highest occurrence of disproportionate representation of multiple PCGs out of the three development areas. In total, there were 33 LSOAs

containing a disproportionate representation of three or more PCGs. The majority were clustered within the Davenport Green to Ardwick area and Manchester Piccadilly Station area as shown in Map EQ-18-301. Further information is provided in Annex C of this report.

4.5 Development Area 2 – Birmingham to Bolsover

Overview and context

4.5.1 Development Area 2 consists of eight community areas:

- Lea Marston to Tamworth (LA01);
- Birchmoor to Austrey (LA02);
- Appleby Parva to Ashby-de-la-Zouch (LA03);
- Coleorton to Kegworth (LA04);
- Ratcliffe-on-Soar to Long Eaton (LA05);
- Stapleford to Nuthall (LA06);
- Hucknall to Selston (LA07); and
- Pinxton to Newton and Huthwaite (LA08).

4.5.2 Within this development area there are 130 LSOAs, of which 16 were amongst the 20% most deprived areas in England in 2015. High levels of deprivation were more prevalent towards the north of the development area in the Pinxton to Newton and Huthwaite area, Hucknall to Selston area, Stapleford to Nuthall area, and Ratcliffe-on-Soar to Long Eaton area. There was also one LSOA that records relatively high multiple deprivation in the Birchmoor to Austrey area, towards the south of the development area. IoMD data is shown in Map EQ-02-302.

Age

4.5.3 Five LSOAs in Development Area 2 had a disproportionate representation of residents aged 0 to 15, in comparison to the route-wide and/or regional averages. These were located within the Stapleford to Nuthall area and Ratcliffe-on-Soar to Long Eaton area, as shown in Map EQ-08-302.

4.5.4 In the 16 to 24 age sub-group, just one LSOA had a disproportionate representation, in comparison to the route-wide and/or regional averages. This was located in the Stapleford to Nuthall area, on the border with the Hucknall to Selston area, as shown in Map EQ-09-302.

4.5.5 A total of eight LSOAs had a disproportionate representation of residents aged 65 to 84, in comparison to the route-wide and/or regional averages. These were spread across the development area in the Pinxton to Newton and Huthwaite area, Hucknall to Selston area, Ratcliffe-on-Soar to Long Eaton area, Appleby Parva to Ashby-de-la-Zouch area and Lea Marston to Tamworth area, as shown in Map EQ-10-302.

- 4.5.6 Three LSOAs had a disproportionate representation of residents aged 85 and over, in comparison to the route and/or regional averages. These were located in the Ratcliffe-on-Soar to Toton area, Stapleford to Nuthall area, and Hucknall to Selston area, as shown in Map EQ-11-302.

Disability

- 4.5.7 In total, two LSOAs in Development Area 2 had a disproportionate representation of residents whose day-to-day activities were limited 'a lot' by a health problem or disability which has lasted or was expected to last for more than 12 months. These were located in the Stapleford to Nuthall area and Hucknall to Selston area, towards the north-west of the development area, as shown in Map EQ-12-302.

Race

- 4.5.8 Six LSOAs in Development Area 2 had a disproportionate representation of residents with Mixed ethnicity, in comparison to the route-wide and/or regional averages. These were located within the Stapleford to Nuthall area, as shown in Map EQ-14-302.
- 4.5.9 Four LSOAs had a disproportionate representation of residents from Black ethnic sub-groups, in comparison to the route-wide and/or regional averages. These were also located in the north-east of the Stapleford to Nuthall area, as shown in Map EQ-16-302.
- 4.5.10 There were no LSOAs within Development Area 2 with a disproportionate representation of an Asian/Asian British or Other ethnic sub-groups, and therefore, no maps have been produced for these sub-groups.

Religion or belief

- 4.5.11 Two LSOAs in Development Area 2 had a disproportionate representation of residents with Hindu beliefs, in comparison to the route-wide and/or regional averages. These were located in the Stapleford to Nuthall area and Ratcliffe-on-Soar to Long Eaton area, as shown in Map EQ-04-302.
- 4.5.12 There were three LSOAs that had a disproportionate representation of residents with Sikh beliefs, in comparison to the route-wide and/or regional averages. These were also located in the Stapleford to Nuthall area, as shown in Map EQ-07-302.
- 4.5.13 There were no LSOAs within Development Area 2 with a disproportionate representation of people with Buddhist, Jewish or Muslim beliefs, and therefore, no maps have been produced for these sub-groups.

Coincidence of multiple PCGs

- 4.5.14 Annex C of this report identifies the LSOAs in which there was a disproportionate representation of three or more PCGs. Table 11 in Annex C also gives a further breakdown of the sub-groups within each PCG.
- 4.5.15 Development Area 2 had just one LSOA (in Bilborough, Nottingham, within the Stapleford to Nuthall area) with a disproportionate representation of three PCGs, as shown in Map EQ-18-302.

4.6 Development Area 3 – Bolsover to Leeds

Overview and context

4.6.1 Development Area 3 consists of 10 community areas:

- Stonebroom to Clay Cross (LA09);
- Tibshelf to Shuttlewood (LA10);
- Staveley to Aston (LA11);
- Ulley to Bramley (LA12);
- Ravenfield to Clayton (LA13);
- South Kirkby to Sharlston Common (LA14);
- Warmfield to Swillington and Woodlesford (LA15);
- Garforth and Church Fenton (LA16);
- Stourton to Hunslet (LA17); and
- Leeds Station (LA18).

4.6.2 Within this development area there are 181 LSOAs, of which 58 were among the 20% most deprived areas in England in 2015. High levels of deprivation were spread across the route, with the Stonebroom to Clay Cross area being the only area with no LSOAs recording relatively high levels of multiple deprivation. IoMD data is shown in Map EQ-02-303.

Age

4.6.3 Three LSOAs in Development Area 3 had a disproportionate representation of residents aged 0 to 15, in comparison to the route-wide and/or regional averages. Two of these were located in the Ravenfield to Clayton area and one further LSOA was located in the Stourton to Hunslet area, as shown in Map EQ-08-303.

4.6.4 Three LSOAs had a disproportionate representation of residents aged 16 to 24, in comparison to the route-wide and/or regional averages. These were located in the Stourton to Hunslet area, and South Kirkby to Sharlston Common area, as shown in Map EQ-09-303.

4.6.5 Five of the LSOAs in Development Area 3 had a disproportionate representation of residents aged 65 to 84, in comparison to the route-wide and/or regional averages. Four of these were located within the Warmfield to Swillington and Woodlesford area and one was located in the Leeds Station area, as shown in Map EQ-10-303.

4.6.6 Nine LSOAs had a disproportionate representation of residents aged 85 and over, in comparison to the route-wide and/or regional averages. These were spread across the development area in the Tibshelf to Shuttlewood area, Ravenfield to Clayton area, South Kirkby to Sharlston Common area, Warmfield to Swillington and Woodlesford area, Stourton to Hunslet area, and Leeds Station area, as shown in Map EQ-11-303.

Disability

- 4.6.7 There were 19 LSOAs that had a disproportionate representation of residents whose day-to-day activities were limited by a health problem or disability which has lasted or was expected to last for more than 12 months. These were spread across the development area in the Tibshelf to Shuttlewood area, Staveley to Aston area, Ravenfield to Clayton area, South Kirkby to Sharlston Common area, and Leeds Station area, as shown in Map EQ-12-303.

Race

- 4.6.8 In total, six LSOAs in Development Area 3 had a disproportionate representation of residents with Mixed ethnicity, in comparison to the route-wide and/or regional averages. These were located within the Leeds Station area, Garforth and Church Fenton area and Stourton to Hunslet area, as shown in Map EQ-14-303.
- 4.6.9 Three LSOAs had a disproportionate number of Asian/Asian British residents, in comparison to the route-wide and/or regional averages. These were located in the Stourton to Hunslet area, on the border with Leeds Station, as shown in Map EQ-15-303.
- 4.6.10 There were 12 LSOAs that had a disproportionate representation from Black ethnic sub-groups, in comparison to the route-wide and/or regional averages. These were located in the north-west of the development area in the Leeds Station area, Garforth and Church Fenton area and Stourton to Hunslet area, as shown in Map EQ-16-303.
- 4.6.11 Five LSOAs had a disproportionate number of people from the Other ethnic sub-group, in comparison to the route and/or regional averages. These were located in the Leeds Station area in the north-west of the development area, as shown in Map EQ-17-303.

Religion or belief

- 4.6.12 One LSOA, located in the Leeds Station area, had a disproportionate representation of residents with Buddhist beliefs, in comparison to the route-wide and/or regional averages. This is shown in Map EQ-03-303.
- 4.6.13 Nine LSOAs had a disproportionate representation of residents with Hindu beliefs, in comparison to the route-wide and/or regional averages. These were also located in the Leeds Station area, as shown in Map EQ-04-303.
- 4.6.14 Three LSOAs had a disproportionate representation of residents with Muslim beliefs, in comparison to the route-wide and/or regional averages. These were located in the Stourton to Hunslet area on the border with the Leeds Station area, as shown in Map EQ-06-303.
- 4.6.15 There were no LSOAs within Development Area 3 with a disproportionate representation of residents with Jewish or Sikh beliefs, and therefore, no maps have been produced for these sub-groups.

Coincidence of multiple PCGs

- 4.6.16 Annex C of this report identifies the LSOAs in which there was a disproportionate representation of three or more PCGs. Table 12 in Annex C also gives a further breakdown of the sub-groups within each PCG.
- 4.6.17 Development Area 3 contained five LSOAs with a disproportionate representation of three or more PCGs. These were located in the Leeds Station and Stourton to Hunslet areas, as shown in Map EQ-18-303.

5 Route-wide assessment

5.1 Introduction

- 5.1.1 This section of the report provides a summary of the potential route-wide equality effects of the Proposed Scheme during construction and operation. It also sets out general mitigation measures that would serve to reduce adverse equality outcomes or would enhance potential beneficial equality outcomes.
- 5.1.2 The working draft EQIA has been undertaken on the assumption that the HS2 policies adopted for Phase One and Phase 2a will also apply to Phase 2b. The assessment also assumes that any general mitigation measures required as a result of those policies are implemented appropriately in the delivery and operation of the Proposed Scheme. Where policies are referred to in this working draft it is on this basis. Additional mitigation measures that would serve to reduce adverse equality outcomes, including reasonable adjustments, are not yet identified. Where relevant, these will be developed through stakeholder engagement and reported in the formal EQIA.
- 5.1.3 Due to the current stage of design development, the effects identified in this working draft report are predominantly those associated with the temporary and permanent land required for the Proposed Scheme. Wider equality effects, for example those arising from traffic and transport, sound, noise and vibration or health effects will be reported in the formal EQIA.

5.2 General measures to mitigate potential equality effects

- 5.2.1 A range of general measures would be put in place, which would serve to reduce potential adverse equality effects and enhance potential beneficial effects of the Proposed Scheme during construction and operation, including those as summarised below.

Draft Code of Construction Practice

- 5.2.2 The draft Code of Construction Practice (CoCP) (see the working draft Supporting document 2EVO1-ARP-EV-REP-000-00045), sets out measures to provide effective planning, management and control of environmental issues affecting people during construction. In addition, a Local Environmental Management Plan (LEMP) would be produced for each LA area. The draft CoCP and LEMP would be the means of managing the construction works associated with the Proposed Scheme, and would set out monitoring requirements, with the objective of ensuring that the effects of the works on people and the natural environment are reduced as far as reasonably practicable.
- 5.2.3 The draft CoCP uses the term 'nominated undertaker' to describe the body or bodies that would be appointed, in due course, to construct and maintain the Proposed Scheme. As required in the draft CoCP, the nominated undertaker and its contractors would produce and implement a community engagement framework and provide appropriately experienced community relations personnel to implement it, to provide appropriate information and to be the first point of contact to resolve community issues.

- 5.2.4 The appointed community relations personnel would be aware of equality and diversity issues relevant to the local community. The community engagement framework would include a mechanism for community relations personnel to report on newly arising issues concerning equality, as part of the ongoing monitoring and implementation of measures relating to equality. HS2 Ltd and the nominated undertaker would take all reasonable steps to engage with the community, particularly focusing on those who may be affected by construction impacts, including local residents, businesses, land owners and community resources, and the specific needs of PCGs.
- 5.2.5 The nominated undertaker would maintain a construction operations website (which will include an email function or the latest communication technique) and telephone helpline staffed 24 hours a day, seven days a week, to handle enquiries from the general public and local businesses regarding construction activities. It would also act as a first point of contact for information in case of any emergency or an incident. The helpline would be widely promoted and displayed on site signboards and hoardings. It would also be possible to contact the HS2 helpline service via the HS2 website email function. Information for the public would also be provided using other methods (e.g. social media, email alerts, local radio and newspapers), as appropriate. The service would also be available in different languages and alternative formats, on a case-by-case basis as agreed by the nominated undertaker.
- 5.2.6 The nominated undertaker and its contractors would ensure that local residents, occupiers, businesses, local authorities and parish councils affected by the proposed construction works would be informed in advance of works taking place by methods identified in the community engagement framework.

Environmental Minimum Requirements

- 5.2.7 It is expected that, as happened with Phase One, the Secretary of State would establish a set of environmental controls known as the Environmental Minimum Requirements (EMR), which would include a CoCP, as well as policies setting out the approach to managing specific aspects of the Proposed Scheme, such as land acquisition and disposal, noise mitigation and property compensation arrangements; and any undertakings and assurances given to petitioners and to Parliament during the passage of the hybrid Bill. The nominated undertaker would be responsible for implementing the EMRs.

Residential property compensation and assistance schemes

- 5.2.8 People whose properties have to be acquired for construction of the Proposed Scheme would be eligible for compensation in line with the provisions of the Compensation Code ('the Code')²⁴. Compensation may also be available under the Code once the Proposed Scheme is in operation for people who have had no land

²⁴ The collective term for the principles derived from both statute and case law, relating to compensation for compulsory acquisition. It ensures that when land is needed to build an infrastructure project, the owners receive compensation to help them to move house or to relocate a business. The code also ensures that those who experience physical effects from a scheme once it is in operation, for example vibration or noise, are entitled to compensation.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

acquired but who can demonstrate (against certain criteria) that their homes are physically affected by its operation.

- 5.2.9 In addition, and as for HS2 Phase One and Phase 2a, the Government has developed a package of property measures, which go above and beyond the Code. In July 2017, it was announced that the Government would implement long-term property compensation and assistance schemes for Phase 2b, based upon schemes already in place for Phase One and Phase 2a. These include express purchase, a need to sell scheme, rent back, and an extended homeowner protection zone to safeguard properties where changes to the route occur. Eligibility for these schemes depends on the location of the affected property. Further information about the property compensation schemes in place for HS2 Phase 2b can be found online²⁵.
- 5.2.10 The property compensation package includes provision for atypical properties and special circumstances allows wider consideration to be given to an applicant's health and mobility, and the suitability of their current property. In addition, the compensation and assistance schemes allow for the use of local valuers²⁶.
- 5.2.11 Further measures have been implemented in rural areas where the line runs on the surface, in recognition that, in general, the effects on communities during construction and operation can reasonably be expected to be much more marked in these areas. Phase 2b Eastern Leg as originally announced ran from the connection with Phase One at Kingsbury to the M1 south-east of Leeds and to the west of Church Fenton south of the connection to the East Coast Main Line. For the Western Leg the RSZ as originally announced ran from the connection with Phase 2a south of Crewe to the M56 junction 5 Manchester Airport and to the connection with the West Coast Main Line at Bamfurlong. The RSZ for Phase 2b was extended in 2017 in the areas north of Trowel, south-east of Leeds, north of Crewe and south of Long Eaton, as set out in the Government's July 2017 Property Consultation Response²⁷.
- 5.2.12 Following Royal Assent of the hybrid Bill for the Proposed Scheme, a Home Owner Payment scheme would be implemented as is currently in place on Phase One. This would apply to properties within 120m and 300m from the centre line of the railway, and would operate as a cash payment scheme for owner-occupiers. The scheme would apply in three fixed payment bands, which would decrease in value as distance from the line increases. Eligibility criteria would be similar to the RSZ.

²⁵ HS2 Ltd, *Property Schemes: Guide to HS2 property schemes, Phase 2b*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629740/HS2_phase_2b_property_schemes_guidance.pdf

²⁶ HS2 Ltd, *Need to Sell scheme: Guidance notes and frequently asked questions*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/717018/Need_to_Sell_scheme_-_Guidance_-_CS954a1_FINAL_1_.pdf

²⁷ HS2 Ltd High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds and beyond – Property Consultation Response. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629394/high-speed-two-phase-2b-crewe-to-manchester-west-midlands-to-leeds-and-beyond-property-consultation-response-web-version.pdf

Community infrastructure and public open spaces

- 5.2.13 The nominated undertaker would be required to provide information on public open space changes, including closures, through community liaison officers and in accordance with the measures contained within the draft CoCP.
- 5.2.14 The nominated undertaker would be required to maintain, where reasonably practicable, public rights of way (PRoW), including diversions, for pedestrians, cyclists and equestrians affected by the Proposed Scheme. Where reasonably practicable, this would include reasonable adjustments to maintain existing inclusive access or achieve new inclusive access measures. The nominated undertaker would install appropriate signage to communicate all temporary and permanent diversions of PRoW to the local community.
- 5.2.15 On completion of construction works in a particular location, the nominated undertaker would be required to reinstate public open spaces that had been occupied temporarily during construction. In cases where replacement facilities are to be provided, this would be done as soon as is reasonably practicable in the circumstances of the particular case. This would involve working with third parties, including relevant local authorities and community groups, to facilitate delivery.
- 5.2.16 The draft CoCP includes additional provisions relating to construction activity near schools including, where reasonably practicable, the avoidance of heavy goods vehicles (HGVs) operating adjacent to schools during drop off and pick up periods.

Businesses and employment

- 5.2.17 Businesses displaced by the Proposed Scheme would be compensated in accordance with the Code. HS2 Ltd recognises the importance of displaced businesses being able to relocate to alternative premises and it is assumed that the policy adopted for Phase 2a to provide additional support to facilitate this, as set out in Phase 2a Information Paper C7 Business Relocation, will be applied to Phase 2b.
- 5.2.18 HS2 Ltd has seven strategic objectives, including skills, employment and education (SEE). The HS2 Ltd Skills, Employment and Education Strategy²⁸, which is due to be published in autumn 2018 sets out how this objective will be delivered. The Strategy's aims will extend through the supply chain using procurement and contractual requirements. All major contracts will contain contractual requirements to provide SEE outputs, including apprenticeships, workless job starts²⁹ and schools' engagement. These requirements have the potential to identify and provide opportunities to workless people and members of PCGs who are more likely to experience employment-related disadvantage.
- 5.2.19 For each relevant contract, HS2 Ltd will set EDI requirements. These requirements have the potential to be positive for equality. Contract bids will be evaluated against a range of EDI criteria. Contractors are encouraged to adjust recruitment models and criteria where barriers to equality are identified. Contractors are required to monitor

²⁸ Further information is available online via the HS2 Ltd website: <https://www.gov.uk/government/organisations/high-speed-two-limited>.

²⁹ This refers to jobs that are taken up by people who were previously out of work.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

aspects of EDI, including recruitment and retention, to inform targeted efforts to address under-representation.

- 5.2.20 The SEE requirements and the procurement strategy identify appropriate positive actions, to the extent permitted by the Act, to promote equal opportunities for PCGs who are under-represented in the construction sector. This will contribute to the promotion of equal opportunity for groups of people with protected characteristics, building on existing initiatives within the construction industry and lessons learned from comparable major schemes, including the London 2012 Olympic Park and Crossrail (the Elizabeth line). Children in low-income households where adults benefit from new employment will also potentially benefit, as a result of increased household income.
- 5.2.21 HS2 Ltd has committed to providing a minimum of 2,000 apprenticeships over the lifetime of the entire project³⁰, (which includes Phase One and Phase Two). The vast majority of these apprenticeships will be delivered through the supply chain across a wide range of trades and professions from construction to accountancy, quantity surveying to business administration.

Crime, safety and personal security

- 5.2.22 General measures set out in the draft CoCP would contribute to addressing concerns about personal security and reducing risks of crime and anti-social behaviour associated with construction activities. These measures would reduce risk that members of PCGs would experience differential effects in terms of heightened concern or actual vulnerability to greater risks of crime or anti-social behaviour associated with the presence of construction activities.
- 5.2.23 Footways of adequate width to facilitate pedestrian flows would be provided, including signs to facilitate safe access around the site boundary. Lighting of construction site boundaries would be provided and illumination would be sufficient to provide a safe route for the public to use.
- 5.2.24 Communication initiatives for local schools would be introduced to warn of the dangers of construction sites. Consultation with neighbours and local crime prevention officers with regard to on site security matters would also be undertaken.
- 5.2.25 Fencing and hoardings would be maintained to prevent unwanted access to construction sites. Site information boards would be provided with out-of-hours contact details, 24-hour telephone numbers, community information, details of the works programme, and appropriate hazard warnings.
- 5.2.26 Where reasonably practicable, clear sight lines would be maintained around hoardings and fencing, avoiding the creation of hidden corners. This is in order to avoid creating opportunities for anti-social behaviour and crime.

³⁰ As stated in the HS2 corporate plan:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629028/HS2_Corporate_Plan_2017-2020_Online_interactive.pdf

Traffic, transport and accessibility

- 5.2.27 In the design and construction of the Proposed Scheme, the nominated undertaker would be required to comply with all relevant accessibility requirements set out in the DfT Design Standards for Accessible Railway Stations³¹, and the Design Manual for Roads and Bridges³².
- 5.2.28 HS2 Information Paper D6: Inclusive Design Policy³³ outlines the approach to inclusive design, it is assumed that the same or similar policy will be adopted for Phase 2b. The approach would apply to all publicly accessible elements of the HS2 rail network, including stations. HS2 Ltd's objective is to design and provide a service that can be used safely, independently, easily and with dignity by everyone.
- 5.2.29 The design would comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI), which sets standards for accessible trains, stations and other facilities, and with applicable UK standards. Station design will be considered at detailed design stage as part of the ongoing Public Sector Equality Duty under the Act.
- 5.2.30 The draft CoCP sets out various mitigation measures to reduce the impact of construction traffic. These include:
- traffic management measures and plans, which would be prepared in consultation with the highway authorities and emergency services, where required;
 - an approach to reduce the impacts of temporary road and PRow closures or disruption to railways or navigable waterways;
 - use of internal site haul routes for construction vehicles to reduce the need to use public roads;
 - workplace travel plans to reduce employee movements to/from construction sites and compounds;
 - various management procedures intended to reduce the impact of construction traffic; and
 - agreed routes for construction vehicles (HGVs), keeping to the main road network (e.g. motorways and strategic trunk roads and other 'A' roads).
- 5.2.31 Traffic management mitigation to be used during construction and utility works may include temporary lane closures, junction signal retiming, temporary traffic signals, reduced lane widths and overnight/weekend (instead of daytime/weekday) road closures. Traffic diversions would be provided where temporary road closures are required. New highway crossings of the Proposed Scheme would be built offline,

³¹ DfT and Transport Scotland (2015), *Design Standards for Accessible Railway Stations*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/425977/design-standards-accessible-stations.pdf

³² Highways Agency (2007), *Design Manual for Roads and Bridges*. Available online at: <http://www.standardsforhighways.vo.uk/dmrb>.

³³ HS2 Ltd (2017), HS2 Information Paper D6: Inclusive Design Policy. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627941/D6_Inclusive_Design_Policy_v1.0.pdf

where reasonably practicable, so that they can be completed prior to closure of the existing road. This would avoid or substantially reduce disruption to road users. A diversionary route and temporary bus stops (where necessary) would be identified for bus routes affected by temporary road closures.

- 5.2.32 Where reasonably practicable, maintenance of PRoW (including diversions) affected by the Proposed Scheme would be undertaken, including reasonable adjustments to maintain or achieve inclusive access. Inclusive access (including for people with reduced mobility) would also be maintained to services and buildings where they have been temporarily disrupted during the work, as far as is reasonably practicable. Where the normal means of access has to be diverted or blocked off, alternative safe routes for people with reduced mobility will be identified, taking into account existing hazards and obstructions such as pavement kerbs and street lighting standards.
- 5.2.33 Where a need is identified (e.g. through stakeholder engagement with relevant local organisations or community liaison processes), HS2 Ltd would review access and routes. These reviews would indicate where additional measures or reasonable adjustments may be required for the purposes of ensuring accessibility for disabled people or those with reduced mobility.
- 5.2.34 The contractors would be required to have full regard to the safety of other road users including pedestrians and cyclists. Specific measures would be included in the LEMP that outline steps to ensure the safety of other road users, including pedestrians and cyclists, giving particular attention to providing signage and identifying safe places to cross roads especially where the needs of protected groups require special attention, including those identified in this EQIA. A Route-Wide Traffic Management Plan would be produced, including measures such as contractor implementation of driver training programmes, and vehicle safety measures including signage, mirrors, prevention of under-running and use of technology to remove blind spots, according to vehicle size.
- 5.2.35 The draft CoCP includes measures that seek to reduce the impacts and effects of deliveries of construction materials and equipment, including reducing construction HGV trips during peak background traffic periods. The draft CoCP also includes clear controls on vehicle types, hours of site operation and routes for HGVs to reduce the impact of road based construction traffic. Generic and site specific traffic management measures would be implemented.
- 5.2.36 Where reasonably practicable, the number of private car trips to and from the site (both workforce and visitors) would be reduced by encouraging alternative modes of transport or vehicle sharing. Site haul routes would be provided through the land required for the Proposed Scheme, which would reduce the numbers of construction vehicles having to use public roads to access the works. Overnight accommodation for construction staff would be provided at a number of compounds. This accommodation would help to reduce daily travel for those workers not normally based locally.

Noise

- 5.2.37 Construction noise and vibration would be controlled and managed in accordance with the CoCP. Based on the assumption that the policy set out in HS2 Phase 2a

Information Paper E13: Control of construction noise and vibration³⁴ would be adopted for Phase 2b, households affected by noise during construction may also be eligible for noise insulation or temporary re-housing. There may be circumstances, however, in which the buildings and/or their occupants would not be adequately protected by the noise and vibration thresholds detailed in the policy. The nominated undertaker would consider, on a case-by-case basis, applicants who may have special circumstances supported by evidence for noise insulation or temporary rehousing as a result of construction noise (airborne or ground borne) or vibration.

- 5.2.38 Examples of the types of building and/or their occupants that the nominated undertaker would consider as 'special cases' include residential buildings where noise insulation does not represent a viable option, such as houseboats or mobile homes; night workers; people who regularly work from home needing a quiet environment to work in; and those who have a medical condition that would be seriously aggravated by construction noise. Those with a medical condition which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities are protected under the Act.
- 5.2.39 Buildings qualifying for noise insulation or residents qualifying for temporary rehousing would be identified early enough so that noise insulation can be installed, or temporary re-housing provided, before the start of the works predicted to exceed noise insulation or temporary re-housing criteria, subject to all necessary approvals being obtained.
- 5.2.40 The development of the Proposed Scheme alignment has sought to reduce noise impact as far as reasonably practicable. Through the procurement process for the trains and the track, the use of proven international technology would enable the railway to be quieter than implied by current minimum European standards. In addition, the Proposed Scheme would incorporate noise barriers, in the form of landscape earthworks and/or noise fence barriers to avoid or reduce significant airborne noise effects. Significant noise effects from the operational static sources such as line-side equipment would be avoided through their design and the specification of noise emission requirements.

Air quality

- 5.2.41 Emissions to the atmosphere would be controlled and managed during construction through the route-wide implementation of the CoCP. The draft CoCP includes a range of mitigation measures that are considered generally sufficient to avoid any significant effects from dust during construction.

5.3 Potential effects during construction and operation

- 5.3.1 This section reports on potential differential and disproportionate equality effects that may arise along the whole route of the Proposed Scheme, during construction and operation. Residual environmental effects referred to in this section are drawn from

³⁴ HS2 Ltd (2017), *HS2 Phase 2a (West Midlands – Crewe), Information Paper E13: Control of construction Noise and Vibration*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628459/E13_Control_of_construction_noise_and_vibration_v1.0.pdf

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

the working draft ES, and further information can be found in the Volume 2 community area reports.

- 5.3.2 More detailed assessments of specific equality effects, where the protected characteristics of those people affected are known, are provided separately for each of the three development areas in sections 6 to 8 of this report. For the working draft EQIA, only construction related effects arising from land required for the Proposed Scheme are reported in sections 6 to 8. Other types of construction related equality effects and effects associated with the operation of the railway will be reported in the formal EQIA report.

Housing

Loss of resource

- 5.3.3 There are two social housing developments along the route of the Proposed Scheme that would be fully demolished during construction. These are the Nook and Bonsall Court, both located in the Ratcliffe-on-Soar to Long Eaton area (LA05). Potential disproportionate and differential equality effects for PCGs resulting from the loss of these properties are discussed in detail in sections 7.10 and 7.10 of this report respectively. One privately owned residential care home, Cliffemount Community Care would also be demolished giving rise to potential equality effects, which are discussed in Section 6.5.
- 5.3.4 There would also be some loss of market housing³⁵ in various locations along the route of the Proposed Scheme. Residents would be eligible for compensation in accordance with the Code and may be eligible for the discretionary property compensation schemes outlined above. The EQIA does not assess the impact of the Proposed Scheme on individual properties.
- 5.3.5 In areas where a substantial proportion of housing would be lost or where there is a relatively high level of housing deprivation, there is the potential for a differential effect for older people, disabled people, or children and young people, who may be more likely to experience or be at higher risk of housing-related disadvantage^{36 37 38}. Where resident in affected properties, these groups may be more sensitive to emotional distress and anxieties associated with relocation and the loss of existing social ties, particularly if they are unable to find suitable alternative accommodation nearby. There may also be the potential for social capital effects³⁹, particularly in rural communities, where a net loss could have the potential to affect existing social ties.
- 5.3.6 At this stage, there is insufficient information to ascertain whether any affected properties are occupied by people with protected characteristics, or if any of the occupants would be differentially affected. Where this information becomes available,

³⁵ Market housing is private housing for rent or sale, where prices are set in the open market.

³⁶ Homeless Link (2016), *Young and Homeless 2015*. Available online at: <http://www.homeless.org.uk/sites/default/files/siteattachments/201512%20-%20Young%20and%20Homeless%20-%20Full%20Report.pdf>

³⁷ Department for Work and Pensions (2015), *Households below average income, 2013/2014: supporting data tables*. Available online at: <https://www.gov.uk/government/statistics/households-below-average-income-1994-1995-to-2013-2014>

³⁸ Department for Communities and Local Government (2015), *English housing survey, households, 2013-2014*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461439/EHS_Households_2013-14.pdf

³⁹ Social capital refers to the connections between individuals within communities, and the increased likelihood that arises through these networks for individuals to feel valued, to feel a sense of belonging, to have companionship and to support each other.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

the formal EQIA Report will consider the potential for PCGs to experience disproportionate or differential equality effects.

5.3.7 The areas where five or more residential properties would be demolished are:

- Wimboldsley (Wimboldsley to Lostock Gralam, MA02);
- Cooke's Lane, Broken Cross (Wimboldsley to Lostock Gralam, MA02);
- Birches Lane, Lostock Green (Wimboldsley to Lostock Gralam, MA02);
- Newton Road, Lowton (Hulseheath to Manchester Airport, MA05);
- Hasty Lane and Hale Road, Hale Barns (Hulseheath to Manchester Airport, MA06);
- Castle Mill Lane, Thorns Green (Hulseheath to Manchester Airport, MA06);
- Sunbank Lane, Hale Bank (Hulseheath to Manchester Airport, MA06);
- Whateley Lane, Whateley (Lea Marston to Tamworth, LA01);
- Birchmoor (Birchmoor to Austrey, LA02);
- Polesworth (Birchmoor to Austrey, LA02);
- Amersham Way, Measham (Appleby Parva to Ashby-de-la-Zouch, LA03);
- Willesley Wood Side, between Measham and Packington (Appleby Parva to Ashby-de-la-Zouch, LA03);
- Newbery Avenue and Trent Cottages, Long Eaton (Ratcliffe-on-Soar to Long Eaton, LA05);
- Station Road, Bonsall Street, Bonsall Court, Thornfield Square, New Tythe Street, Meadow Lane, Long Eaton (Ratcliffe-on-Soar to Long Eaton, LA05);
- Bessell Lane (Ratcliffe-on-Soar to Long Eaton, LA05);
- B5010 Derby Road, Bailey Street, Station Road and Rutland Grove, Sandiacre and Stapleford (Stapleford to Nuthall, LA06);
- Nuthall (Stapleford to Nuthall, LA06);
- Annesley Lane, Selston, (Hucknall to Selston, LA07);
- Old Blackwell (Pinxton to Newton and Huthwaite, LA08);
- Alfreton Road, Newton (Pinxton to Newton and Huthwaite, LA08);
- Chesterfield Road and Woodthorpe Road, Balborough (Tibshelf to Shuttlewood, LA10);
- A619 Chesterfield Road, Balborough/(Staveley to Aston, LA11);
- Shimmer Estate, Denaby Main (Ravenfield to Clayton, LA13); and

- Doncaster Road, Mexborough (Ravenfield to Clayton, LA13).

Operational and construction noise

The working draft ES indicates that people living in some properties close to the route of the Proposed Scheme may potentially experience noise effects due to a change in the acoustic environment, both during construction and once the Proposed Scheme is operational. Within the demographic potentially affected, there may be people who are more or less sensitive to noise. The composition of groups affected in these areas is unknown and it is, therefore, not possible to assess whether there may be the potential for disproportionate or differential effects.

Schools and educational facilities

Loss of facilities and services

- 5.3.8 The construction of the Proposed Scheme would affect the SOL Christian Academy (Manchester Piccadilly Station, MA08). An assessment of the effects is provided in Section 6.
- 5.3.9 Manchester Enterprise Academy (MEA) Central (Davenport Green to Ardwick, MA07); would also be impacted by construction of the Proposed Scheme. Further information will be reported in the formal ES, and any additional identified differential or disproportionate equality effects will be reported in the formal EQIA Report.
- 5.3.10 Other educational facilities impacted either as a result of acquisition of land or severance of access would be:
- Higher Thorns Green Farm (Hulseheath to Manchester Airport, MA06);
 - Polesworth (Abbey) Scout Activity Centre (Birchmoor to Austrey, LA02); and
 - Discover Outdoors (Birchmoor to Austrey, LA02)
- 5.3.11 Potential disproportionate and differential equality effects for PCGs resulting from the impacts of the Proposed Scheme on these facilities are discussed in detail in sections 6-8.
- #### *Visual and landscape*
- 5.3.12 Visual and landscape effects have the potential to affect users taking part in activities especially if the users have special needs. There may be the potential for these impacts to result in differential effects for children with special educational needs (SEN), including those with autism.
- 5.3.13 Educational facilities that provide for SEN pupils that are likely to experience visual impacts from the construction of the Proposed Scheme would be:
- Wimboldsley Community Primary School (Wimboldsley to Lostock Gralam, MA02); and
 - Lowton Junior and Infant School (Risley to Bamfurlong, MA05).
- 5.3.14 Further information will be reported in the formal ES, and any differential or disproportionate equality effects will be reported in the formal EQIA Report.

Operational and construction noise

- 5.3.15 Children, in particular younger children, are generally considered to be more sensitive than adults to the potential effects of noise on their concentration and ability to learn, with implications for educational attainment. Noise during construction and when the Proposed Scheme is operational, therefore, has the potential to differentially and disproportionately affect children engaging in indoor or outdoor learning at any affected schools.
- 5.3.16 HS2 Ltd will continue to seek reasonably practicable measures to further reduce (above and beyond the measures provided for in the CoCP) or avoid effects on schools as a result of construction noise. In doing so, HS2 Ltd will continue to engage with stakeholders to fully understand the affected receptors, their use and the benefit of mitigation measures. The outcome of these activities will be reflected in the EMRs. HS2 Ltd will ensure that measures within the draft CoCP and LEMPs designed to ensure the safety of pedestrians are implemented where appropriate.
- 5.3.17 Work is being undertaken to confirm residual construction noise and vibration effects, including any temporary effects from construction traffic. Once this is known, any identified differential or disproportionate equality effects will be reported in the formal EQIA Report.
- 5.3.18 There may also be the potential for the outdoor learning environment at a limited number of schools and educational facilities to be affected by noise once the Proposed Scheme is operational. Further information will be reported in the formal ES, and any additional identified differential or disproportionate equality effects will be reported in the formal EQIA Report.

Places of worship

Loss of facilities and services

- 5.3.19 The construction of the Proposed Scheme would affect the following places of worship along the route either as a result of acquisition of land or severance of access:
- Eglise en Mission (Davenport Green to Ardwick, MA07);
 - True Jesus Church (Manchester Piccadilly Station, MA08);
 - Kingdom Hall (Ratcliffe-on-Soar to Long Eaton, LA05); and
 - Life Church Leeds (Leeds Station, LA18).
- 5.3.20 Potential disproportionate and differential equality effects for PCGs resulting from the impacts of the Proposed Scheme on these places of worship are discussed in detail in sections 6-8.

Operational and construction noise

- 5.3.21 Construction or operational noise affecting places of worship has the potential to result in disproportionate or differential effects on those using places of worship for worship, quiet prayer or contemplation, or for social and cultural uses.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 5.3.22 In addition to the measures included in the draft CoCP, HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid noise effects for users of this facility. In doing so, HS2 Ltd will continue to engage with stakeholders to understand fully the place of worship, its use, and the benefit of mitigation measures.
- 5.3.23 Work is being undertaken to confirm residual construction noise and vibration effects, including any temporary effects from construction traffic. Further information will be reported in the formal ES, and any additional differential or disproportionate equality effects identified will be considered in the formal EQIA Report.
- 5.3.24 There may also be the potential for places of worship along the route to be affected by noise once the Proposed Scheme is operational. Further information will be reported in the formal ES, and any additional differential or disproportionate equality effects identified will be considered in the formal EQIA Report.

Community and cultural centres

Loss of facilities and services

- 5.3.25 The construction of the Proposed Scheme would affect Greenwood Community Centre (Ratcliffe-on-Soar to Long Eaton, LA05) as a result of acquisition of land. Specific effects on this resource are discussed in detail in section 7 of this report.

Health and social care centres

Loss of facilities and services

- 5.3.26 The construction of the Proposed Scheme would affect the following health and social care centres along the route either as a result of acquisition of land or severance of access:
- The Christie Hospital (Davenport Green to Ardwick, MA07);
 - Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL) (Manchester Piccadilly Station, MA08);
 - The Men's Room (Manchester Piccadilly Station, MA08);
 - Manchester Action on Street Health (MASH) (Manchester Piccadilly Station, MA08); and
 - Leeds Specialist Autism Services (Stourton to Hunslet, LA17).

- 5.3.27 Specific effects on individual resources, where it is known that people with protected characteristics are likely to be affected, are discussed in detail in the relevant development area assessments provided in sections 6 to 8 of this report.

Emergency services

Loss of facilities and services

- 5.3.28 Construction of the Proposed Scheme would impact on the East Midlands Ambulance Service and Police Depot (Tibshelf to Shuttlewood, LA10) as a result of acquisition of land. Further information will be reported in the formal ES, and any additional

differential or disproportionate equality effects identified will be considered in the formal EQIA Report.

Recreational facilities

Loss of facilities and services

Equestrian centres

- 5.3.29 Construction of the Proposed Scheme would affect a number of equestrian centres along the route. Nationally, 1.3 million people regularly ride horses, with women making up 74% of the riding population⁴⁰. Around a quarter of all riders are aged under 16, and 8% of riders consider themselves disabled⁴¹. Around 28,000 disabled people regularly participate in horse riding through the Riding for the Disabled Association⁴². Research has found that this can have health benefits for disabled people, both in terms of physical health and mental health and wellbeing⁴³.
- 5.3.30 Given the profile of equestrian centre users nationally, there is potential for disproportionate effects on women, children and young people, particularly girls and young women. Disabled people who use affected equestrian centres may also be differentially affected, where the impacts limit their opportunities to continue to go riding at a centre that caters for their needs.
- 5.3.31 The construction of the Proposed Scheme would require the demolition of Winton Equestrian Centre (Hough to Walley's Green, MA01), Parklands Equestrian Centre (Staveley to Aston, LA11) and Crofton Riding and Livery Stables (South Kirkby to Sharlston Common, LA14). Garforth Stables (Garforth and Church Fenton, LA16) would also be affected by the Proposed Scheme as part of the land occupied by the stables would be permanently acquired.
- 5.3.32 HS2 Ltd will seek to engage with the owners of these facilities to fully understand how these stables are used, including any provision for disabled riders, and what reasonable measures it can take to remove any potential disadvantage to these users. Any disproportionate or differential equality effects identified as a result of impacts on these facilities will be reported in the formal EQIA Report.

Angling lakes

- 5.3.33 Construction of the Proposed Scheme would affect the following angling lakes along the route of the Proposed Scheme, either as a result of acquisition of land or severance of access:
- Partridge Lakes Fishery (Risley to Bamfurlong, MA05);
 - Barnburgh Lakes (Ravenfield to Clayton, LA13);
 - Swillington Park, Organic Farm and Fishing Lakes (Warmfield to Swillington and Woodlesford, LA15); and

⁴⁰ British Horse Society (BHS) (2015), *Equestrian Statistics*. Available online at: <http://www.bhs.org.uk/our-charity/press-centre/equestrian-statistics>

⁴¹ BHS (2013), *Equestrian Statistics*. Available online at: <http://www.bhs.org.uk/-/media/bhs/files/pdf-documents/equestrian-statistics.ashx>

⁴² Riding for the Disabled Association (2015), *Impact report 2015*. Available online at: http://www.rda.org.uk/assets/RDA_Impact-Report_2015.pdf

⁴³ BHS (2011), *The health benefits of horse riding in the UK*. Available online at: <http://www.bhs.org.uk/enjoy-riding/health-benefits>

- Sandwath Lake (Garforth and Church Fenton, LA16).

5.3.34 Angling tends to be particularly popular with men in middle and older age groups. Close to 98% of respondents to a national survey of anglers undertaken in 2012 were men. The median age of anglers was 53, and more than half were aged 50 and over⁴⁴. There is also a relatively high rate of participation by people with disabilities. Of respondents to the National Angling Survey, approximately 20% said they had a long term illness or disability that affects their physical activity, while previous surveys found that up to 39% of anglers may have a disability⁴⁵.

5.3.35 There is, therefore, the potential for disproportionate effects on older men as a result of any impacts on angling lakes. People with disabilities may also be disproportionately or differentially affected. Specific effects on users of individual resources, where these can be identified, will be reported in the formal EQIA Report.

Other recreational facilities

5.3.36 The construction of the Proposed Scheme would impact a number of other recreational resources, where national user data for similar facilities suggests that there may be the potential for equality effects:

- The Children's Adventure Farm Trust (Hulseheath to Manchester Airport, MA06);
- Echills Hill Railway (Lea Marston to Tamworth, LA01);
- Archer's Field Recreation Ground (Ratcliffe-on-Soar to Long Eaton, LA05);
- Moo-Haven Animal Rescue Centre (Stapleford to Nuthall, LA06);
- Yorkshire Field Sports (Warmfield to Swillington and Woodlesford, LA15);
- Hunslet Community Sports Pitches (Stourton to Hunslet, LA17);
- Hunslet Parkside ARLFC Pitch 1 (Stourton to Hunslet, LA17); and
- Mecca Bingo (Stourton to Hunslet, LA17).

5.3.37 Specific effects on individual resources, where it is known that people with protected characteristics are likely to be affected, are discussed in detail in the relevant development area assessments provided in sections 6 to 8 of this report.

Gypsy and Traveller sites

Loss of facilities and services

5.3.38 The construction of the Proposed Scheme would affect residents of the Gypsy and Traveller site, Kidacre Road (Leeds Station, LA18) as a result of land acquisition. Specific equality effects arising from impacts on this site are discussed in detail in Section 8 of this report.

⁴⁴ A. Brown (2012), *The National Angling Survey 2012: Survey report*. Available online at:

http://www.resources.anglingresearch.org.uk/sites/resources.anglingresearch.org.uk/files/National_Angling_Survey_Report_2012.pdf

⁴⁵ Brown (2012), *The National Angling Survey 2012*.

Open spaces

Loss of facilities and services

5-3-39 The working draft ES identifies impacts on public open spaces at various points along the route of the Proposed Scheme. Some of these open spaces would be occupied or partially required (temporarily or permanently) by the Proposed Scheme for construction related activities. In other cases, vehicular and/or pedestrian access would be impacted, which could affect the ability to use the resource. The impacted resources which could potentially give rise to equality effects are:

- Middlewich Road informal space (Hough to Walley's Green, MA01);
- Lostock Green Picnic Area (Wimboldsley to Lostock Gralam, MA02);
- Winnington and Peas Wood LWS (Wimboldsley to Lostock Gralam, MA02);
- Culcheth Linear Park (Risley to Bamfurlong, MA05);
- Byrom Hall Woods (Risley to Bamfurlong, MA05);
- The Oaks playing fields (Risley to Bamfurlong, MA05);
- Hesketh Meadows playing fields (Risley to Bamfurlong, MA05);
- Kingsbury Water Park (Lea Marston to Tamworth, LA01);
- Kettle Brook LNR (Lea Marston to Tamworth, LA01);
- Pooley Country Park (Birchmoor to Austrey, LA02);
- Austrey Playing Fields (Birchmoor to Austrey, LA02);
- Austrey Play Area (Birchmoor to Austrey, LA02);
- Fiveways Wood (Appleby Parva to Ashby-de-la-Zouch, LA03);
- Toton Fields LNR (Ratcliffe-on-Soar to Long Eaton, LA05);
- Nuthall Playing field (Stapleford to Nuthall, LA06);
- New Farm Wood (Stapleford to Nuthall, LA06);
- Hilcote Royal Oak Meadows and Woodlands (Pinxton to Newton and Huthwaite, LA08);
- Doe Hill Community Park (Stonebroom to Clay Cross, LA09);
- Snipe Bog Nature Reserve (Tibshelf to Shuttlewood, LA10);
- Old Heath Church Graveyard (Tibshelf to Shuttlewood, LA10);
- Poolsbrook Country Park (Staveley to Aston, LA11);
- Barrow Hill Woodland/Open Space (Staveley to Aston, LA11);
- High Wood (Staveley to Aston, LA11);

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- Nor Wood and Killamarsh Ponds (Staveley to Aston, LA11);
- Aston Park (Staveley to Aston, LA11);
- Pitman Road Woodland (Ravenfield to Clayton, LA13);
- Pitman Road Open Space (Ravenfield to Clayton, LA13);
- Old Denaby Wetland (Ravenfield to Clayton, LA13);
- Denaby Wood (Ravenfield to Clayton, LA13);
- Clay Field (Ravenfield to Clayton, LA13);
- Summer House Plantation (Ravenfield to Clayton, LA13);
- Water Haigh Woodland Park (Warmfield to Swillington and Woodlesford, LA15);
- Hawks Nest Wood (Garforth and Church Fenton, LA16); and
- Weet Woods (Garforth and Church Fenton, LA16).

- 5.3.40 Children and young people, for whom public open space and play space are important for play, health, fitness and social interaction may be differentially and disproportionately affected by the temporary and permanent loss or severance of access to public open spaces, although this would vary for individual sites according to the extent to which they are used by these groups. Older people and disabled people may also be differentially and disproportionately affected by the loss of these spaces, where this reduces their access to local outdoor recreation areas.
- 5.3.41 Specific effects relating to individual public open spaces, where it is known that people with protected characteristics are likely to be affected, are discussed in detail in the relevant development area assessments provided in sections 6 to 8 of this report.
- 5.3.42 Allotments that would be impacted by the construction of the Proposed Scheme, either as a result of loss or severance of access, are:
- Rectory Lane Allotments (Appleby Parva to Ashby-de-la-Zouch, LA03);
 - Brampton Road Allotments (Ulley to Bramley, LA12); and
 - Oulton Brickworks Allotments (Warmfield to Swillington and Woodlesford, LA15).
- 5.3.43 Allotments tend to be particularly popular with men aged over 50⁴⁶, although demand from women and from younger age groups has increased in recent years. They can also be particularly important to certain Black, Asian and Ethnic Minority (BAME)

⁴⁶ M. Ferres and T.G. Townshend (2012), *The social, health and wellbeing benefits of allotments: five societies in Newcastle*. Global Urban Research Unit, University of Newcastle. Available online at: <http://www.ncl.ac.uk/media/wwwnclacuk/globalurbanresearchunit/files/electronicworkingpapers/ewp47.pdf>

communities. Research has shown social, health and wellbeing benefits for allotment users, including improved neighbourhood connectedness and the development of social capital⁴⁷.

- 5.3.44 There is, therefore, the potential for disproportionate effects on older men as a result of any impacts on allotments. People from certain BAME communities may also be disproportionately or differentially affected, and there could be the potential for social capital effects where impacts on allotments limit opportunities for people from different social groups and backgrounds to interact and develop relationships. Specific equality effects relating to individual allotments, where these can be identified, will be reported in the formal EQIA Report.

Businesses and employment

Effects on existing businesses

- 5.3.45 The working draft ES states that an estimated 1,600 jobs could be lost along the route of the Proposed Scheme as a result of land required for construction. Approximately 790 additional jobs could be lost through indirect effects.
- 5.3.46 The profile of affected business owners and employees is not known. However, there may be the potential for the displacement of businesses or charitable organisations to result in adverse equality effects, where those businesses and organisations affected are known to provide goods or services specific to the needs of PCGs. Potential disproportionate and differential effects resulting from the displacement of these businesses are discussed in detail in the relevant development area assessments provided in sections 6 to 8 of this report.
- 5.3.47 Businesses identified as significantly affected in the working draft ES, which could give rise to equality effects include:
- Higher Thorns Green Farm (Hulseheath to Manchester Airport, MA06);
 - Tamworth Motorway Services (Lea Marston to Tamworth, LA01);
 - Meet Your Miracle Studio (Birchmoor to Austrey, LA02);
 - CARE Fertility Clinic (Stapleford to Nuthall, LA06); and
 - Leeds School of Motorcycling (Leeds Station, LA18).

Construction employment

- 5.3.48 The Proposed Scheme would provide significant opportunities for employment, particularly in engineering and construction. It is estimated that the construction phase would generate the equivalent of approximately 8,870 full time construction jobs directly, and a further 4,440 full-time jobs indirectly in the supply chain and as a result of expenditure by construction workers. Phase 2b would also contribute to some of the 2,000 apprenticeships (minimum) in the construction workforce that will be provided by HS2 (across Phase One and Phase Two as a whole). These will include

⁴⁷ Ferres and Townshend (2012), *The social, health and wellbeing benefits of allotments*

opportunities across a wide range of trades and professions from construction to accountancy, quantity surveying to business administration.

Operational employment

- 5-3-49 The Proposed Scheme would create direct operational jobs at locations along the route including stations and maintenance depots, as well as employment associated with train crew facilities, including train crews on the conventional compatible trains. Further jobs would be created route-wide through indirect effects as a result of the operational phase. Details of operational employment, including job numbers, will be reported in the formal EQIA.

Traffic, transport and physical accessibility

- 5-3-50 This section of the working draft EQIA reports potential equality effects resulting from impacts on roads and PRow, including impacts on long-distance recreational routes. Effects arising from other impacts on traffic, transport and accessibility will be reported in the formal EQIA Report. These could include bus route diversions and bus stop relocations, and severance effects for non-motorised users during construction.

Impacts on roads

- 5-3-51 There would be temporary and permanent diversion or realignment of roads at various points along the route of the Proposed Scheme, and a limited number of permanent closures. In some cases, the diversion, realignment or closure of roads would increase journey distance and time for traffic and for non-motorised users, and may result in adverse differential equality effects for people with protected characteristics. For example, older people and disabled people may be more likely to experience any increase in travel distance as a barrier to accessing services and social activities, leading to a potential increase in isolation⁴⁸. Where specific equality effects associated with diversion, realignment or closure of roads are identified, they will be reported in the formal EQIA Report.

Impacts on public rights of way and recreational routes

- 5-3-52 There would be temporary and permanent diversion or realignment of PRow, including long-distance recreational routes, at various points along the length of the Proposed Scheme, and a limited number of permanent closures. In some cases, the diversion, realignment or closure of PRow would increase journey distance and time for non-motorised users and may result in adverse differential equality effects for people with protected characteristics. Exercise and access to the outdoors is particularly important for children, while older and disabled people may experience greater difficulties than other users when making use of longer and potentially more complex alternative routes⁴⁹. In other cases, there could be a reduction in journey distance, with the potential for beneficial equality effects for these groups. Where specific equality effects associated with diversion, realignment or closure of PRow are identified, they will be reported in the formal EQIA Report.

⁴⁸ ACRE (2014), *Older people: policy position paper*; and Scope (2012), *Over-looked communities, over-due change*

⁴⁹ Play England (2006), *Planning for play: guidance on the planning and implementation of a local play strategy*. Available online at: http://www.playengland.org.uk/media/120480/planning_for_play.pdf

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 5-3-53 Where reasonably practicable, public footpaths and routes would be reinstated or convenient alternatives provided. HS2 Ltd will seek to provide a temporary or permanent alternative route in advance of a closure of a road or PRoW. Alternative temporary routes have not been defined in all cases due to the relatively early stage of design of the Proposed Scheme. Once these are known they will be assessed and any likely equality effects will be reported in the formal EQIA.

Pedestrian accessibility

- 5-3-54 In the event that any pedestrian routes, particularly in urban areas around existing and new stations, are affected and this gives rise to potential for users to experience disproportionate or differential effects, any such effects will be reported in the formal EQIA.
- 5-3-55 Children and young people, older people and disabled people may experience greater difficulties than other users when making use of alternative pedestrian routes, which may result in differential effects for these groups.
- 5-3-56 Accessibility features within the proposed new high speed stations, such as lifts and moving walkways, would enable disabled people to use stair-free options to transfer between high speed services and other services, and new rolling stock would be designed to enable accessible travel for disabled people. This would deliver access improvements, differentially benefitting PCGs including disabled people, women, mothers of new babies, children, and young people^{50 51 52}.

Isolation effects on communities

- 5-3-57 In general, many small settlements in rural areas have little community infrastructure, and residents are, therefore, reliant on transport to nearby settlements to meet their day-to-day needs, such as education and access to healthcare and services. Isolation effects can arise as a result of construction activities, increased traffic flows on local roads, the closure or diversion of local roads, or the presence of infrastructure and visual barriers in the landscape.
- 5-3-58 There is the potential for this to affect social capital, and to result in adverse differential effects for women, children, older and disabled residents, who may have particular needs in terms of accessing services. Older and disabled residents may also be more likely to experience isolation as a barrier to accessing services and social activities⁵³.
- 5-3-59 Affected communities have not been identified at this stage. This information will be available for the formal EQIA. Where it is known that affected communities are occupied by people with protected characteristics, or that any of the occupants could be differentially affected, the formal EQIA Report will consider the potential for PCGs

⁵⁰ DfT (2012), *Transport for everyone: an action plan to improve accessibility for all*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/49089/accessibility-action-plan.pdf.

⁵¹ DfT (2014), *National travel survey: England 2015*, Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/551437/national-travel-survey-2015.pdf

⁵² Campaign for Better Transport and the Intergenerational Foundation (2013), *No Entry! Transport barriers facing young people*. Available online at: https://www.bettertransport.org.uk/sites/default/files/research-files/No_Entry_final_report_definitive_o.pdf

⁵³ Scope (2012), *Over-looked communities, over-due change: how services can better support BME disabled people*. Available online at: <http://www.scope.org.uk/Scope/media/Images/Publication%20Directory/Over-looked-communities-over-due-change.pdf?ext=.pdf>

to experience disproportionate or differential equality effects. Individual residential properties and small groups of residential properties may be affected by isolation in some rural locations along the route of the Proposed Scheme. The EQIA does not assess the impact of the Proposed Scheme on individual properties.

Air quality and health effects

- 5.3.60 Some people with protected characteristics may be particularly susceptible to health effects arising from air pollution. This includes older people and children, as well as those with existing respiratory or cardiovascular health conditions. There is a well-established association between health and socio-economic status, and so children, older people and those with existing conditions may be at particular risk where they live in income-deprived households⁵⁴. There may also be the potential for perceived health impacts arising from anxiety around increased traffic emissions, particularly for people with existing respiratory conditions.
- 5.3.61 Emissions to the atmosphere would be controlled and managed during construction through the route-wide implementation of the CoCP. The draft CoCP includes a range of mitigation measures to avoid any significant effects from dust during construction. Furthermore, it is important to note that potential air quality impacts are identified and assessed against relevant air quality legislation. A significant air quality impact for the purposes of the air quality assessment does not necessarily denote a significant direct impact on human health.
- 5.3.62 The methods outlined within the draft CoCP are considered effective at reducing dust and construction traffic emissions, and no significant residual air quality effects are considered likely. Therefore, it is not expected that any direct health or wellbeing effects would arise as a result of potential air quality effects during construction. Any potential equality effects will be reported in the formal EQIA Report.

Crime, safety and personal security

- 5.3.63 Members of PCGs can have greater than average levels of concern about crimes and anti-social behaviour⁵⁵. It is possible that they may have concerns that changes to the street-scape, such as around construction sites, may create opportunities for increased incidences of crime and anti-social behaviour (including hate crimes and hate incidents, which are of particular relevance to protected groups).
- 5.3.64 General measures set out in the draft CoCP in relation to site lighting, worksite security, and hoardings, fencing and screening would contribute to addressing concerns about personal security and reducing risks of crime and antisocial behaviour associated with the construction activities. These measures would reduce risks that members of PCGs would experience differential effects in terms of heightened

⁵⁴ EHRC (2010), *How Fair is Britain? Equality, Human Rights and Good Relations in 2010*. Available online at: <https://www.equalityhumanrights.com/en/publication-download/how-fair-britain>

⁵⁵ Transport for London (TfL) (2014), *Understanding the travel needs of London's diverse communities: a summary of existing research*. Available online at: <http://content.tfl.gov.uk/understanding-the-travel-needs-of-london-diverse-communities.pdf>

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

concerns or actual vulnerability to greater risks of crime or anti-social behaviour associated with the presence of construction activities.

- 5.3.65 The new or reconfigured layout and design of new and existing railway stations would be designed to be accessible for all users, secure by design and supportive of passenger safety⁵⁶. The benefits of design that discourages crime and anti-social behaviour and supports passenger safety are of particular importance to members of PCGs who may have greater than average levels of concern about these issues or may be more at risk of being victims of some forms of crimes^{57,58,59}.

⁵⁶ In line with Network Rail (2015), *Station Design Principles for Network Rail*. Available online at: <http://archive.nr.co.uk/asp/6368.aspx>

⁵⁷ Home Office (2017), *Hate Crime, England and Wales, 2016/17*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/652136/hate-crime-1617-hosb1717.pdf

⁵⁸ Transport for London (TfL) (2014), *Understanding the travel needs of London's diverse communities: a summary of existing research*. Available online at: <http://content.tfl.gov.uk/understanding-the-travel-needs-of-london-diverse-communities.pdf>

⁵⁹ CIVITAS Institute for the Study of Civil Society (2016), *Hate crime: the facts behind the headlines*. Available online at: <http://www.civitas.org.uk/content/files/hatecrimethefactsbehindtheheadlines.pdf>

6 Development Area 1 assessment: Crewe to Manchester

6.1 Introduction

- 6.1.1 Potential equality effects arising along the route of the Proposed Scheme, including those which could occur in this area, are described under the relevant headings in Section 5.3 of this report.
- 6.1.2 This section reports potential specific equality effects on individual receptors located in the community areas within Development Area 1, where it is known that people with specific protected characteristics are likely to be affected. The community areas in Development Area 1 are listed in Section 4.4 of this report.
- 6.1.3 Environmental effects reported in this section are drawn from the working draft ES, and further information can be found in the Volume 2 community area reports for the community areas in Development Area 1, Crewe to Manchester.

6.2 The Oaks playing fields (Risley to Bamfurlong, MA05)

- 6.2.1 The Oaks playing fields are privately owned football and playing fields, established for Culcheth Athletic Junior Football Club (FC). They are located on the A574 Warrington Road in Risley, approximately 170m from the route of the Proposed Scheme.
- 6.2.2 Culcheth Athletic Junior FC has 23 football teams for local children from the ages of under seven to under 17. The Oaks covers a total of approximately 4.5ha, and facilities include six defined football playing fields, a car parking area, and outbuildings. The catchment area for the club includes the Culcheth, Glazebury, Croft, Winwick, Birchwood and Lowton areas of north-east Cheshire. While The Oaks are privately owned, it is understood that there is informal access for pedestrians and that the playing fields may be used by local children, including children who are not members of Culcheth Athletic Junior FC.
- 6.2.3 Alternative facilities providing football pitches in the local area include several schools, Shaw Street Recreation Ground, and Culcheth Sports Club. It is understood that the Culcheth Athletic under 16s teams currently play at Shaw Street, approximately 1.2km from The Oaks, and the under 17s teams play at Culcheth High School, approximately 1.7km from The Oaks.
- 6.2.4 The realignment of the A574 Warrington Road would result in the permanent loss of approximately 1ha of land at The Oaks, approximately 22% of the total site area, including its sole vehicular access point and car park, two outbuildings, and four of its six football pitches. Access to the remaining two football pitches would be severed unless a new access point is provided. While there are several alternative facilities with football pitches within 2km of The Oaks, the potential loss of The Oaks would result in the permanent loss of outdoor playing fields for children in the local area may have an impact on the viability of Culcheth Athletic Junior FC. There is the potential for this to result in disproportionate effects for local children, particularly those who are members of Culcheth Athletic Junior FC. Access to open space for play, health, fitness

and social interaction can be particularly important for children and young people, and so there is also the potential for a differential effect on these groups.

- 6.2.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

6.3 Hesketh Meadows playing fields (Risley to Bamfurlong, MAo5)

- 6.3.1 Hesketh Meadows playing fields is a recreational open space comprising seven football pitches over a total area of 5.3ha. It is located on Hesketh Meadow Lane in Lowton, on the route of the Proposed Scheme.
- 6.3.2 The football pitches are used regularly by Eastleigh Junior FC, a football club for children up to the age of 18. In the 2015/16 football season, Eastleigh Junior FC had 27 football teams for local children from the ages of under seven to under 18, including three girls' teams. It also runs an academy for children aged under six. HS2 Ltd has not yet assessed at this stage if there are any other facilities available at the playing fields, or whether they are used by members of the public and other groups. There are few publicly accessible alternative facilities providing football pitches in the Lowton area.
- 6.3.3 Works to construct the Proposed Scheme adjacent to the A572 Newton Road overbridge would permanently require 4.9ha (92%) of Hesketh Meadows playing fields. The permanent loss of this facility would result in the loss of outdoor playing fields for children in the local area. There is the potential for this to result in disproportionate effects for local children, including those who are members of Eastleigh Junior FC. Access to open space for play, health, fitness and social interaction can be particularly important for children and young people, and so there is also the potential for a differential effect on these groups.
- 6.3.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to further understand the potential equality effects.

6.4 The Children's Adventure Farm Trust (Hulseheath to Manchester Airport, MAo6)

- 6.4.1 The Children's Adventure Farm Trust (CAFT), located at Booth Bank Farm, approximately 470m north of the route of the Proposed Scheme and in close proximity to Millington Lane Construction Compound.
- 6.4.2 The site is an open farm providing a variety of activity programmes and holiday respite accommodation for terminally ill, disabled and disadvantaged children (aged 0 - 17 years). This includes children with complex and severe physical and learning disabilities, sensory impairments and terminal illnesses, as well as children who act as carers, those dealing with bereavement and children who have been victims of abuse. Stakeholder engagement confirmed that there are four main categories for children: 1) Children with life limiting or terminal illnesses; 2) children with additional needs; 3) children coming from disadvantaged backgrounds, and 4) children in advance of their

years. Approximately 3,500 children visit CAFT each year and two large Christmas parties that take place every year with 800 children.

- 6.4.3 There are no alternative resources offering the same service in the area. Higher Thorns Green Farm, located approximately 10km away, offers social and educational opportunities specialising in young people on the autism spectrum and with learning disabilities. However, this site, also falls within the land required for the construction of the Proposed Scheme. An alternative facility in Wigan offers different services for an older user group with focus on employment and children with additional needs.
- 6.4.4 Construction of the Millington Lane realignment would require land currently used as a car park servicing CAFT on Reddy Lane in Millington for approximately two years. On street parking is not available due to the narrow nature of the roads in this rural area. The temporary loss of the car park is likely to affect user access to CAFT. This has the potential to result in disproportionate and differential effects on disabled and vulnerable children for whom this resource provides specialist services.
- 6.4.5 HS2 Ltd is engaging with CAFT to fully understand the site, its use and the potential equality effects.

6.5 Higher Thorns Green Farm (Hulseheath to Manchester Airport, MAo6)

- 6.5.1 Higher Thorns Green Farm is a working farm that provides social and educational farm experiences, including outreach projects for people with learning difficulties. It is located in the hamlet of Thorns Green, south of the M56, and is on the route of the Proposed Scheme.
- 6.5.2 The farm provides social and educational opportunities based around animal husbandry and the growing and cooking of food.
- 6.5.3 The farm also hosts the Fairfield Farm Project, which is run by Fairfield Care. The project provides farm based activities as part of an outreach programme for children and adults receiving care, supported by qualified care staff. The project specialises in assisting young people with autism spectrum disorders and learning disabilities.
- 6.5.4 There are few other farms that provide a similar service in the area. The Children's Adventure Farm Trust at Booth Bank Farm, which would also be impacted by the Proposed Scheme as described above, is located approximately 10km away. However, this focuses on providing a fun environment for under 18 year olds rather than educational, vocational and life skills development, and does not provide services for adults.
- 6.5.5 Construction of the Proposed Scheme in the area around Thorns Green, including the retained Ashley Cutting, realigned Castle Mill Lane, and Castle Mill Lane overbridge, would require the demolition of Higher Thorns Green Farm. There is the potential for the permanent loss of this facility to result in disproportionate and differential effects for people who currently access the Fairfield Farm Project and other services provided at the farm, including children, young people and adults with learning disabilities

and/or autism spectrum disorders, who may be more sensitive to any disruption to their routines.

- 6.5.6 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

6.6 Cliffemount Community Care (Hulseheath to Manchester Airport, MAo6)

- 6.6.1 Cliffemount Community Care is a privately owned residential care home. It is located in Hale Barns, close to junction 6 of the M56, approximately 50m from the route of the Proposed Scheme. The care home caters for up to five people aged under 65 requiring complex care, and has a stated specialism for supporting younger adults with learning disabilities and autism spectrum disorders. The location of the nearest alternative facilities providing comparable services has not been determined at this stage.

- 6.6.2 The construction of the Manchester Airport High Speed station would require the demolition of Cliffemount Community Care. The permanent loss of this facility would require existing residents to be relocated, and may reduce the availability of specialist residential care in Trafford Borough. There is the potential for this to result in disproportionate and differential effects for disabled people currently living at the facility, who may be particularly sensitive to any disruption arising from the need to relocate. There is also the potential for any net reduction in the availability of specialist care in the borough to result in differential effects for other disabled people within the local community.

- 6.6.3 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

6.7 Eglise en Mission (Davenport Green to Ardwick, MAo7)

- 6.7.1 Eglise en Mission is a francophone African Pentecostal church. It is located on Midland Street in central Manchester, approximately 35m from the route of the Proposed Scheme.

- 6.7.2 The church comprises one large ground floor hall with a stage used for worship, ground floor toilet facilities, and additional rooms on the first and second floors. There is wheelchair access to the ground floor only. In addition to church services, which are held four times a week in both English and French, the church offers a range of services including GCSE tuition, women's bible study classes, a Saturday youth club, child-minding services, legal advice, interpreting services, and language classes.

- 6.7.3 It is understood that there is a regular congregation of over 250 people. Approximately 60% of congregants are women, and many are from Black African ethnic groups. The congregation also includes people who are refugees and asylum seekers. The church plays an important role for refugees and asylum seekers, and for the local African francophone community. The catchment area for the church covers Greater Manchester and Liverpool, and it is understood that the majority of the congregation drive or use public transport to reach the church.

- 6.7.4 The church is a registered faith-based charity, and is predominantly self-funded via fundraisers and donations. The building is currently rented by the church, and it is understood that the church has invested in renovating the building, which was previously a factory, to make it suitable for use as a place of worship. The nearest alternative Pentecostal church is The Redeemed Christian Church of God, located on Ashton Old Road approximately 3.5km to the east. However, this church does not run services in French or offer the range of services provided by Eglise en Mission.
- 6.7.5 The construction of the Manchester tunnel north portal main compound and transfer node would require the demolition of Eglise en Mission. There is the potential for the permanent loss of this place of worship and the disruption to the congregation to result in a disproportionate effect for Christians from the Pentecostal denomination living in Manchester and the North West. Given the range of services provided by the church, there is also the potential for a disproportionate effect for people from the local francophone African community, including women and children who access services tailored to these groups.
- 6.7.6 HS2 Ltd is engaging with Eglise en Mission to fully understand the site, its use and the potential equality effects.

6.8 Manchester Enterprise Academy (MEA) Central (Davenport Green to Ardwick, MA07)

- 6.8.1 Manchester Enterprise Academy (MEA) Central is a co-educational secondary academy school run by the Altius Trust, which opened in September 2017. It is located on Lytham Road in the Fallowfields area to the south of Manchester city centre, approximately 16m from the route of the Proposed Scheme.
- 6.8.2 The school comprises a modern school building with art, sports and digital learning facilities, as well as car parking and playing fields. It currently has approximately 420 pupils, with capacity for up to 1,050, and provides opportunities and facilities for children with SEN. The majority of pupils follow the English Baccalaureate (E-Bacc) qualification. The school also offers a breakfast club each morning, and after school/extracurricular programmes including sports, science, technology, engineering and maths (STEM), drama and history.
- 6.8.3 It is understood that there are few alternative schools offering a comparable E-Bacc curriculum within the local catchment area. The Altius Trust also runs Manchester Enterprise Academy, located approximately 11km to the south in Wythenshawe, which offers E-Bacc along with other curriculum pathways.
- 6.8.4 The construction of the Lytham Road vent shaft and Lytham Road satellite compound would require 0.5ha of land (approximately 16% of the grounds) that is currently used as car parking and playing fields. As the location and design of the Lytham Road vent shaft are still under development, any equality effects as a result of the loss of this outside space at MEA Central, and any consequent mitigation, will be assessed in the formal EQIA.
- 6.8.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

6.9 The Christie Hospital Car Park D (Davenport Green to Ardwick, MA07)

- 6.9.1 The Christie Hospital NHS Trust is a specialist cancer treatment centre. It is located on Wilmslow Road in the Withington area of south Manchester. The hospital treats more than 44,000 patients each year, the majority of whom come from Greater Manchester and Cheshire. Approximately 26% of patients are referred from across the UK.
- 6.9.2 Christie Hospital Car Park D is located on land required for the construction and operation of the Proposed Scheme. Car Park D is one of four car parks at the hospital, and has a capacity of 134. This represents 24% of the total car parking provision at the hospital, and 39% of patient only parking. There are limited alternative parking facilities in the area, and demand for car parking outstrips current provision. On-street parking restrictions are in place around the hospital between 08:00 and 18:00. The car parking that would be lost includes Blue Badge parking spaces.
- 6.9.3 The construction of the Wilmslow Road vent shaft would require the use of the whole of Car Park D for a period of approximately five years and nine months. Approximately 0.35ha of the car park would be required permanently. This represents approximately 80% of the car park, or 100 of the 134 parking spaces, and would permanently reduce the total number of parking spaces available to patients at the hospital from approximately 340 to 240.
- 6.9.4 There is the potential for the permanent loss of car parking spaces to result in a disproportionate and differential effect for people with protected characteristics attending the hospital for treatment or to visit other patients, in particular those with long-term medical and health conditions. The proportion of Blue Badge parking that would be lost has not been established at this stage; however, there is the potential for the loss of Blue Badge spaces to result in differential effects for disabled people travelling to the hospital.
- 6.9.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

6.10 SOL Christian Academy (Manchester Piccadilly Station, MA08)

- 6.10.1 SOL Christian Academy is an independent, co-educational, non-denominational faith school. It offers a 'Christ centred education within a Biblical framework'. It is located on Fairfield Street in central Manchester, approximately 30m from the route of the Proposed Scheme.
- 6.10.2 The school offers nursery, primary, secondary and sixth form, and specialises in engineering. The school follows the Accelerated Christian Education (ACE) curriculum. This is an individualised Bible-based curriculum. Pupils work towards achieving the International Certificate of Christian Education (ICCE) qualification. It is registered to take up to 50 pupils aged between three and 18 years, and has advised HS2 Ltd that it currently has 48 pupils on the register. Of these, 28 pupils are in nursery, and there are approximately eight pupils with SEN, including autism. The

catchment area for the school is predominantly Manchester-based, with some pupils travelling from across Greater Manchester. The school operates a minibus service to transport pupils to and from north Manchester.

- 6.10.3 The school is located in a former industrial building and laid out over four floors, and has five classrooms, a design and technology room, information and communication technologies (ICT) and language room, media studio, recording studio, play area, multipurpose hall, and a common space. The building is also used by Source of Life, a community church, and by broadcasting station SOL Station TV. SOL Recording Studio can be used by pupils and the wider community, and a hall in the building is available for hire and is used for weddings and community events. The school also hosts H Pan International, a charitable arm of the organisation that focuses on youth and community work and hosts events every month.
- 6.10.4 There are limited alternative schools offering the same curriculum within the local catchment area. King of Kings School and Lighthouse Christian School, which both follow the same Accelerated Christian Education curriculum, are located approximately 1.9km and 6.4km away respectively.
- 6.10.5 The construction of Piccadilly viaduct would require the demolition of the SOL Christian Academy. There is the potential for the permanent loss of this facility to result in a disproportionate and differential effect for children attending the school, in particular those from Christian religious groups. There could also be the potential for disproportionate effects for Christians who attend Source of Life Church.
- 6.10.6 HS2 Ltd is engaging with SOL Christian Academy to fully understand the site, its use and the potential equality effects.

6.11 Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL) (Manchester Piccadilly Station, MAo8)

- 6.11.1 Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL) is an NHS mental health and substance abuse service for ex-offenders. It is located on Fairfield Street in central Manchester, approximately 85m from the route of the Proposed Scheme.
- 6.11.2 MO:DEL works with adults with a history of offending, substance misuse and mental health conditions to seek treatment and reduce reoffending. It offers mental health assessment, risk assessment, and case management. Services are available for all residents of Manchester who are currently involved in the criminal justice system, and are also open to users who are not from the area but consider themselves Manchester residents. The Fairfield Street site acts as a central hub for the service, and the organisation also engages with users in police custody cells and in courts. Greater Manchester Mental Health NHS Foundation Trust operates similar services in Bolton, Salford and Trafford; however, these services are smaller than MO:DEL and do not cover Manchester city centre.
- 6.11.3 The construction of the Piccadilly viaduct would require the demolition of the MO:DEL premises on Fairfield Street. There is the potential for the permanent loss of this facility to result in a disproportionate and differential effect for men and women with

mental illnesses living in Manchester who currently access the services provided by this organisation.

- 6.11.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

6.12 The Men's Room (Manchester Piccadilly Station, MAo8)

- 6.12.1 The Men's Room is an arts and social care agency that works with young men who may have experienced homelessness or sexual exploitation, or been involved in sex work or offending. Its offices are located on Fairfield Street in central Manchester, approximately 50m from the route of the Proposed Scheme.
- 6.12.2 The service offers outreach services, one-to-one support sessions, and creative drama and arts sessions. Service users are understood to be men under the age of 30 years, many of whom have experienced multiple disadvantages and may feel marginalised by mainstream health services, and include men who identify as male sex workers.
- 6.12.3 It is understood that the Fairfield Street premises are used as offices for the organisation, and to deliver creative arts activities such as drama, art and singing. The Men's Room also runs a weekly creative session, known as the Red Room, from its premises on Swan Street. The Red Room is open to young men aged between 18 and 30 who have experience of the criminal justice system and/or homelessness. There are no equivalent services tailored to the specific needs of these men in Manchester.
- 6.12.4 The construction of the Piccadilly viaduct would require the demolition of The Men's Room premises on Fairfield Street. There is the potential for the permanent loss of this facility to result in a disproportionate and differential effect for men, including young men, living in Manchester who are the users of the services provided by this organisation.
- 6.12.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

6.13 Manchester Action on Street Health (MASH) (Manchester Piccadilly Station, MAo8)

- 6.13.1 Manchester Action on Street Health (MASH) is a charity outreach service for women working in the sex industry in Manchester. It runs a drop-in centre located on Fairfield Street in central Manchester, approximately 90m from the route of the Proposed Scheme.
- 6.13.2 The drop-in centre provides services including sexual health services, needle exchanges, life skills support, counselling, advice and refreshments, and is open for afternoon and evening sessions. As well as the drop-in centre, MASH runs outreach programmes, across Manchester and Bury. Women can also phone MASH for advice.
- 6.13.3 In 2016/17, the organisation engaged with over 700 women. Many of its users may be marginalised from traditional healthcare services, and a proportion speak English as a second language. The location of the drop-in centre means that it is convenient and discrete for women to attend, as well as offering a single, reliable location where

women know that they are able to access a variety of resources. While alternative health resources are available nearby, the specific nature of the clientele served and services offered means that alternatives are not readily available. It is understood that the service provided by MASH is unique in the North West.

- 6.13.4 The construction of the Piccadilly viaduct would require the demolition of the MASH drop-in centre on Fairfield Street. There is the potential for the permanent loss of this facility to result in a disproportionate effect for women and a differential effect for women working in the sex industry in Manchester.
- 6.13.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

6.14 True Jesus Church (Manchester Piccadilly Station, MAo8)

- 6.14.1 True Jesus Church is a place of worship located on St Andrew's Street in central Manchester, approximately 20m from the route of the Proposed Scheme. It serves a revised apostolic congregation, the majority of whom are from Chinese ethnic backgrounds.
- 6.14.2 It is understood that the church has a regular congregation of approximately 40 people, but can attract up to 100 visitors. The congregation travels from across Manchester and the North West, including Liverpool, Warrington, Leeds and other parts of Yorkshire. Car parking is available on site, and congregants also arrive by train, bus or on foot. As well as its primary function, the church also organises religious education classes for children, bible study classes, and gospel classes. The nearest alternative revised apostolic/True Jesus Church is located in Newcastle, approximately 230km from Manchester.
- 6.14.3 The construction of the Manchester Piccadilly high speed station would require the demolition of True Jesus Church. There is the potential for the permanent loss of this place of worship and the disruption to the congregation to result in a disproportionate effect for Christians from the revised apostolic/True Jesus denomination living in Manchester and the North West, including those from Chinese ethnic backgrounds.
- 6.14.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

7 Development Area 2 assessment: Birmingham to Bolsover

7.1 Introduction

7.1.1 Equality effects arising along the route of the Proposed Scheme, including those that could occur in this area, are described under the relevant headings in Section 5.3 of this report.

7.1.2 This section reports potential specific equality effects on individual receptors located in the community areas within Development Area 2, where it is known that people with protected characteristics are likely to be affected. The community areas in Development Area 2 are listed in section 4.5 of this report.

7.1.3 Environmental effects reported in this section are drawn from the working draft ES, and further information can be found in the Volume 2 community area reports for the community areas in Development Area 2, Birmingham to Bolsover.

7.2 Echills Wood Railway (Lea Marston to Tamworth, LA01)

7.2.1 Echills Wood Railway is a miniature 2km railway built and operated by a group of enthusiasts and volunteers located in Kingsbury Park. The railway runs passenger carrying scale models of current or previously operating diesel, electric engines and trains. The railway serves around 32,000 passengers per year and can be hired for birthday parties and accommodates school visits.

7.2.2 The Avonvale Model Engineering Society miniature railway, which is located more than 49km from Echills Wood Railway is the closest similar attraction.

7.2.3 A part of the railway track would lie within the land permanently required for the construction of River Tame viaduct and the associated construction access route. The resource would no longer be operational and would, therefore be permanently lost.

7.2.4 HS2 Ltd is engaging with the landowner, Warwickshire County Council, and the operators to fully understand the site and its use and the potential for any equality effects.

7.3 Tamworth Motorway Services (Lea Marston to Tamworth, LA01)

7.3.1 Tamworth Motorway Services is a motorway service station owned and managed by Moto and located at junction 10 of the M42. It provides food, fuel and other facilities for drivers and passengers using the motorway, and can be accessed by both northbound and southbound traffic. Facilities include disabled toilets with RADAR key scheme⁶⁰, baby changing facilities, showers, restaurants, shops, takeaway food,

⁶⁰ A RADAR key is part of the National Key Scheme which allows access to more than 9,000 accessible toilets around the UK. Further information is available online: <https://www.disabilityrightsuk.org/shop/official-and-only-genuine-radar-key>

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

petrol station and Ecotricity electric vehicle charger. It is located on land required for the construction of the Proposed Scheme.

- 7.3.2 The nearest alternative service stations are on the M42 at Hopwood Park (40km away) and Appleby Magna (13km away). The closest alternative, at Appleby Magna, does not provide the same level of facilities. Other alternatives on the local road network are at Donington on the A42/M1 (34km), Warwick on the M40 (58 km), Corley on the M6 South (29km) and Norton Canes on the M6 Toll (26km).
- 7.3.3 The construction of the Proposed Scheme would require the demolition of Tamworth Motorway Services. The UK Government recommends that the maximum distance between motorway services areas should be no more than 45km, to allow motorists to take a break of at least 15 minutes every two hours⁶¹. Following the demolition of Tamworth Motorway Services, there would be a distance of 56km between the nearest alternative facilities on the M42, and 103km between the nearest alternatives on the M42/A42 offering a comparable level of facilities.
- 7.3.4 There is the potential for the permanent loss of the service station, including disabled toilets and baby changing facilities, to result in disproportionate and differential effects for PCGs, particularly given the increase in travel distance between alternative facilities. Research by Transport Focus has found that disabled people are more likely to use toilet facilities, to sit down within service stations to consume food bought on site, and to sit down to rest or consume their own food than other users⁶². This suggests that disabled people could experience both disproportionate and differential effects as a result of the loss of Tamworth Motorway Services. There may also be the potential for differential effects on children and older people, who may need to stop more frequently than other users for food, rest, and to use toilet and changing facilities.
- 7.3.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

7.4 Pooley Country Park (Birchmoor to Austrey, LA02)

- 7.4.1 Pooley Country Park is a country park managed by Warwickshire County Council providing educational and recreational facilities. It is situated on the Coventry Canal close to Polesworth in Warwickshire. The Proposed Scheme would run through the park on an embankment parallel to the M42.
- 7.4.2 The park covers 62.5ha and provides facilities including a visitor centre, tea room, playing fields, cycling and walking paths, picnic area, scouts hut and outdoor activity centre (assessed separately below). The park is used regularly by the local community and also draws users from across the West Midlands region. There are facilities for

⁶¹ DfT (2013), DfT Circular 02/2013, *The Strategic Road Network and the delivery of sustainable development, Annex B: Roadside facilities for road users on motorways and all-purpose trunk roads in England*. Available online: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf

⁶² Transport Focus (2017), *Motorway Services User Survey, Spring 2017 results report*. Available online: <http://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2017/10/12102630/Motorway-Services-User-Survey-agency-report-FINAL.pdf>

disabled people, including disabled toilets and mobility scooters that are available for hire.

- 7.4.3 Part of Pooley Country Park would be required for construction, and vehicular access to the park would be severed by the construction and operation of the Proposed Scheme. The nearest equivalent alternative is Kingsbury Water Park, which would also be directly affected during construction and operation of the Proposed Scheme (see Section 5.3) of this report).
- 7.4.4 During construction, an estimated 35% of the park (7.5ha) would be affected for a period of approximately five and a half years. The affected area comprises the main park entrance, which is located in the south of the park, the Pooley Fields Heritage Centre, and the visitor car park, which would be lost. The main entrance to the Pooley Fields Heritage Centre and visitor car park would not be accessible during construction works. However, the main area of the Country Park used for recreational activities, to the west of the M42, would remain accessible via the pedestrian entrance located in the north of the country park. Although access to the park would be possible for pedestrians during construction works, vehicular access would be compromised for approximately five and a half years. Pooley Lane cutting would temporarily sever vehicular access along Pooley Lane, as well along the road connecting Pooley Lane and Pooley Country Park.
- 7.4.5 In operation, the Proposed Scheme would run through Pooley Country Park on an embankment, resulting in the permanent loss of 4% of open space in the country park, including part of the car park. The impact on the country park arising from the construction of the Proposed Scheme is, therefore, expected to be permanent.
- 7.4.6 There is the potential for the temporary loss of vehicular access to the park to result in differential effects for children, disabled people and older people, who may be less mobile, and therefore, less able to access the park via the pedestrian entrance. There is also the potential for children and young people to experience disproportionate and differential effects as a result of any reduction in access to the play area, scout hut and outdoor activity centre. Impacts on the scout hut and activity centre are discussed separately below.
- 7.4.7 The profile of users of the country park has not been established at this stage. HS2 Ltd is engaging with Warwickshire County Council to fully understand the site, its use and any potential equality effects.

7.5 Polesworth (Abbey) Scout Activity Centre (Birchmoor to Austrey, LA02)

- 7.5.1 Polesworth (Abbey) Scout Activity Centre is located in Pooley Country Park, near Polesworth. The centre is used by Polesworth (Abbey) Scout Group, which comprises a Beaver Scout section, Cub Scout section and a Scout section, and is currently the largest Scout group in Tamworth District. It is understood that the centre is also used by Girl Guides. The activity centre can be hired out for corporate use, private functions, and for use by schools and other youth groups. The centre is surrounded by land required for the construction of the Proposed Scheme.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 7.5.2 Facilities include two large ground floor rooms (one of which has disabled access); two smaller first floor rooms; a grassed area for camping and outdoor games; a shooting range; and male, female and disabled toilets, showers and changing areas. There is direct access from the centre to the country park, the Coventry Canal, and River Anker, which are used for canoeing and kayaking (led by Tamworth Canoeing Club), raft building and other outdoor activities. Members of the Scout group use the activities centre both during weekdays and at weekends.
- 7.5.3 The centre is used primarily by young people from the local community, including local schools. It is also understood to be used by people from across the West Midlands region and more widely who may use the centre for other purposes, including events such as cyclocross⁶³ races. The Scout group earns income to fund its activities through hiring out the outdoor activity centre to others.
- 7.5.4 The land in Pooley Country Park surrounding the Polesworth (Abbey) Scout Activity Centre would be temporarily required for the construction of Pooley Lane embankment, for approximately one year and six months. Construction of the Proposed Scheme would affect the capacity of the Scout group to use the area for outdoor activities. In addition to being used by Polesworth (Abbey) Scout Group, the activity centre is also hired for corporate use and by schools and other youth groups. Access to the centre would be directly impacted by the construction and operation of the Proposed Scheme. The nearest alternative Scout group offering similar activities is 6th Tamworth (Amington), located approximately 2.5km away. Polesworth Memorial Hall is a community centre located approximately 800m away, comprising three rooms, which can be hired out.
- 7.5.5 The construction of the Pooley Lane cutting would temporarily sever Pooley Lane, preventing vehicular access to the centre. This could result in loss of access to the facility for children and young people who use the centre, including those with limited mobility who may be more likely to rely on vehicle access to the site. There may also be the potential for construction activity within Pooley Country Park to impact on pedestrian access to the centre. There may be the potential for children and disabled people who are members of the Scout group and/or users of the activity centre to experience disproportionate and differential effects as a result of any loss of access. There could also be the potential for the income of the Scout group to be affected, should the impact of construction reduce opportunities to hire out the centre for other uses.
- 7.5.6 The construction of Pooley Lane embankment would result in the temporary loss of land used by the Scout group for their outdoor pursuits. The Proposed Scheme would have an adverse effect on the health and wellbeing of users of the centre for scouting activities, dependent on their ability to access alternative Scout groups nearby. However, the users of the facility for community and meeting room space are unlikely to be similarly affected, given the nearby alternative facilities available which are easily accessible to users.

⁶³ Cyclocross is a form of bicycle racing that consists of many laps of a short course with obstacles requiring the rider to dismount, carry the bike while navigating the obstruction and remount.

7.5.7 HS2 Ltd is engaging with the operators of Tamworth District Scout Group and with Warwickshire County Council to fully understand the site and its use, and potential equality effects.

7.6 Austrey Playing Fields (Birchmoor to Austrey, LA02)

7.6.1 Austrey Playing Fields is a recreational facility located on Newton Lane in Austrey. Facilities include a marked out football pitch, playing field, sports pavilion, and car park with spaces for 50 cars.

7.6.2 The playing fields are used for regular sporting activities, including school sports such as cross-country running, as well as for occasional community events such as Austrey Bonfire, and events run by the local archery club during the summer. The football pitch is often used by Tamworth FC Academy for training purposes as well as by other local teams and schools. The Academy has around 130 local children aged between seven and 16 enrolled with it, as well as around 24 players aged between 16 and 18. The current use of the playing fields by Tamworth FC Academy has not been established. There are no alternative facilities available in the local area.

7.6.3 The construction of the Proposed Scheme would result in the permanent loss of approximately 5.5% (0.06ha) of one of the two playing fields at Austrey Playing Fields. This would render the playing field no longer usable, and it is considered unlikely that the one remaining field would be able to accommodate all of the activities that currently take place across both playing fields.

7.6.4 The profile of users and the current use of the playing fields by Tamworth FC Academy has not been established, and it is not understood whether loss of part of the site would be likely to affect the use of the playing fields by people with protected characteristics. HS2 Ltd is continuing to engage with Austrey Parish Council to fully understand the site and its use, and the potential for equality effects.

7.7 Austrey Play Area (Birchmoor to Austrey, LA02)

7.7.1 Austrey Play Area is a small play area suitable for children under the age of five. It is located within Austrey Playing Fields, approximately 400m from the village of Austrey. It is assumed that the play area is used primarily by children living in Austrey and in nearby communities who may use the playing fields for other recreational activities. The nearest alternative children's play area, suitable for children under the age of five, is located approximately 750m from Austrey Play Area.

7.7.2 Within Austrey, the children's play area at Austrey Playing Fields would lie within the land required for the construction of Newton Regis cutting. The resource would be permanently lost. There is the potential for children under the age of five in the Austrey area to experience differential and disproportionate equality effects as a result of the permanent loss of these play facilities.

7.7.3 HS2 Ltd is continuing to engage with Austrey Parish Council to fully understand the site and its use, and the potential equality effects.

7.8 Discover Outdoors (Birchmoor to Austrey, LA02)

- 7.8.1 Discover Outdoors is a Forest School located in established woodland to the west of Austrey. It serves a local catchment area, offering a range of educational and recreational activities including birthday parties, themed events, pre-school sessions, home education groups, educational programmes, and holiday and after school clubs for a range of age groups. It teaches children about the natural environment and enables them to explore outdoor skills. Discover Outdoors has an additional facility approximately 13km away at Cattows Farm, near Heather.
- 7.8.2 During construction, the Newton Regis cutting would result in the temporary loss of approximately 5.0% of the woodland (approximately 0.05ha) that is used by the Forest School for approximately two years. The proximity of construction activities would potentially impact the group's ability to use the woodland. In the absence of mitigation, there is the potential for this to result in a disproportionate effect for children and young people using the school for education and recreational purposes. The Forest School also provides a holiday club and after school club service, and so the loss of the facility would also result in the loss of a childcare facility.
- 7.8.3 HS2 Ltd is continuing to engage with Austrey Parish Council to fully understand the site and its use, and the potential for equality effects.

7.9 Meet Your Miracle Studio (Birchmoor to Austrey, LA02)

- 7.9.1 Meet Your Miracle Studio is located on Hermitage Business Park, close to junction 10 of the M42 at Tamworth. It is a private clinic providing a wide range of antenatal and postnatal services.
- 7.9.2 The clinic is located on land required for construction of the Proposed Scheme. It is assumed, given that the clinic is in a predominantly rural area, that it serves a catchment area beyond the local community. Similar services are available at another clinic run by the same operator, located approximately 31km away in Coventry.
- 7.9.3 Earthworks associated with the Hermitage Lane cutting would require the demolition of the clinic. There may be the potential for the permanent loss of this facility to result in a differential effect for pregnant women and new mothers who use the services it provides for reassurance and support.
- 7.9.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

7.10 The Nook (Ratcliffe-on-Soar to Long Eaton, LA05)

- 7.10.1 The Nook is a social housing development of seven one-bedroom, two-person flats on New Tythe Street, Long Eaton, owned and managed by Futures Housing Group. The properties are offered at affordable rent rates, on fixed-term tenancies.
- 7.10.2 Futures Housing Group and Erewash Borough Council have developed a local lettings policy that applies to the Nook. This gives preference to applicants who are transferring from larger housing association properties in Erewash, applicants of the Derbyshire Move-on scheme, and by age, with priority given in descending order

starting with the 55-59 age group. The Move-on scheme supports people who have been living in supported housing to move into mainstream social housing.

- 7.10.3 In addition, preference for ground floor flats goes to applicants who require level access accommodation due to a medical condition or disability. The policy also aims to ensure the number of lettings to households from BAME groups reflects the composition of the Long Eaton community. It is assumed, therefore, that there may be a higher than average proportion of residents who are elderly, and/or have a disability.
- 7.10.4 There are 14 housing associations in Long Eaton, providing a range of housing options across the area. These include Bonsall Court, described in Section 7.11. However, a search undertaken in May 2018 found only one property currently available within a 5 radius of the Nook and Bonsall Court, suggesting that there may be limited alternative social housing available locally⁶⁴.
- 7.10.5 The construction of the Proposed Scheme would require the demolition of the Nook. In the absence of mitigation, and depending on the profile of residents, there may be the potential for the permanent loss of these homes to result in disproportionate effects on older people and disabled people. The construction of the Proposed Scheme would also require the demolition of 16 flats at Bonsall Court, less than 2km from the Nook on Bonsall Street, discussed separately below. While Bonsall Court caters to people aged 55 and over, this would further reduce the overall stock of social housing in the Long Eaton area.
- 7.10.6 There may also be the potential for differential effects for older and BAME residents, particularly if displaced residents are required to relocate to alternative accommodation outside of the local area, potentially disrupting access to facilities and services and leading to the loss of existing social ties. Disabled residents may also be differentially impacted if there is no suitable alternative accommodation available to meet their requirements, for example ground floor or level access accommodation.
- 7.10.7 The profile of residents of the Nook has not been established at this stage. HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects.

7.11 Bonsall Court (Ratcliffe-on-Soar to Long Eaton, LA05)

- 7.11.1 Bonsall Court is a social housing development of 16 one-bedroom flats for people aged 55 and over, located on Bonsall Street, Long Eaton. The development is owned and managed by East Midlands Housing, and has a resident manager on site. It does not offer any specific care provision.
- 7.11.2 There are 14 housing associations in Long Eaton, providing a range of housing options across the area. These include the Nook, described above. However, a search undertaken in May 2018 found only one property available within a 5km radius of

⁶⁴ Search undertaken using <https://www.home-options.org/choice/>

Bonsall Court and the Nook, suggesting that there may be limited alternative social housing available locally including for older people⁶⁵.

- 7.11.3 The construction of the Proposed Scheme would require the demolition of all 16 residential properties at Bonsall Court. Depending on the profile of residents, there may be the potential for the permanent loss of these homes to result in disproportionate effects on groups with protected characteristics. As stated in Section 7.10, the construction of the Proposed Scheme would also require the demolition of the seven flats comprising the entire facility at the Nook, less than 2km from Bonsall Court on New Tythe Street, which would further reduce the overall stock of social housing in the Long Eaton area.
- 7.11.4 There may also be the potential for differential effects for certain groups, particularly if displaced residents are required to relocate to alternative accommodation outside of the local area, potentially disrupting access to facilities and services and leading to the loss of existing social ties. Residents with particular needs, including disabled residents and older people who may have had specific adaptations made to their properties, may also be differentially impacted if there is no suitable alternative accommodation available to meet their requirements.
- 7.11.5 The profile of residents is not known at this stage. HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

7.12 Kingdom Hall (Ratcliffe-on-Soar to Long Eaton, LA05)

- 7.12.1 Kingdom Hall of Jehovah's Witnesses is located on New Tythe Street in Long Eaton. It is a place of worship used by Jehovah's Witnesses, including a Punjabi Jehovah's Witness group. There are two other Kingdom Halls located within 5km radius. It is understood that all three of these facilities are currently at capacity.
- 7.12.2 The construction of the Long Eaton and Toton viaduct would require the demolition of the Kingdom Hall on New Tythe Street. In the absence of mitigation, there is the potential for the permanent loss of this facility to result in a disproportionate effect on Jehovah's Witnesses in the area due to the loss of a place of worship associated with their religion.
- 7.12.3 HS2 Ltd is continuing to engage to fully understand the facility and its use, and the potential equality effects.

7.13 Greenwood Community Centre (Ratcliffe-on-Soar to Long Eaton, LA05)

- 7.13.1 Greenwood Community Centre is located on Chester Green in Beeston. The centre contains both indoor and outdoor facilities, has wheelchair access, disabled toilets and a secure outdoor play area.

⁶⁵ Search undertaken using <https://www.home-options.org/choice/>

- 7.13.2 Greenwood Community Centre hosts a number of activities including both the 1st and 2nd Toton Scouts Group, Toton Tots pre-school, over 50's group, pilates, pollinator workshops and other children's events. Community walks also start from the facility. The Toton Tots Pre-School is based at the community centre; however, there is an alternative early years education facility within 300m (Banks Road Nursery) and five alternative early years facilities within approximately 1km. The 1st Toton Scout Group is also based at the Greenwood Community Centre. Another Scout group is located 1km away which provides an alternative Scout group facility; however, there are limited comparable facilities for community group use within the local area.
- 7.13.3 The construction of the Long Eaton viaduct and East Midlands Hub station would require the demolition of the Greenwood Community Centre on Chester Green. There is the potential for the permanent loss of this facility to result in a disproportionate effect on children and young people using the community centre for education and recreational purposes.
- 7.13.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

7.14 CARE Fertility Clinic (Stapleford to Nuthall, LAo6)

- 7.14.1 CARE Fertility Clinic is located on Nottingham Business Park in Broxtowe, close to junction 26 of the M1. The clinic provides IVF and other fertility treatments, including for gay and lesbian people. Treatments are available to patients through a number of funding options, and referrals for NHS cases are made through the Royal Derby Hospital.
- 7.14.2 The clinic carries out around 1,000 procedures each year, and has a regional catchment area. The latest statistics collected by the Human Fertility and Embryology Authority show that, in July 2015 to June 2016, CARE Nottingham recorded the highest success rate of any fertility clinic in the UK, with a success rate of 51.7% per embryo transferred⁶⁶. The nearest alternative, which also caters for NHS as well as private referrals is Nurture Fertility, 11.1km away. Care fertility also has a satellite IVF facility based at Royal Derby Hospital (26km away) but this does not provide the same level of service.
- 7.14.3 The construction of the Proposed Scheme would require the demolition of the clinic. There is the potential for the permanent loss of this facility to result in a disproportionate and differential effect on women and lesbian, gay, bisexual and transgender (LGBT) people in the area due to the loss of a facility providing fertility services to all of these groups.
- 7.14.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

⁶⁶ Care Fertility, available online at: <https://www.carefertility.com/why-care/success-rates/#>

7.15 Moo-Haven Animal Rescue Centre (Stapleford to Nuthall, LAo6)

- 7.15.1 Moo-Haven Animal Rescue Centre, located in Stanton-by-Dale, provides a temporary home for neglected animals in the local area. The centre, which has riding school facilities, also hosts fundraising events, which are frequented by children, including autistic children. It is not known if there are alternative facilities that offer similar services in the area.
- 7.15.2 The construction of the Stanton Gate viaduct would temporarily require the land used by the Moo-Haven animal rescue centre. The centre would have to be closed for approximately four years and six months. There is the potential for the temporary loss of this facility to result in a disproportionate impact on children and young people using the facility for recreational purposes. There would also be a differential effect on children with autism who may be more likely to experience difficulties travelling longer distances.
- 7.15.3 The land that would be required permanently is equivalent to 6.2% of the total area used by the rescue centre. It is expected that activities on the remaining land would be able to operate, but at a reduced capacity. There is the potential for the permanent reduction in capacity to result in a disproportionate impact on children and young people using the facility for recreational purposes.
- 7.15.4 HS2 Ltd is continuing to engage with the owners to fully understand the site and its use, and the potential equality effects.

8 Development Area 3 assessment: Bolsover to Leeds

8.1 Introduction

8.1.1 Equality effects arising along the route of the Proposed Scheme, including those that could occur in this area, are described under the relevant headings in Section 5.3 of this report. This section reports potential specific equality effects on individual receptors located in the community areas within in Development Area 3, where it is known that people with protected characteristics are likely to be affected. The community areas in Development Area 3 are listed in Section 4.6 of this report.

8.1.2 Environmental effects reported in this section are drawn from the working draft ES, and further information can be found in the Volume 2 community area reports for the community areas in Development Area 3, Bolsover to Leeds.

8.2 East Midlands Ambulance Service and Police Depot (Tibshelf to Shuttlewood, LA10)

8.2.1 The East Midlands Ambulance Service and Police Depot is located in Heath and services the local areas of Holmewood, Heath and Bolsover. The depot is also used as an emergency dispatch centre as it has emergency vehicle access routes and is conveniently located at junction 29 of the M1.

8.2.2 The facility is located on land required for the construction and operation of the Proposed Scheme.

8.2.3 The construction of the Heath South cutting and the associated works would require the demolition of the East Midlands NHS Trust Ambulance Service and Police Depot.

8.2.4 HS2 Ltd will seek further information through engagement with East Midlands Ambulance Service to fully understand the potential for equality effects.

8.3 Water Haigh Woodland Park (Warmfield to Swillington and Woodlesford, LA15)

8.3.1 Water Haigh Woodland Park is a 97ha woodland park and nature reserve, which was previously a quarry. It is located near Aberford Road in Woodlesford and is owned and managed by Leeds City Council. It is used by local people and families as a green space and also for observing wildlife.

8.3.2 Activities for disabled people (including those with learning disabilities) that are held in the park includes tree planting programmes and wildlife walks. There is also a car park, which is used primarily by disabled people fishing in the canal.

8.3.3 The Woodlesford cutting satellite compound would require the closure of the part of the woodland known locally as Water Haigh Plantation, for a period of six years. After this time, this part of the woodland would be reinstated and returned back to its original use.

- 8.3.4 The River Aire viaduct satellite compound would require the closure of the part of the woodland known locally as Fleet Bridge Wood for a period of three years and three months. After this time, this part of the woodland park would be reinstated and returned back to its original use.
- 8.3.5 In total, approximately 20% of the woodland within Water Haigh Woodland Park would be temporarily lost; however, access to the remainder of the woodland would be maintained during construction.
- 8.3.6 The construction of the River Aire viaduct and the Woodlesford tunnel would permanently require land from Water Haigh Woodland Park. Approximately 5% of the woodland park would be permanently lost as a result of the construction.
- 8.3.7 It is currently not yet known how the temporary and permanent loss of these areas of land from the park would affect protected groups.
- 8.3.8 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

8.4 Swillington Park, Organic Farm and fishing lakes (Warmfield to Swillington and Woodlesford, LA15)

- 8.4.1 Swillington Park, organic farm and fishing lakes site includes a farm shop and fishing lakes and is located on Coach Road in Swillington. There are five fishing lakes, car parking facilities and disabled access. Activities such as forest schools and eco-weddings are held at this facility. There is also a partnership with Rothwell Live at Home, which organises specific events for people with dementia at this facility.
- 8.4.2 The construction of the River Aire viaduct would temporarily require land from the site to the south of Swillington which will impact the fishing lakes. The fishing lakes, and the area around the lakes which are used for events for children and people with dementia would not be accessible during the construction period, however access would be reinstated following construction. The nearest alternative facility for lake fishing is Lowther Lake in Allerton Bywater which is located approximately 2.6km to the south east, however it does not provide the same range facilities and activities.
- 8.4.3 There may be the potential for this to result in temporary differential effects on groups with protected characteristics, such as people with dementia and children.
- 8.4.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

8.5 Leeds Specialist Autism Services (Stourton to Hunslet, LA17)

- 8.5.1 Leeds Specialist Autism Services (LSAS) is based at Junction 7 Business Park in Leeds, and provides services for adults on the autistic spectrum. The building has been recently refurbished by LSAS to provide very high standards of accessibility designed to cater for the particular needs of its users. It provides a wide range of services including employment support, social skills support, autism specific counselling, autism awareness training, social enterprise support, Autism First project, community outreach and various other projects, many of which are on site.

- 8.5.2 Alternative facilities/services from the same organisation are provided in Bradford, Shipley and York. The nearest of these is in Bradford, which is 19km away and provides a wide range of services. The facility in Shipley is 24km away and provides a significantly smaller range of services.
- 8.5.3 The construction of Leeds cutting and the A639 Wakefield Road overbridge would require the demolition of Leeds Specialist Autism Services in the Junction 7 Offices on the A639 Wakefield Road. The demolition of this building, from which the services are operated, would have a significant impact on adults who access the services, their families and carers. A very wide range of services are delivered from this building and any replacement for this centre is likely to require significant adaptations in order to provide an equivalent fully accessible facility.
- 8.5.4 Alternative services are available in Shipley, Bradford and York. While it may be possible to provide outreach-based services from these locations, they are some distance from Leeds, there may be the potential for this to result in disproportionate and differential effects for people with autism who may be more likely to experience difficulties travelling longer distances, or be more sensitive to any changes in their established routines.
- 8.5.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential equality effects due to the permanent loss of this facility.

8.6 Hunslet Parkside Amateur Rugby League Football Club Pitch 1 (Stourton to Hunslet, LA17)

- 8.6.1 The Hunslet Parkside ARLFC Pitch 1 is a full-size rugby pitch with an associated car park located along Beza Street in Leeds. The rugby pitch belongs to the Hunslet club and the pitch is used by junior and senior teams.
- 8.6.2 The construction of Leeds cutting and associated works to Hillidge Road and Beza Street would temporarily require some of the land associated with Hunslet Parkside ARLFC Pitch 1 on Beza Street. The car park and a grassed area north of the pitch, which together comprise approximately 40% of the total site, would be required for approximately four years and six months. During this time the pitch would remain open and accessible to users, however, the car park would be closed.
- 8.6.3 The temporary loss of the car park could impact on those with disabilities, children and young people due to the lack of a designated drop off point that is safe for loading and unloading. The nearest alternative parking is at the retail park opposite the pitch and is unrestricted. However, access to the pitch from the car park involves crossing a busy road with no obvious crossing points and limited pavements. There is another car park that serves the Hunslet Club, which is several hundred metres away. It is understood that this carpark is often fully occupied.
- 8.6.4 The temporary loss of the car park and the lack of suitable alternatives could have the potential for those with disabilities, children and young people to experience differential effects due to the lack of safe pedestrian access from the nearest alternative parking.

8.6.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects.

8.7 Hunslet Community Sports Pitches (Stourton to Hunslet, LA17)

8.7.1 The Hunslet community sports pitches are located within the Hunslet Green Community Sports Club site in Helton Court. The club has a membership of over 2,500 young people and provides an extensive programme of sports, arts and other activities for children and young people aged 18 months to 25 years. The club is open seven days a week with programmes on weekday evenings and on weekends.

8.7.2 The construction of the Leeds cutting and the associated works to Hillidge Road and Church Street would permanently require land from one full size five-a-side football pitch and part of the outdoor space associated with Hunslet Green Community Sports Club on Hillidge Road. Together these spaces comprise approximately 10% of the total outdoor space at the Hunslet Club site. Both the pitch and outdoor space would be unusable for their intended purpose; however, the club building and other pitches would remain usable.

8.7.3 The permanent loss of a sports pitch and part of the outside space could have a disproportionate effect on those protected groups (children and young people) that use these spaces. There may be the potential for children and young people, for whom public open space and play space are important for play, health, fitness and social interaction, to experience differential equality effects as a result of the loss of these facilities.

8.7.4 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects. Any equality effects identified as a result of impacts on the site and any consequent mitigations will be reported in the formal EQIA Report.

8.8 Mecca Bingo Club (Stourton to Hunslet, LA17)

8.8.1 Mecca Bingo Club is a purpose-built bingo hall located on Balm Road. The hall includes seating for 1,555 players and 50 e-bingo terminals. The hall opens at 11.30am daily with daily afternoon and evening sessions plus a morning session on Saturdays.

8.8.2 Additional facilities include a 211 space car park with disabled car parking, disabled access, a hearing loop, cash machine, bar and restaurant. The profile of users of the Bingo hall is not known but research suggests 80% of non-online bingo players are women⁶⁷ and the age group with the highest participation rate (11%) is 75 years and over⁶⁸.

8.8.3 The construction of the Leeds cutting and associated site haul routes would require the demolition of Mecca Bingo on Balm Road. The nearest alternative bingo halls are

⁶⁷ Bingo Reviewer (2012), *The Changing Demographics of Online Bingo: A 2011 Outlook*. Available online at: <https://www.bingoreviewer.co.uk/2011-online-bingo-demographics.html>

⁶⁸ The University of Kent (2016), *The Bingo Project*. Available online at: https://www.kent.ac.uk/thebingoproject/resources/Bingo_Project_report_final.pdf

Mecca Hall Leeds Mayfair on New York Street and Luda Lounge on Albion Street, both located within the city centre, approximately 3km from Mecca Bingo on Balm Road. Mecca Hall Leeds Mayfair has good levels of accessibility but no parking is available. No information on accessibility is available for Luda Lounge. There are some alternative Bingo facilities (Gala Bingo Leeds and Mecca Bingo Crossgates) with good levels of accessibility and parking that are approximately 10km away.

- 8.8.4 There may be the potential for the permanent loss of this facility to result in a disproportionate effect for women and the elderly; and differential effect on the disabled who use the services. This facility would be eligible for compensation under the Code, and it is assumed that the operators would seek to re-provide these services, subject to market demand.
- 8.8.5 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects due to the loss of this facility.

8.9 Life Church Leeds (Leeds Station, LA18)

- 8.9.1 The Life Church is based in Leeds and is a place of worship for youth and young adults. Services are held at two venues, the Metropolitan Hotel in central Leeds and Hurley House on Dewsbury Road. Midweek services and activities for teenagers and young adults are held at Hurley House, which is the Leeds hub of the Christian megachurch Life Church UK and hosts groups for children, mothers and toddlers, young adults and women.
- 8.9.2 The construction of Leeds viaduct and Leeds station multi storey car park would require the demolition of Hurley House on Dewsbury Road. There may be the potential for this to result in disproportionate effects on people of faith and young people.
- 8.9.3 HS2 Ltd will seek further information through stakeholder engagement and desk-based research in order to understand the potential for equality effects due to the loss of this facility. Any equality effects identified as a result of impacts on the site and any consequent mitigations will be reported in the formal EQIA Report.

8.10 Gypsy and Traveller site, Kidacre Road (Leeds Station, LA18)

- 8.10.1 On Kidacre Road, Leeds there is a recently developed Gypsy and Traveller site providing a total of eight permanent pitches for modular prefabricated accommodation, as well as shower blocks, toilets and parking.
- 8.10.2 The site is located on land permanently required for the construction of the Leeds embankment. Therefore, the site was granted a 10-year temporary planning permission (which expires in 2026) to allow vacation prior to the construction of the Proposed Scheme. However, HS2 Ltd may require this site earlier than 2026.
- 8.10.3 Leeds City Council has identified a site at Tulip Retail Park as a suitable alternative. The Tulip Street site has been identified for this use in the Council's Site Allocations Plan. However, the Plan has not been formally adopted and planning permission has not yet been secured.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- 8.10.4 Within the Gypsy and Traveller community, Romany Gypsies and Irish Travellers specifically are legally recognised as ethnic groups under the Act. It can be assumed that all of the residents of the site will be from the Gypsy and Traveller community, but no other information is currently available regarding their ethnicity or whether residents have other protected characteristics.
- 8.10.5 Construction of the Proposed Scheme would result in the permanent demolition and displacement of occupiers of the site, with the potential for disproportionate and differential effects on the Romany Gypsy and/or Irish Traveller communities and other groups with protected characteristics, depending on the demographic profile of the residents.
- 8.10.6 HS2 Ltd is engaging with Leeds City Council housing department to fully understand the site, its use and any potential equality effects.

9 Next steps

9.1 Stakeholder engagement

9.1.1 HS2 Ltd will continue to engage with stakeholders to understand the needs of people with protected characteristics who may be affected by the Proposed Scheme. The development of the Proposed Scheme and the formal EQIA Report (including, where relevant, the identification of reasonably practicable mitigation measures) will be informed by the information gathered through that engagement and through responses received to the consultation on this working draft EQIA Report.

9.2 EIA and design development

9.2.1 The formal EQIA Report will also take into account additional outputs from the ongoing EIA and design development, which will be reported in the formal ES. This will consider, among other things, effects associated with air quality, noise, and traffic and transport. Where these are likely to give rise to equality effects they will be reported in the formal EQIA Report to be submitted to Parliament alongside the hybrid Bill and formal ES for HS2 Phase 2b.

10 Glossary

Appraisal of sustainability	An assessment of impact of plans, policies and programmes from an environmental, economic and social perspective
Baseline	Existing conditions against which future changes can be measured or predicted
Compensation Code	The collective term for the principles derived from both statute and case law, relating to compensation for compulsory acquisition.
Conventional compatible trains	Trains that are designed to run on both the new High Speed rail network and the existing rail network.
conventional line	The existing UK rail network (excluding High Speed One)
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. This directive is transposed into English legislation by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017/571).
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 those protected characteristics described in the Act.
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.
High Speed Two Limited	The company set up by the Government to develop proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland
Hybrid Bill	Hybrid Bills mix the characteristics of public and private bills. The provisions in a hybrid bill would affect the general public, but would also have particular effects on specific individuals or groups
Infrastructure maintenance depot	A facility providing logistical support for the maintenance and repair of the HS2 railway track and associated infrastructure (excluding trains)

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

Land required for the Proposed Scheme/land required for the construction of the Proposed Scheme	The land required for the project is defined on plans accompanying the hybrid Bill. The land is needed for the permanent works, construction activities, access rights and for off-site mitigation.
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 2a	The section of the Phase Two route between the West Midlands and Crewe. It will include a connection with Phase One at Fradley, to the north-east of Lichfield, and a connection with the West Coast Main Line south of Crewe.
Phase 2b	The section of the Phase Two route from Crewe to Manchester and West Midlands to Leeds, with intermediate stations at Manchester Airport and the East Midlands, and with connections onto the West Coast Main Line at Golborne and East Coast Main Line at Church Fenton.
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	Proposed high speed rail line and associated infrastructure between Crewe and Manchester and the West Midlands and Leeds (i.e. Phase 2b of HS2).
Protected characteristics	<p>Nine groups identified in the Equality Act 2010 as sharing a particular characteristic against which is it illegal to discriminate::</p> <ul style="list-style-type: none"> • age; • disability; • gender reassignment; • marriage and civil partnership; • pregnancy and maternity; • race; • religion and belief; • sex; and

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

- sexual orientation.

Public Sector Equality

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

Duty (PSED)

- 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.

Route of the Proposed Scheme

The proposed new rail corridor (including specific points along the corridor, i.e. the line of the route/track only).

West Coast Main Line

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

11 List of acronyms and initialisms

AoS	Appraisal of Sustainability
BAME	Black, Asian and Minority Ethnic
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
IoMD	Index of Multiple Deprivation
LA	Local authority
LGBT	Lesbian, Gay, Bisexual and Transgender
MML	Midland Main Line
NMU	Non-motorised user
ONS	Office for National Statistics
PCG	Protected characteristic group
PRoW	Public right(s) of way
PSED	Public Sector Equality Duty
SMR	Scope and Methodology Report
UK	United Kingdom
WCML	West Coast Main Line

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Annex A: Average population belonging to each sub-group at the route-wide, regional and national level

Age

Table 2 shows the proportion of the total population that falls into each of the relevant age sub-groups, at the route-wide, regional and national level. It shows that, route-wide, 22% of the population were between 0 and 15 years old and 12% were between 16 and 24 years old. Of the older population, 11% were aged between 65 and 84 while 2% were aged 85 and over.

Table 2: Average population at the route, regional and national level, by age range

		Total population	0-15	16-24	65-84	85 and over
Route average		1,672	22%	12%	11%	2%
Regional average	Yorkshire and the Humber	1,665	20%	11%	11%	2%
	North West	1,693	23%	12%	11%	2%
	East Midlands	1,654	20%	12%	12%	2%
	West Midlands	1,619	19%	11%	12%	2%
National average		1,614	19%	12%	14%	2%

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

Disability

Table 3 shows the average population with a long-term limiting illness at the route-wide, regional and national level. It shows that along the route, 9% of the population had a long term limiting illness that affects their day to day activities a little, and 9% of the population had a long term limiting illness that affects their day to day activities a lot. This broadly aligns with the national average.

Table 3: Average population at the route, regional and national level, by self-reported limiting long-term health problem or disability

		Total population	Day to day activities limited a lot	Day to day activities limited a little	Not limited
Route average		1,644	9%	9%	82%
Regional average	Yorkshire and the Humber	1,560	10%	10%	80%
	North West	1,724	8%	8%	83%
	East Midlands	1,595	10%	10%	80%
	West Midlands	1,679	8%	9%	83%
National average		1,614	8%	9%	82%

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

Race

Table 4 in Annex B shows the average population in each of the relevant ethnic sub-groups at the route-wide, regional, and national level. It shows that along the route, the majority of the population were White (87%), 6.7% of the population were Asian/Asian British, 2.5% were Black, 2.2% were Mixed and 1.1% were of Other ethnicity.

Table 4: Average population by ethnic sub-group at the route-wide, regional and national level

		Total population	White	Mixed	Asian/Asian British	Black	Other
Route average		1,644	87%	2.2%	6.7%	2.5%	1.1%
Regional average	Yorkshire and the Humber	1,559	93%	1.4%	3.5%	1.6%	0.7%
	North West	1,723	79%	3.2%	12.1%	4.1%	1.9%
	East Midlands	1,595	96%	1.6%	1.6%	1.0%	0.2%
	West Midlands	1,678	97%	1.0%	1.0%	0.6%	0.1%
National average		1,614	85%	2.3%	7.8%	3.5%	1.0%

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

Religion

Table 5 shows the average population by religion, at the route-wide, regional and national level⁶⁹. Christian is the by far the most prevalent, with over half of the population (60%) in all areas identifying as this religion. On average less than 1% of people along the route had Buddhist, Hindu, Jewish or Sikh beliefs. This is lower than the national average for all three religions. It also shows that over 5% of the population along the route had Muslim beliefs, which is in line with the national average of 5%.

Table 5: Average population by religion at the route-wide, regional and national level

		Total population	Christian	Buddhist	Hindu	Jewish	Muslim (Islam)	Sikh
Route average		1,644	60%	0.4%	0.6%	0.3%	5.1%	0.3%
Regional average	Yorkshire and the Humber	1,560	64%	0.2%	0.6%	0.1%	2.5%	0.2%
	North West	1,724	56%	0.6%	0.9%	0.6%	9.8%	0.3%
	East Midlands	1,595	60%	0.2%	0.3%	0.0%	0.5%	0.4%
	West Midlands	1,679	67%	0.2%	0.2%	0.0%	0.2%	0.3%
National average		1,614	59%	0.5%	1.5%	0.5%	5.0%	0.8%

⁶⁹ The number of people with other religions is below the threshold of 50 in all LSOAs in the study area.

Annex B: Further breakdown of the ethnicity sub-groups

For each ethnic sub-group (e.g. Asian/Asian British) a table is presented showing the average percentage split between each ethnic classification (e.g. Indian, Pakistani, Bangladeshi, Chinese, Other Asian) for those LSOAs where the overall ethnic sub-group is disproportionate.

Mixed ethnicity

Table 6 shows that for all three development areas the White and Black Caribbean ethnic classification is the most common in those LSOAs where the overall Mixed ethnic sub-group is disproportionate. The remaining populations range from 8% to 27%.

Table 6: Average population by Mixed Ethnicity ethnic sub-group by development area

Development area	White and Black Caribbean	White and Black African	White and Asian	Other Mixed
1	40%	18%	20%	22%
2	66%	10%	8%	16%
3	40%	20%	27%	12%

Asian/Asian British

Table 7 shows that the Pakistani ethnic classification is the most common in those LSOAs where the overall Asian/Asian British sub-group is disproportionate. The remaining populations range from 8% to 33%.

Development Area 2 has no LSOAs where the overall Asian/Asian British sub-group is disproportionate, and so no further breakdown is provided.

Table 7: Average population by Asian/Asian British ethnic sub-group by development area

Development area	Indian	Pakistani	Bangladeshi	Chinese	Other Asian
1	8%	60%	15%	9%	8%
2	N/A	N/A	N/A	N/A	N/A
3	4%	55%	33%	1%	7%

Black

Table 8 shows that for all three development areas the African ethnic sub-group is the most common in those LSOAs where the overall Black sub-group is disproportionate. The remaining populations range from 8% to 36%.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

Table 8: Average population by Black ethnic sub-group by development area

Development area	African	Caribbean	Other Black
1	61%	20%	18%
2	48%	36%	16%
3	78%	8%	14%

Other

Table 9 shows that the Arab ethnic classification is the most common in those LSOAs where the overall Other sub-group is disproportionate. The remaining populations range from 17% to 35%. Development Area 2 has no LSOAs where the overall Other ethnic sub-group is disproportionate.

Table 9: Average population by Black ethnic sub-group by development area

Development area	Arab	Other
1	65%	35%
2	N/A	N/A
3	83%	17%

Annex C: LSOAs with a disproportionate representation of multiple PCGs

Development Area 1

Table 10: LSOAs in Development Area 1 with a disproportionate representation of three or more PCGs, broken down by sub-groups

Map reference	LSOA	PCGs	20% most deprived
Three sub-groups			
1-1	E01005089	Age: 65-85, 85+ Race: Mixed	Yes
1-2	E01005119	Age: 16-24 Race: Mixed, Other	Yes
1-3	E01005180	Age: 0-15 Race: Mixed, Other	Yes
1-4	E01005195	Age: 0-15 Race: Mixed, Black	Yes
1-5	E01005199	Religion: Muslim Race: Asian/Asian British, Black	Yes
1-6	E01005238	Religion: Muslim, Race: Asian/Asian British, Black	Yes
1-7	E01033657	Religion: Hindu Race: Asian/Asian British, Black	Yes
1-8	E01005172	Religion: Jewish Age: 0-15 Race: Other	No
Four sub-groups			
1-9	E01005061	Age: 0-15; Race: Asian, Black, Other	Yes
1-10	E01005063	Religion: Muslim Race: Mixed, Black, Other	Yes
1-11	E01005065	Religion: Muslim Race: Mixed, Black, Other	Yes
1-12	E01005194	Religion: Muslim Race: Asian, Black, Other	Yes
1-13	E01005233	Religion: Muslim Race: Mixed, Black, Other	Yes
1-14	E01005234	Religion: Muslim Race: Mixed, Asian/Asian British, Black	Yes
1-15	E01005239	Religion: Muslim Race: Mixed, Black, Other	Yes

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

1-16	E01005280	Religion: Muslim Race: Asian/Asian British, Black, Other	Yes
1-17	E01005308	Religion: Hindu Age: 0-15 Race: Mixed, Other	No
1-18	E01005287	Religion: Muslim Age: 0-15 Race: Asian/Asian British, Black	Yes
Five sub-groups			
1-19	E01005077	Age: 65-85, 85+ Race: Mixed, Black, Other	Yes
1-20	E01005219	Religion: Muslim Age: 16-24, Race: Mixed, Asian/Asian British, Other	Yes
1-21	E01005220	Religion: Muslim Age: 16-24, 85+ Race: Mixed, Asian/Asian British	Yes
1-22	E01005232	Religion: Muslim Race: Mixed, Asian/Asian British, Black, Other	Yes
1-23	E01005235	Religion: Muslim Race: Mixed, Asian/Asian British, Black, Other	Yes
1-24	E01005282	Religion: Muslim Age: 0-15 Race: Mixed, Asian/Asian British, Other	No
Six sub-groups			
1-25	E01005236	Religion: Muslim Age: 85+ Race: Mixed, Asian/Asian British, Black, Other	Yes
1-26	E01005221	Religion: Muslim Age: 65-84 Race: Mixed, Asian/Asian British, Black, Other	Yes
Seven sub-groups			
1-27	E01005230	Religion: Muslim Age: 65-84, 85+ Race: Mixed, Asian/Asian British, Black, Other	Yes

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

Development Area 2

Table 11: LSOAs in Development Area 2 with a disproportionate representation of two, three or more PCGs, broken down by sub-groups

Map reference	LSOA	PCGs	20% most deprived
Three sub-groups			
2-1	E01013866	Disability limited a lot Age: 0-15, 85+.	Yes

Development Area 3

Table 12: LSOAs in Development Area 3 with a disproportionate representation of two, three or more PCGs, broken down by sub-groups

Map reference	LSOA	PCGs	20% most deprived
Three sub-groups			
3-1	E01011372	Religion: Muslim Race: Asian/Asian British, Black	Yes
3-2	E01033002	Religion: Hindu Race: Black, Other	Yes
3-3	E01033010	Religion: Buddhist, Hindu Race: Other	No
Four sub-groups			
3-4	E01011312	Religion: Muslim Race: Mixed, Asian/Asian British, Black	Yes
3-5	E01011316	Religion: Muslim Race: Mixed, Asian/Asian British, Black	Yes

Annex D: Literature review

Introduction

Purpose of this literature review

This literature review provides a summary of key research evidence drawn from recent national and regional evidence reviews, research findings and policy documents, to inform understanding of the sensitivity of protected characteristic groups (PCGs)⁷⁰ to potential effects of the Proposed Scheme, and their specific needs in relation to potential effects.

Structure of this literature review

This literature review is divided into the following sections, which correspond with the categories of impacts reported in the route-wide assessment:

- Section 2 - Housing;
- Section 3 - Community infrastructure and open spaces;
- Section 4 - Employment and business;
- Section 5 - Traffic, transport and accessibility;
- Section 6 - Noise, air quality, and other environmental effects;
- Section 7 - Crime, safety and personal security; and
- Section 8 - Social capital and community cohesion.

⁷⁰ As defined by the Equality and Human Rights Commission (EHRC) (2014), *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>.

Housing

Introduction

Residential accommodation along the route of the Proposed Scheme would be directly and indirectly impacted during construction and operation. It is important, therefore, to understand the housing needs of PCGs, and the relationships between different types and tenures of housing and people with protected characteristics.

Young people

Young people face significant affordability barriers to home-ownership. Young people are more likely than other groups to be living in poverty⁷¹, and there is a significant risk of homelessness. In 2015, nearly half of people living in homeless accommodation services were aged between 16 and 24, and 20% of all people presenting as homeless were aged under 25⁷².

Older people

Social housing is of particular importance to older people. In 2016/2017, older people were the most prevalent group in the social rented sector, with 27% of social rented households headed by someone aged 65 or over⁷³. A higher proportion of those aged 75 and over are social tenants compared with those aged 65 and over, reflecting both changing tenure patterns over the last 30 years and the number of older owner-occupiers who find their homes are no longer suitable for their needs and become eligible for specialist social housing⁷⁴.

Older people living in social housing or private rented accommodation are more than twice as likely to be living in poverty as those in owner-occupied housing. After housing costs, 44% of older social or private rental tenants are in low income groups, compared with 18% of owner occupiers⁷⁵. For owner-occupiers, housing can be a financial asset with the potential to be converted into cash, which can then be used to boost income in retirement, thereby reducing the likelihood of poverty⁷⁶.

Disabled people

Many disabled people live in unsuitable accommodation that does not meet their needs and prevents them from living independently⁷⁷. This is particularly the case for older disabled people. In 2013, a quarter of a million households in the social rented sector included someone who used a wheelchair, but only 27% of social rented homes occupied by wheelchair users met all four criteria

⁷¹ T. McInnes, A. Tinson, C. Hughes, T. B. Born and H. Aldridge (2015), *Monitoring poverty and social exclusion 2015*, Joseph Rowntree Foundation. Available online at: <https://www.jrf.org.uk/mpse-2015>.

⁷² Homeless Link (2016), *Young and Homeless 2015*. Available online at: <http://www.homeless.org.uk/sites/default/files/site-attachments/201512%20-%20Young%20and%20Homeless%20-%20Full%20Report.pdf>.

⁷³ Department for Communities and Local Government (DCLG) (2018), *English housing survey: headline report, 2016-2017*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/675942/2016-17_EHS_Headline_Report.pdf.

⁷⁴ New Policy Institute (2012), *Market assessment of housing options for older people. A report for Shelter and the Joseph Rowntree Foundation*. Available online at: http://npi.org.uk/files/5213/7485/1289/Market_Assessment_of_Housing_Options_for_Older_People.pdf.

⁷⁵ Department for Work and Pensions (2015), *Households below average income, 2013/2014: supporting data tables*. Available online at: <https://www.gov.uk/government/statistics/households-below-average-income-19941995-to-20132014>.

⁷⁶ Birmingham University (2009), *Briefing 1: How would housing wealth perform as a pension? European Union DEMHOW (Demographic Chance and Housing Wealth) Project*. Available online at: <http://www.birmingham.ac.uk/Documents/college-social-sciences/social-policy/DEMHOW/C2.pdf>.

⁷⁷ Equality and Human Rights Commission (EHRC) (2010), *How fair is Britain? Equality, human rights and good relations in 2010*. Available online at: <http://www.equalityhumanrights.com/en/our-work/how-fair-britain>.

for wheelchair visitability (level access, flush thresholds, a ground floor WC, and sufficient passage space)⁷⁸.

Black, Asian and minority ethnic groups

Black, Asian and minority ethnic (BAME) groups experience a range of barriers in accessing housing suitable for their needs. Overcrowding is a particular issue, with BAME households significantly more likely to be overcrowded than White British households. Thirty-five percent (35%) of Black African households have fewer rooms than they require, compared with just 5% of White British households⁷⁹. In rural areas, there can be particular challenges associated with a lack of appropriate accommodation, compounded by little access to support and advice, language and communication difficulties, and a lack of cultural sensitivity in service delivery⁸⁰.

Romany Gypsies and Irish Travellers are recognised racial groups and have distinct housing needs. While many Gypsies and Travellers live in bricks and mortar housing, others express a cultural aversion, preferring to live in trailers on traveller sites. However, there is a shortage of good quality sites. Sites can be found in very poor locations, such as adjacent to motorways, railways and sewage works, and some have poor access to services. Shortage of authorised sites is a factor in illegal encampments or unauthorised sites⁸¹.

Women

Households headed by women are more likely to be overcrowded or substandard than those headed by men. Overcrowding is most pronounced among households with children, especially female-headed households with children. Female-headed households can be particularly reliant on social-rented housing, due to difficulty affording private rental or home ownership as a result of differences in employment rates and relatively low pay⁸².

Lesbian, gay, bisexual and transgender people

There is little evidence available regarding the specific housing needs of lesbian, gay, bisexual and transgender (LGBT) people. However, research by Stonewall in Wales suggests that these groups can experience risks of housing crisis and homelessness arising from abuse and harassment, particularly where homophobia or rejection by family members leads young people to leave the family home⁸³.

More recent research by the Albert Kennedy Trust found that young people who identify as LGBT are significantly over-represented among homeless populations, and are more likely to be at risk of targeted violence, discrimination, and exploitation⁸⁴.

⁷⁸ Department for Communities and Local Government (DCLG) (2015), *English housing survey, households, 2013-14*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461439/EHS_Households_2013-14.pdf.

⁷⁹ Race Equality Foundation (2013), *Understanding ethnic inequalities in housing: analysis of the 2011 census*. Available online at: <http://www.better-housing.org.uk/sites/default/files/briefings/downloads/Housing%20Briefing%2023.pdf>.

⁸⁰ Race Equality Foundation (2006), *Rural minority ethnic experiences: housing and health*. Available online at: <http://www.raceequalityfoundation.org.uk/publications>.

⁸¹ EHRC (2009), *Inequalities experienced by Gypsy and Traveller communities*. Available online at: http://dera.ioe.ac.uk/11129/1/12inequalities_experienced_by_gypsy_and_traveller_communities_a_review.pdf.

⁸² EHRC (2010), *How fair is Britain?*

⁸³ Stonewall Cymru (2006), *The Housing Needs of Lesbian, Gay and Bisexual (LGB) People in Wales*. Available online at: <http://www.stonewallcymru.org.uk/>.

⁸⁴ Albert Kennedy Trust (2015), *LGBT youth homelessness: a UK national scoping of cause, prevalence, response and outcome*. Available online at: http://www.akt.org.uk/webtop/modules/_repository/documents/AlbertKennedy_ResearchReport_FINALInteractive.pdf.

Community infrastructure and open space

Introduction

Community infrastructure and open spaces enable people to sustain social networks, to socialise and to participate in their community, with benefits for well-being and community cohesion⁸⁵.

Children and young people

Children and young people need access to play and recreational facilities that are safe, easily accessible, and close to home⁸⁶. While children in rural areas benefit from greater access to the natural environment, their access to facilities for play and recreation can be restricted by dispersed population patterns and a lack of suitable transport. Linear village layouts, heavy traffic, lack of pavements and safe road crossing points can act as barriers preventing children in rural areas from accessing play, while intensive farming practices and a lack of public provision of play facilities can restrict opportunities⁸⁷.

Evidence shows health and social benefits for children who walk to school⁸⁸. Across England, 46% of primary school children and 38% of secondary school children walk to school. In rural areas, however, children travel further to school, and the proportion that walk to school is consequently much lower. This is particularly the case for rural secondary school children, who travel an average of 6.7 miles to school. The main reason cited by parents for children in this age group not walking to school is that the school is too far away; for children in the primary school age group, it is traffic danger⁸⁹. Access to the natural environment and opportunities for physical activity can be particularly beneficial for young people with autism⁹⁰.

It is estimated that around 15% of school pupils have a special educational need (SEN)⁹¹, 6% are disabled⁹², and 1.1% are on the autistic spectrum⁹³. There is a significant gap in attainment between disabled and non-disabled children, with disabled young people more likely to leave school early than their non-disabled peers, and disabled adults three times as likely as non-disabled adults to have no formal qualifications⁹⁴. While many disabled children, autistic children, and children with SEN attend mainstream schools, some have more specialist learning needs. Currently, 17% of disabled children and 45.7% of children with SEN attend specialist schools⁹⁵.

⁸⁵ New Economics Foundation (2012), *Well-being evidence for policy: A review*. Available online at: http://b3cdn.net/nefoundation/10b8aab90c5771ff9_aom6bvva.pdf.

⁸⁶ 'Accessible' is used here to refer to locations that can be reached relatively easily. Access for disabled children and young people specifically is referred to below, and is described in terms of 'inclusive accessibility'.

⁸⁷ Play England (2006), *Planning for play: guidance on the planning and implementation of a local play strategy*. Available online at: http://www.playengland.org.uk/media/120480/planning_for_play.pdf.

⁸⁸ Ramblers' Association (RA) (2010), *Walking facts and figures 1: the benefits of walking*. Available online at: <http://www.ramblers.org.uk/advice/facts-and-stats-about-walking.aspx>.

⁸⁹ DfT (2014), *National travel survey 2014: travel to school*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf.

⁹⁰ Natural England (2013), *Engaging children on the autistic spectrum with the natural environment: teacher insight study and evidence review*. Available online at: <http://publications.naturalengland.org.uk/publication/11085017>.

⁹¹ Department for Education (DfE) (2015), *Special Educational Needs in England: January 2015*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/447917/SFR25-2015_Text.pdf.

⁹² Department for Work and Pensions and Office for Disability Studies (2014), *Disability facts and figures*. Available online at: <http://www.papworthtrust.org.uk/sites/default/files/UK%20Disability%20facts%20and%20figures%20report%202014.pdf>.

⁹³ The National Autistic Society (2016), *Autism facts and history*. Available online at: <http://www.autism.org.uk/about/what-is/myths-facts-stats.aspx>. Assumption based on 1.1% of total population on autistic spectrum.

⁹⁴ Papworth Trust (2015), *Disability in the United Kingdom 2014: facts and figures*. Available online at: <http://www.papworthtrust.org.uk/sites/default/files/UK%20Disability%20facts%20and%20figures%20report%202014.pdf>.

⁹⁵ English Federation of Disability Sport (2016), *Facts and statistics*. Available online at: <http://www.efds.co.uk/how-we-help/fact-and-statistics>.

Older people

Access to services, such as local shops, post offices and healthcare centres can be difficult for older people, particularly in rural areas. Older households who do not have access to their own car are particularly vulnerable to social isolation in rural areas, where services, such as GP surgeries, are too far away to reach on foot, and public transport can be limited⁹⁶.

In terms of recreation, participation in sports declines significantly with age, from 16% in the 35-54 age group to 7.6% in over 55s. Walking is more likely to be maintained, with 22.3% of those in the 55-65 age category still taking at least one 30 minute walk every four weeks⁹⁷.

Access to places of worship is important for many older people, particularly in rural areas where churches and other places of worship can provide important community resources. In 2014, the average age of Church of England congregations in rural areas was 53, and 21% of regular attendees at Sunday services were aged 75 and over⁹⁸.

Disabled people

Disabled people have specific access needs, and are more likely to rely on public transport to access services, facilities, family and friends⁹⁹. Social isolation can be particularly significant for some groups of disabled people, including disabled women and BAME disabled people¹⁰⁰.

Play is critically important in supporting the wellbeing and development of children with disabilities. However, disabled children experience barriers to play associated with a lack of inclusive accessibility and a lack of support in mainstream play settings, as well as a shortage of specialist provision. The majority (92%) of parents of disabled children feel that their child does not have the same opportunities to play as their non-disabled peers¹⁰¹.

Disabled adults can also experience barriers to recreation, including in their use of public rights of way (PRoW) and open spaces. Well designed and managed routes, along with the provision of facilities such as disabled parking and accessible toilets, can support inclusive use of footpaths and open spaces for exercise and recreation, with benefits for health and well-being¹⁰².

Around 28,000 disabled people in the UK regularly participate in horse riding through the Riding for the Disabled Association¹⁰³. Research has found that this can have some significant health benefits for disabled people, both in terms of physical health and mental health and wellbeing¹⁰⁴.

⁹⁶ Action with Communities in Rural England (ACRE) (2014), *Older people: policy position paper*. Available online at: <http://www.acre.org.uk/cms/resources/policy-papers/new-acre-older-people-ppp-rgb-2014.pdf>.

⁹⁷ RA (2010), *Walking facts and figures: participation in walking*. Available online at: <http://www.ramblers.org.uk/>.

⁹⁸ Church of England (2014), *Everyone counts 2014: diversity audit key findings*. Available online at: https://www.churchofengland.org/media/2261061/everyonecounts_keyfindings.pdf.

⁹⁹ DfT (2012), *Transport for everyone: an action plan to improve accessibility for all*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/49089/accessibility-action-plan.pdf.

¹⁰⁰ Scope (2012), *Over-looked communities, over-due change: how services can better support BME disabled people*. Available online at: <http://www.scope.org.uk/Scope/media/Images/Publication%20Directory/Over-looked-communities-over-due-change.pdf?ext=.pdf>.

¹⁰¹ Sense (2016), *Making the case for play: findings of the Sense Public Inquiry into access to play opportunities for disabled children with multiple needs*. Available online at: <https://www.sense.org.uk/sites/default/files/the-case-for-play-report.pdf>.

¹⁰² The Countryside Agency (2005), *By all reasonable means: Inclusive access to the outdoors for disabled people*. Available online at: http://www.sensorytrust.org.uk/resources/by_all_reasonable_means.pdf.

¹⁰³ Riding for the Disabled Association (2015), *Impact report 2015*. Available online at: http://www.rda.org.uk/assets/RDA_Impact-Report_2015.pdf.

¹⁰⁴ The British Horse Society (2011), *The health benefits of horse riding in the UK*. Available online at: <http://www.bhs.org.uk/enjoy-riding/health-benefits>.

BAME and religious groups

Access to places of worship is also an important consideration for some BAME groups. At 48%, regular churchgoing is more than three times higher among adults of Black ethnic origin than among White adults (15%)¹⁰⁵. While research shows a general decline in Church of England attendances, there is evidence showing that the number of people attending black majority churches (BMCs), many of which are Pentecostal in denomination, has increased rapidly in recent decades, particularly in London and other large cities including Leeds, Manchester and Birmingham¹⁰⁶.

Places of worship also provide an important function in terms of support networks and community cohesion, and it is recognised that faith-based organisations can support social interaction in local communities and play a role in providing welfare and public services¹⁰⁷. Research by the Joseph Rowntree Foundation has suggested that religious organisations can also help to build links between faith communities, particularly in urban areas where multiple religious groups may be present and there are opportunities to share networks and buildings¹⁰⁸.

Research by the Church Urban Fund, an agency of the Church of England, found that churches can offer a range of services to meet community needs, including help to meet basic material needs, employment and life skills support, and children and youth services¹⁰⁹. This research also highlighted the role of churches in promoting 'neighbourliness' and a sense of community. Work by the Third Sector Research Centre at Birmingham University has also shown that other faith organisations can perform a similar role, citing DCLG research on Muslim communities in England that shows that mosques and other Islamic establishments offer a range of services to the Bangladeshi and Pakistani Muslim communities¹¹⁰.

A key point is that places of worship often serve a community beyond the immediate neighbourhood in which they are located. Research into BMCs in the London Borough of Southwark, for example, shows that congregants travel to churches in the borough from across the city¹¹¹.

Employment and business

Introduction

Certain PCGs experience low socio-economic status and poor standards of living due to differences in economic activity, employment rates, type of work and remuneration. Income poverty particularly affects groups such as women with children, ethnic minority groups, and

¹⁰⁵ Tearfund (2007), *Churchgoing in the UK: a research report from Tearfund on church attendance in the UK*. Available online at: http://news.bbc.co.uk/1/shared/bsp/hi/pdfs/03_04_07_tearfundchurch.pdf.

¹⁰⁶ A. Rogers, *How are black majority churches growing in the UK? A London Borough case study*. Available online at: <http://blogs.lse.ac.uk/religionglobalsociety/2016/12/how-are-black-majority-churches-growing-in-the-uk-a-london-borough-case-study/>

¹⁰⁷ A McCabe, H Buckingham, S Miller and M Musabyimana (2016), *Belief in Social Action: Exploring faith groups' responses to local needs*, Third Sector Research Centre, Working Paper 137. Available online at: <https://www.birmingham.ac.uk/generic/tsrc/documents/tsrc/working-papers/working-paper-137.pdf>

¹⁰⁸ Joseph Rowntree Foundation (JRF) (2006), *Faith as social capital*. <https://www.jrf.org.uk/sites/default/files/jrf/migrated/files/g781861348388.pdf>

¹⁰⁹ P Bickley (2014), Churches Urban Fund and Theos, *Good Neighbours: How churches help communities flourish*. Available online at: <https://www.cuf.org.uk/Handlers/Download.ashx?IDMF=a9bbf791-febb-4e3b-959b-9f4e90197f44>

¹¹⁰ McCabe et al (2016), *Belief in Social Action*.

¹¹¹ University of Roehampton, Southwark for Jesus, and Churches Together South London (2013), *Being Built Together: A story of new black majority churches in the London Borough of Southwark*. Available online at: <https://www.roehampton.ac.uk/globalassets/documents/humanities/being2obuilt2otogethersb203-7-13.pdf>

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

families with disabled members¹¹². There has been a recent increase in material deprivation across Britain, with younger people, people from some ethnic minorities, women and disabled people particularly affected¹¹³.

Young people

As of November 2017, 11.1% of 16-24 year olds were not in employment, education or training (NEET), of whom 37.9% were unemployed¹¹⁴. The rates of youth unemployment recorded in the West Midlands and North West of England are amongst the highest in the UK¹¹⁵, and young people from certain BAME communities are particularly likely to be affected¹¹⁶. Young people in rural communities also experience particular barriers to accessing employment and training, including access to transport, careers advice, employment and training support, and youth services¹¹⁷.

The construction industry faces a skills shortage, with one in six employers reporting in 2016 that they did not have enough skilled workers for at least some of the last year, and nearly half of all employers recruiting skilled staff reporting difficulties in filling these positions¹¹⁸. Efforts are being made by charities such as the Prince's Trust and the Construction Youth Trust, as well as government and industry, to encourage young people into work, training and apprenticeships in the industry.

Older people

The over 50s have among the lowest employment rates for any age group. In 2015, 69.9% of those aged 50-63 were in employment, compared with 82.6% of those aged 25-49. People aged over 50, once unemployed, find it harder to access new jobs, and experience the longest period of unemployment. The Office for National Statistics (ONS) Annual Population Survey for 2015 shows that 21.5% of men and 33.5% of women in the 50-64 age group were economically inactive, compared with 16.4% and 27.6% for the total working age population respectively¹¹⁹.

Disabled people

Employment rates are lower among disabled adults than among non-disabled adults. In 2012, 46.3% of working age disabled adults were employed, compared with 76.4% of working age non-disabled adults¹²⁰. Disabled people in employment are more likely than their non-disabled

¹¹² EHRC (2010), *How Fair is Britain?*

¹¹³ EHRC (2015), *Is Britain Fairer? The state of equality and human rights 2015*. Available online at: <https://www.equalityhumanrights.com/sites/default/files/is-britain-fairer-2015.pdf>

¹¹⁴ Office for National Statistics (ONS) (2017), *Young people not in education, employment or training (NEET): November 2017*. Available online at: <https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/bulletins/youngpeoplenotineducationemploymentortrainingneet/november2017>.

¹¹⁵ ONS (2012), *Characteristics of young unemployed people*. Available online at: http://webarchive.nationalarchives.gov.uk/20160105160709/http://www.ons.gov.uk/ons/dcp171776_256894.pdf.

¹¹⁶ Trade Union Congress (TUC) (2012), *Youth unemployment and ethnicity*. Available online at: <https://www.tuc.org.uk/>.

¹¹⁷ Commission for Rural Communities (2012), *Barriers to education, employment and training for young people in rural areas*. Available online at: <http://dera.ioe.ac.uk/15199/1/Barriers-to-education-employment-and-training-for-young-people-in-rural-areas.pdf>.

¹¹⁸ Construction Industry Training Board (CITB) (2016), *Skills and Training in the Construction Industry 2016*. Available online at: https://www.citb.co.uk/documents/research/citb%20skills%20and%20training%20in%20the%20construction%20industry_2016%20final%20report.pdf

¹¹⁹ ONS (2016), *Annual population survey 2015*

¹²⁰ DWP and Office for Disability Issues (2016), *Disability facts and figures*. Available online at: <https://www.gov.uk/government/publications/disability-facts-and-figures/disability-facts-and-figures>.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

counterparts to work part-time, although it is unclear if this is down to personal choice or other, potentially discriminatory, reasons¹²¹.

Disabled people are also more likely to be in low-paid work. Among people with a degree-level qualification, 13% of disabled people are considered to be low-paid, compared with 10% of non-disabled people. The gap is greater among those with lower qualifications: 30% of disabled adults with a level 3 qualification and 44% with lower level or no qualifications are considered low-paid, compared with 21% and 35% of non-disabled adults¹²².

The disparity in employment rates between disabled and non-disabled adults indicates that disabled people continue to face barriers to employment. Although many of these are attitudinal, a practical lack of access to appropriate transport can also make it harder to find work.

BAME groups

National evidence suggests that school pupils from Black and Pakistani ethnic backgrounds experience gaps in attainment relative to pupils from Asian, Indian and White ethnic backgrounds¹²³. This is reflected in persistent ethnic segregation in the labour market: unskilled jobs are most likely to be taken by African (23%) and Bangladeshi men (21%)¹²⁴. Evidence also suggests that some ethnic groups are under-represented at senior levels in both the private and public sectors¹²⁵.

Employment gaps between some ethnic groups are narrowing over time, but evidence shows persistent ethnic minority disadvantage in the labour market relative to the White British population¹²⁶. In the 2011 Census, unemployment rates were highest among people from Mixed White-Caribbean (19%), African (16%), Bangladeshi (15%), Caribbean (15%) and Mixed White-African (15%) ethnic backgrounds¹²⁷. There are particularly high rates of persistent unemployment among women from certain ethnic groups, most notably the Bangladeshi and Pakistani populations¹²⁸.

Women, pregnant women and mothers of new-born babies

Occupational segregation is a key factor in explaining pay differences, particularly in the private and voluntary sectors where at age 40 men are earning, on average, 27% more than women¹²⁹. This is thought to be partly explained by the higher proportion of women in part-time employment compared with men: women account for three-quarters of the part-time workforce,

¹²¹ EHRC (2010), *Disability, skills and employment: a review of recent statistics and literature on policy and initiatives*. Available online at: <https://www.equalityhumanrights.com/en/publication-download/research-report-59-disability-skills-and-employment-review-recent-statistics>.

¹²² McInnes et al (2015), *Monitoring poverty and social exclusion 2015*.

¹²³ Department for Business, Innovation and Skills (2013), *Youth unemployment: review of training for young people with low qualifications*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/70226/bis-13-608-youth-unemployment-review-of-training-for-young-people-with-low-qualifications.pdf.

¹²⁴ EHRC (2010), *How fair is Britain?*

¹²⁵ EHRC (2015), *Is Britain Fairer?*

¹²⁶ Joseph Rowntree Foundation (2015), *Ethnic minority disadvantage in the labour market*. Available online at: <https://www.jrf.org.uk/report/ethnic-minority-disadvantage-labour-market>.

¹²⁷ JRF (2015), *Ethnic minority disadvantage in the labour market*

¹²⁸ JRF (2015), *Ethnic minority disadvantage in the labour market*

¹²⁹ EHRC (2010), *How fair is Britain?*

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

which is particularly at risk of low pay, and more than 60% of those in low paid work¹³⁰. Women are also less likely than men to be self-employed¹³¹.

In the past, inflexible working practices have been a barrier to female employment in the construction industry. However, there is an increasing focus on the role of women in construction¹³², and the Equality and Human Rights Commission (EHRC) has published guidance aimed at increasing diversity within the sector¹³³. Women now make up between 10 and 12% of the construction workforce, and with the industry facing a severe skills gap and initiatives being taken forward to encourage women into construction, this is likely to increase in future¹³⁴.

Traffic, transport and accessibility

Introduction

The availability of transport is of particular importance to certain PCGs, especially where access to a car is limited. Research by the DfT shows that children, younger people, older people and disabled people may be less likely to have access to private transport¹³⁵. A persistent barrier to employment for various disabled groups, for example, is the lack of appropriate transport. In addition, some groups can be particularly sensitive to the effects of road traffic, which disproportionately affects socially excluded areas¹³⁶.

Children and young people

Many young people rely on public transport in order to access education and employment. The proportion of young adults (aged 17-20) with a full driving licence has decreased since the 1990s, and people in this age group now make more trips by bus than other age groups, and twice as many as the average person. For women aged 17-20, around 16% of trips are made by bus, and for men in this age group around 10% of trips are made by bus. By comparison, trips made by bus account for around 6% of trips made by men and women across all age groups¹³⁷.

Busy roads can divide and damage local communities and restrict walking, particularly for children and young people. The number of children that have been killed or seriously injured in traffic accidents has generally been decreasing over time, although the year from 2015 to 2016 saw a 28% increase in fatalities (from 54 to 69). The total number of children seriously injured in reported road traffic accidents was 2,033, an increase of 6% on the 2015 figure, although this

¹³⁰ EHRC (2015), *Is Britain Fairer?*

¹³¹ EHRC (2010), *How fair is Britain?*

¹³² Construction Youth Trust (2016), *Women in construction*. Available online at: <http://www.constructionyouth.org.uk/women-construction>

¹³³ EHRC (2012), *Equality and diversity: good practice for the construction sector*. Available online at:

http://www.equalityhumanrights.com/sites/default/files/ed_report_construction_sector.pdf

¹³⁴ L. Worrall, K. Harris, R. Stewart, A. Thomas, P. McDermott (2010), *Barriers to Women in the UK Construction Industry, Engineering, Construction and Architectural Management*, 17:3. Available online at: <https://core.ac.uk/download/files/130/1660903.pdf>

¹³⁵ DfT (2013), *Valuing the social impacts of public transport*. Available online at: <http://www.socialvalueuk.org/app/uploads/2016/07/DfT-final-report.pdf>

¹³⁶ Social Exclusion Unit (2003), *Making the connections: final report on transport and social exclusion*. Available online at: http://www.ilo.org/wcmsp5/groups/public/@ed_emp/@emp_policy/@invest/documents/publication/wcms_asist_8210.pdf

¹³⁷ DfT (2014), *National travel survey: England 2015*. Available online at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/551437/national-travel-survey-2015.pdf

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

should be interpreted with caution due to changes in the systems for reporting severity used by some police forces. The same period saw a 2% decrease in children who were slightly injured¹³⁸.

Older people

The over-60s make more trips by bus than those in middle age groups, reflecting the availability of concessionary bus travel and differing levels of car ownership and driving licences. Bus use is particularly high amongst older women, and the highest proportion of trips made by over-60s of both genders is for the purpose of shopping. Other important reasons for travelling among both men and women in this age group include visiting friends, entertainment and sport and personal business¹³⁹. This reflects the importance of public transport in enabling older people to access essential services – including healthcare – as well as to socialise and participate in their local communities¹⁴⁰.

Disabled people

Disabled people have specific access needs. The National Travel Survey (NTS) for England defines someone with mobility difficulties as someone who has difficulties travelling on foot, by bus, or both. The NTS for 2015 reported that 9% of adults in the survey sample had a mobility difficulty. This increases with age to 30% of those aged 70 and over, and is more marked among women than men¹⁴¹.

Disabled people are less likely to travel compared to non-disabled people, but make more frequent trips by bus and taxi. In 2014, it was found that 29% of disabled people identified difficulty with transport as the main barrier to employment¹⁴². Inclusive design can support equal access to public transport for disabled people, and there is evidence of recent improvements in this regard. The majority (95%) of buses in England now have low floor designs, and over half the national fleet of rail vehicles comply with modern access standards for persons with reduced mobility¹⁴³.

In terms of rail travel specifically, there is a range of potential problems encountered by disabled people in their use of railway stations. These include, but are not limited to, the following issues identified in the DfT code of practice for accessible train and station design¹⁴⁴:

- cluttered or multi-level station layouts, which can cause difficulties for people with limited mobility;
- difficulty in hearing announcements, which can affect deaf people and those who are hard of hearing;

¹³⁸ DfT (2017), *Reported road casualties in Great Britain 2016: complete report*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/668504/reported-road-casualties-great-britain-2016-complete-report.pdf

¹³⁹ DfT (2016), *National Travel Survey: England 2015*

¹⁴⁰ Age UK (2012), *Missed opportunities: the impact on older people of cuts to rural bus services*. Available online at:

http://www.ageuk.org.uk/Documents/EN-GB/For-professionals/Policy/transport/bus_services_in_rural_areas_may2013.pdf?dtrk=true

¹⁴¹ DfT (2016), *National Travel Survey: England 2015*

¹⁴² Papworth Trust (2014), *Disability in the United Kingdom 2014*. Available online at:

<http://www.papworthtrust.org.uk/sites/default/files/UK%20Disability%20of%20facts%20and%20figures%20report%202014.pdf>

¹⁴³ DfT (2015), *Accessibility and equality action plan: progress update 2014*. Available online at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399252/accessibility-and-equality-action-plan-2014.pdf

¹⁴⁴ DfT (2011), *Accessible train and station design for disabled people: a code of practice*. Available online at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3191/accessible-train-station-design-cop.pdf

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment Report

- difficulty in reading essential travel information, which can affect blind people and those with limited vision and other impairments, such as colour blindness;
- difficulty in negotiating physical features, which can affect blind people and those with limited vision;
- busy stations, which can cause confusion for people with learning disabilities;
- difficulty in understanding timetabling and ticketing information, which can affect people with learning disabilities;
- difficulty in communicating with station staff, which can affect deaf people, people with speech difficulties, and people with a first language other than English;
- limited or inappropriately located Blue Badge parking and set-down points; and
- difficulty in standing for long periods, which can have particular effects for people with arthritis.

Along with inclusive design, the availability of information in appropriate formats, improved communication within stations, and the presence of well-trained staff can support improved access to rail travel for disabled people¹⁴⁵.

Women and mothers of new-born babies

Women's trips are more likely to relate to caring and family responsibilities, such as shopping and escorting children to school, while men are more likely to travel for business and leisure. As a result, women tend to make shorter, more frequent journeys than men¹⁴⁶, and are, therefore, more likely to travel with children and/or buggies or heavy shopping. Many women with children rely on buses and other public transport, and poor physical access can be a significant barrier. This is particularly the case for single parents, who are amongst those least likely to own a car¹⁴⁷.

Noise, air quality and other environmental effects

Introduction

A poor quality local environment can have a detrimental effect on quality of life. Certain PCGs may be particularly sensitive to environmental impacts associated with noise and air quality, and therefore, are at greater risk of harmful effects.

¹⁴⁵ DfT (2011), *Accessible train and station design for disabled people*. Available online at: <https://www.gov.uk/government/publications/accessible-railway-stations-design-standards>

¹⁴⁶ DfT (2016), *National Travel Survey: England 2015*

¹⁴⁷ RAC Foundation for Motoring (2011), *Low income motoring in Great Britain*. Available online at: http://www.racfoundation.org/assets/rac_foundation/content/downloadables/low_income_motoring-bayliss-280909.pdf

Children, young people and disabled people

Exposure to noise can be a particular problem around schools, leading to cognitive impairment for children during lessons and negative effects on educational attainment^{148 149}. Autistic children can be particularly sensitive to their environment, and in some cases, can be extremely distressed by loud noise^{150 151}. Children with hearing difficulties also benefit from a quiet learning environment, and background noise can reduce the effectiveness of hearing aids¹⁵².

Children may also be more sensitive to health effects arising from poor air quality, along with older people and people with certain illnesses such as chronic lung or heart conditions^{153 154}.

BAME groups

There is a link between socio-economic status and poorer neighbourhood quality, with those living in poor housing more likely to report concerns with the level of pollution and grime in their neighbourhood¹⁵⁵. BAME and religious minority groups are highly represented in the most deprived neighbourhoods in England.

Romany Gypsy and Irish Traveller communities may also be at increased risk of harmful effects from air quality and noise impacts, due to the poor environment on some sites and the proximity of some sites to busy roads and industrial areas¹⁵⁶. Noise transference through the walls of trailers and caravans can be greater than through the walls of conventional housing¹⁵⁷, so there is an additional risk of increased noise impacts for Gypsy and Traveller communities living in caravans or mobile homes.

Older people

There could also be the potential for older people living in mobile park homes to experience a greater risk of increased noise impacts, due to higher levels of noise transference. Legally, park homes are classed as caravans. They are usually single storey structures that resemble bungalows, and are often hidden under a brick 'skirt' or wooden structure¹⁵⁸. Park homes can be

¹⁴⁸ M. Haines, S. Stansfeld, S. Brentnall, J. Head, B. Berry, M. Jiggins, S. Hygge (2001), *The West London Schools Study: the effects of chronic aircraft noise exposure on child health*, Psychological Medicine, 2001, 31:8. Available online at:

<http://journals.cambridge.org/action/displayAbstract?fromPage=online&aid=91583>

¹⁴⁹ Shield, B. and Dockrell, J. (2007), *The effects of environmental and classroom noise on the academic attainments of primary school children*.

Available online at: http://eprints.ioe.ac.uk/926/1/Shield2008The_Effects133.pdf

¹⁵⁰ Autism Education Trust (2008), *Educational provision for children and young people on the autism spectrum living in England: a review of current practice, issues and challenges*. Available online at: <http://www.autismeducationtrust.org.uk/resources/research.aspx>.

¹⁵¹ The National Autistic Society (2006), *Make school make sense. Autism and education: the realities for families today*. Available online at: <http://www.autism.org.uk/?gclid=CLqwo8nLogQCFkD7QodYG4GRO>.

¹⁵² The National Deaf Children's Society (2003), *Deaf-friendly Teaching: Practical guidance for teachers working with deaf children*. Available online at: http://www.ndcs.org.uk/professional_support/our_resources/deaf_friendly_schools_packs/teacher_training_pks.html.

¹⁵³ Defra (2013), *Short-term effects of air pollution on health*. Available online at: <https://uk-air.defra.gov.uk/air-pollution/effects?view=short-term>.

¹⁵⁴ WHO (2006), *What are the effects of air pollution on children's health and development?* Available online at: <http://www.euro.who.int/en/data-and-evidence/evidence-informed-policy-making/publications/hen-summaries-of-network-members-reports/what-are-the-effects-of-air-pollution-on-childrens-health-and-development>.

¹⁵⁵ EHRC (2010), *How fair is Britain?*

¹⁵⁶ The Traveller Movement (2016), *Impact of insecure accommodation and the living environment on Gypsies' and Travellers' health*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/490846/NIHB_-_Gypsy_and_Traveller_health_accs.pdf.

¹⁵⁷ DCLG (2008), *Designing Gypsy and Traveller Sites: Good practice guide*, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/11439/designinggypsiesites.pdf

¹⁵⁸ Housing Learning and Improvement Network (2014), *Viewpoint 67: Park Home Living – a good housing option for later life?* Available online at: https://www.housinglin.org.uk/assets/Resources/Housing/Support_materials/Viewpoints/HLIN_Viewpoint67_ParkHomes.pdf

an attractive housing option for retirement, and it is estimated that up to 68% of the 160,000 people who live in park homes in England are aged 60 and over¹⁵⁹.

Crime, safety and personal security

Introduction

The construction of the Proposed Scheme is likely to lead to changes in the streetscape, such as around construction sites, as well as changes to local road networks and increased HGV movements in some areas along the route of the Proposed Scheme. Members of some PCGs can have higher than average levels of concern about crime, while others can be disproportionately likely to be affected by accidents such as road traffic accidents.

Children

Children could be affected disproportionately by heavy traffic around construction sites. Of the 53 child deaths nationally resulting from traffic incidents in 2014, 29 were pedestrians and six were cyclists¹⁶⁰. As well as children with hearing difficulties, those from ethnic minorities or from low income families are most likely to be involved in road accidents while walking or playing.

Disabled people

A hate crime is defined as any criminal offence perceived by the victim or any other person to be motivated by hostility or prejudice based on the victim's disability, race, religion or belief, sexual orientation, or transgender identity¹⁶¹. In 2016/17, the police in England and Wales recorded 5,558 hate crimes related to a person's disability, around 7% of the total¹⁶². Research by Civitas has found that hate crimes are more likely to affect some groups of disabled people than others, particularly those with learning difficulties, visual impairments, or mental health difficulties¹⁶³.

Heavy goods vehicles often have 'blind spots', which make it difficult for drivers to see pedestrians and other road-users, and are associated with a disproportionate number of accidents involving construction vehicles¹⁶⁴. Construction traffic poses a particular risk to some groups of disabled people, including deaf people, people who are hard of hearing, and people with mental disabilities. Children with hearing difficulties are 10 times more likely to be involved in road accidents while walking or playing than other children¹⁶⁵.

¹⁵⁹ W. Wilson (2016), Housing of Commons Briefing no. 01080, *Mobile (Park) Homes*. Available online at: https://www.housinglin.org.uk/assets/Resources/Housing/OtherOrganisation/House_of_Commons_Library-Briefing_Paper-Mobile_Park_Homes-Jan_2016.pdf

¹⁶⁰ DfT (2015), *Reported road casualties in Great Britain, 2014*. Available online at: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2015>.

¹⁶¹ CIVITAS Institute for the Study of Civil Society (2016), *Hate crime: the facts behind the headlines*. Available online at: <http://www.civitas.org.uk/content/files/hatecrimethefactsbehindtheheadlines.pdf>.

¹⁶² Home Office (2017), *Hate Crime, England and Wales, 2016/17*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/652136/hate-crime-1617-hosb1717.pdf.

Increases since 2015/16 are attributed primarily to improvements in hate crime identification and recording.

¹⁶³ CIVITAS (2012), *Crime fact sheets - hate crime*.

¹⁶⁴ Transport Research Laboratory (2013), *Construction logistics and cyclist safety*. Available online at: <http://content.tfl.gov.uk/construction-logistics-and-cyclist-safety-summary-report.pdf>.

¹⁶⁵ AA Foundation for Road Safety Research (2003), *The facts about road accidents and children*. Available online at: https://www.theaa.com/public_affairs/reports/facts_about_road_accidents_and_children.pdf.

BAME groups and religious groups

In 2016/17, there were 80,393 hate crimes recorded by the police in England and Wales, an increase of 29% compared with 2015/16. Racially aggravated hate crimes were the most commonly recorded strand of hate crime in all 44 police force areas in England and Wales, and accounted for close to 80% of all hate crimes. Of all of the recorded hate offences, 62,685 fell into this category, an increase of 27% compared with 2015/16. Religiously aggravated offences also increased, by 35% to 5,949 in 2016/17¹⁶⁶.

Increases in recorded hate crime since 2012/13 are explained partly by improvements in crime recording by the police and in the identification of offences that are hate crime related. However, there is also evidence of a genuine increase in race hate crime since 2015/16, particularly around the time of the EU Referendum in June 2016 and the Westminster bridge terrorist attack in March 2017. Racially and religiously aggravated offences reached a peak in July 2016, when the level of recorded offences was 44% higher than the previous July¹⁶⁷.

Women

Women perceive themselves to be at higher risk of crime than men, particularly when travelling at night or in isolated areas, and are more likely to experience worry as a barrier to their use of public transport¹⁶⁸. Disruption to existing public transport networks, including increases in waiting time at bus stops and stations, may exacerbate these safety concerns and discourage women from travelling.

LGBT people

Hate crime against the LGBT community accounts for around 13% of all recorded hate crime. In 2016/17, the police in England and Wales recorded 9,157 sexual orientation hate crime offences, and 1,248 transgender hate crime offences¹⁶⁹. Research by Stonewall suggests that hate crime experienced by LGBT people may be underreported, with four in five of those who experienced a hate crime or incident related to their sexual orientation or gender identity stating that they did not report it to the police¹⁷⁰.

According to a report published by Stonewall in 2017, 16% of lesbian, gay and bisexual people and 41% of transgender people have experienced a hate crime or incident because of their sexual orientation or gender identity in the last 12 months¹⁷¹. The most common form of crime motivated or aggravated by sexual orientation or gender identity are offences against the person and public order offences¹⁷². Stonewall found that 87% of LGBT people who had experienced a hate incident had been insulted, pestered, intimidated or harassed; 26% had received unwanted sexual contact; 21% had been threatened with violence or use of force; and 11% had been physically assaulted¹⁷³.

¹⁶⁶ Home Office (2017), *Hate Crime*.

¹⁶⁷ Home Office (2017), *Hate Crime*.

¹⁶⁸ Transport for London (TfL) (2014), *Understanding the travel needs of London's diverse communities: a summary of existing research*. Available online at: <http://content.tfl.gov.uk/understanding-the-travel-needs-of-london-diverse-communities.pdf>.

¹⁶⁹ Home Office (2017), *Hate Crime*. Increases since 2015/16 are attributed primarily to improvements in hate crime identification and recording.

¹⁷⁰ Stonewall (2017), *LGBT in Britain: Hate crime and discrimination*. Available online at: https://www.stonewall.org.uk/sites/default/files/lgbt_in_britain_hate_crime.pdf

¹⁷¹ Stonewall (2017), *LGBT in Britain*.

¹⁷² Home Office (2017), *Hate Crime*.

¹⁷³ Stonewall (2017), *LGBT in Britain*.

Social capital

Introduction

Social capital refers to 'social connections and all the benefits they generate'¹⁷⁴. As part of its Measuring National Well-being (MNW) programme, the Office for National Statistics (ONS) measures social capital across four domains: personal relationships, social support networks, civic engagement, and trust and cooperative norms¹⁷⁵.

Social capital is a recognised determinant of health. Evidence suggests that it can make a positive contribution to aspects of well-being including personal well-being, health and crime rates, and that these benefits can occur at individual, community, regional and national levels¹⁷⁶. The ONS cites evidence to suggest that:

"People with a good range and frequency of social contact report higher levels of life satisfaction and happiness, but also better mental health. However, people with poorer health, particularly mental health, have been reported to have significantly smaller social networks. Personal relationships are important for individual well-being, but can also have positive outcomes for firms and organisations, and at a community level."¹⁷⁷

The evidence also suggests that "more socially isolated people are more at risk of risky behaviours such as smoking, drinking, physical inactivity and poor diet"¹⁷⁸.

Social capital, health inequality and protected characteristic groups

An article published in the International Journal for Equity in Health by Uphoff *et al* in 2013 describes social capital, at an individual level, as focusing on personal resources that emerge from social networks where individuals have good access to information, services and support. The article cites research by Bourdieu that argues that a lack of economic and cultural capital can act as a barrier to the acquisition of social capital, and that social capital can, therefore, reproduce inequality for subgroups of society who may not have access to these networks and resources¹⁷⁹.

Research by Glasgow Caledonian University and Glasgow Centre for Population Health, for example, found that family and community social capital are associated with differences in children's and adolescents' experiences of health and wellbeing, and that children and adolescents who are able to acquire social capital in and through their local communities have the potential for much better health and wellbeing than those who are not¹⁸⁰. Analysis by Disability Rights UK similarly suggests that the mechanisms for and benefits of enhancing social capital are

¹⁷⁴ V. Siegler, (2014), *Measuring Social Capital*. ONS.

http://webarchive.nationalarchives.gov.uk/20160107115718/http://www.ons.gov.uk/ons/dcp171766_371693.pdf.

¹⁷⁵ ONS (2017), *Statistical bulletin: Social capital in the UK, May 2017*.

<https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/bulletins/socialcapitalintheuk/may2017>

¹⁷⁶ Siegler, (2014), *Measuring Social Capital*.

¹⁷⁷ Ibid.

¹⁷⁸ Ibid.

¹⁷⁹ E. Uphoff, K. Pickett, B. Cabieses, N. Smith and J. Wright (2013), *A systematic review of the relationships between social capital and socioeconomic inequalities in health a contribution to understanding the psychosocial pathway of health inequalities*, International Journal for Equity in Health, 12:54. Available online at: <https://equityhealth.biomedcentral.com/articles/10.1186/1475-9276-12-54>

¹⁸⁰ McPherson, K., Kerr, S., McGee, E., Cheater, F. and Morgan, A. (2013), *The Role and Impact of Social Capital on the Health and Wellbeing of Children and Adolescents: a systematic review*. Glasgow Caledonian University and Glasgow Centre for Population Health, http://www.gcph.co.uk/assets/0000/3647/Social_capital_final_2013.pdf.

High Speed Rail (Crewe to Manchester and West Midlands to Leeds)
Working Draft Equality Impact Assessment Report

not equally accessible, especially for disabled people who may experience physical or attitudinal barriers¹⁸¹.

The Uphoff article reports that *'people with lower socio-economic status generally have lower levels of social capital, and that lack of social capital is related to socioeconomic inequalities in health'*. However, it also finds that the negative effects of low socioeconomic status on health can be reduced (or 'buffered') by the social capital developed amongst close relations or tight-knit communities, including deprived communities and ethnic minorities. This reflects research on 'ethnic density', which suggests that people from ethnic minorities living in neighbourhoods where there is a high proportion of residents from the same ethnic background generally have better health outcomes than would be expected, based on their socioeconomic status¹⁸².

An example of the 'buffer effect' of social capital on health inequality is from a study of Jewish communities in the United States, which found that social ties according to religion were related to better self-rated health¹⁸³. Research in the UK has found that places of worship and faith communities can provide support networks and strong 'bonding' social capital for their members¹⁸⁴. For older people in particular, membership of a faith community can reduce social isolation and have positive effects on wellbeing:

"Faith communities can offer a range of support to older people including continuity of social contacts, opportunities to both give and receive informal care, [and] additional sources of services."¹⁸⁵

Research into LGBT communities in the UK has also found evidence of a clear link between a strong sense of community, and reported wellbeing, with benefits including combating isolation, heightening confidence and self-esteem, and helping to improve or maintain physical health. A need for 'safe spaces' in which LGBT people feel able to avoid 'self-censorship' was also seen as important in driving a desire for community¹⁸⁶.

¹⁸¹ Disability Rights UK (2014), *Inclusive Communities: A research report*, <https://www.disabilityrightsuk.org/sites/default/files/pdf/3.%20InclusiveCommunitiesResearch.pdf>

¹⁸² Uphoff et al, *A systematic review of the relationships between social capital and socioeconomic inequalities*.

¹⁸³ Ibid.

¹⁸⁴ EHRC (2010), *How fair is Britain? Research reports: Wellbeing*. <https://www.equalityhumanrights.com/en/how-fair-britain/full-report-and-evidence-downloads/how-fair-britain-research-reports>

¹⁸⁵ Ibid.

¹⁸⁶ E. Formby (2012), *Solidarity but not similarity? LGBT communities in the twenty-first century*, Sheffield Hallam University, <http://www.lgbtcommunityresearch.co.uk/wp-content/uploads/2012/11/LGBT-communities-final-report-Nov2012.pdf>

HS2

www.hs2.org.uk

High Speed Two (HS2) Limited

Two Snowhill,

Snow Hill Queensway,

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: HS2enquiries@hs2.org.uk