

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

**Equality Impact Assessment**

**Scope and Methodology Report**

**Consultation Summary Report**

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

**Equality Impact Assessment**

**Scope and Methodology Report**

**Consultation Summary 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](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://www.hs2.org.uk)

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

**AECOM CAPITA**  **ineco**  
*forward together*

**ARUP** + **ERM** | **FOSTER + PARTNERS** | **JACOBS**  
**RAMBOLL** | **TYPSA** | **COSTAIN**

**MWJV**

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

© High Speed Two (HS2) Limited, 2018, except where otherwise stated.

Copyright in the typographical arrangement rests with High Speed Two (HS2) Limited.

This information is licensed under the Open Government Licence v2.0. To view this licence, visit [www.nationalarchives.gov.uk/doc/open-government-licence/version/2](http://www.nationalarchives.gov.uk/doc/open-government-licence/version/2) **OGL** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk). Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.



Printed in Great Britain on paper containing at least 75% recycled fibre.

# Contents

<b>Executive summary</b>	<b>iii</b>
<b>1 Introduction</b>	<b>1</b>
1.1 Background	1
1.2 The Consultation Summary Report	1
1.3 Structure of this Consultation Summary Report	1
<b>2 Consultation methodology</b>	<b>3</b>
2.1 Consultation timeframe and response channels	3
2.2 Consultees	3
2.3 Processing of responses	3
<b>3 Overview of responses</b>	<b>4</b>
3.1 Introduction	4
3.2 Processing of consultation responses	4
3.3 Technical review	4
3.4 Consultee comments	5
3.5 Themes and sub-themes	6
3.6 Comments not related to the draft EQIA SMR	6
3.7 Quality assurance	7
<b>4 General</b>	<b>8</b>
4.1 Introduction	8
4.2 Theme: EQIA approach	8
4.3 Theme: Relationship to the EIA	8
<b>5 Baseline and data gathering</b>	<b>10</b>
5.1 Introduction	10
5.2 Theme: Guidance	10
5.3 Theme: Additional data	10
<b>6 Stakeholder engagement and public consultation</b>	<b>12</b>
6.1 Introduction	12

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

6.2	Theme: Constructive dialogue	12
6.3	Theme: Stakeholder feedback	13
6.4	Theme: Identification of stakeholders	14
<b>7</b>	<b>Key aspects of the Proposed Scheme for consideration</b>	<b>15</b>
7.1	Introduction	15
7.2	Theme: Inclusive Design	15
7.3	Theme: Mitigation	15
<b>8</b>	<b>Scope of assessment</b>	<b>17</b>
8.1	Introduction	17
8.2	Theme: Consideration of vulnerable groups	17
8.3	Theme: Geographical Scope	17
8.4	Theme: Health	18
8.5	Theme: Accessibility	19
8.6	Theme: Housing	21
8.7	Theme: Socio-economic inequality	21
<b>9</b>	<b>Assessment methodology</b>	<b>23</b>
9.1	Introduction	23
9.2	Theme: Scheme alternatives	23
9.3	Theme: Health related equality effects	23
9.4	Theme: Significance	24
9.5	Theme: Cumulative Impacts	25
<b>10</b>	<b>Next steps</b>	<b>26</b>
10.1	Updating the draft EQIA SMR	26
10.2	Informing the EQIA	26
<b>11</b>	<b>References</b>	<b>27</b>
<b>12</b>	<b>List of acronyms and initialisms</b>	<b>28</b>
<b>Annex A – List of consultees</b>		<b>29</b>
<b>Annex B – List of consultation respondents</b>		<b>40</b>
<b>Annex C – Response form</b>		<b>41</b>
<b>List of figures</b>		
Figure 1 - Breakdown of types of respondents to the draft EQIA SMR consultation		4
Figure 2 - Breakdown of draft EQIA SMR comments by category		5

## Executive summary

High Speed Two (HS2) Ltd consulted on the HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds draft Equality Impact Assessment (EQIA) Scope and Methodology Report (SMR), hereafter referred to as the 'draft EQIA SMR', from 17 July to 29 September 2017.

The purpose of the draft EQIA SMR consultation was to seek responses on the appropriateness of the proposed approach to the preparation of the EQIA and subsequent formal EQIA report for Phase 2b of the proposed high speed rail network.

Stakeholders were formally invited to participate in the draft EQIA SMR consultation. In addition, the consultation documents were hosted on [www.gov.uk/hs2](http://www.gov.uk/hs2) and open for wider stakeholders and members of the public to participate.

A total of 29 consultees submitted responses to the draft EQIA SMR consultation. Each of these comments has been reviewed and considered by the appropriate technical authors of the draft EQIA SMR.

This Consultation Summary Report (CSR) comprises the findings of the consultation exercise on the draft EQIA SMR. The report provides a summary of the key themes which emerged from analysis of the responses and will be hereafter referred to as 'the CSR'. Consultation responses have been reviewed and considered and those directly relevant to the draft EQIA SMR have been incorporated into the EQIA SMR where appropriate.

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

# 1 Introduction

## 1.1 Background

- 1.1.1 The High Speed Two (HS2) Phase 2b: Crewe to Manchester and West Midlands to Leeds draft Equality Impact Assessment (EQIA) Scope and Methodology Report (SMR) sets out the proposed method, structure and content of the EQIA for Phase 2b of the proposed high speed rail network (HS2).
- 1.1.2 For the purpose of this report, Phase 2b of HS2 is hereafter referred to as the 'Proposed Scheme'. The draft Equality Impact Assessment (EQIA) Scope and Methodology Report (SMR) is hereafter referred to as the 'draft EQIA SMR' and the revised version of the draft EQIA SMR is hereafter referred to as the 'EQIA SMR'.
- 1.1.3 The draft EQIA SMR was published for consultation on [www.gov.uk/hs2](http://www.gov.uk/hs2) for a period of approximately 10 weeks from 17 July to 29 September 2017. HS2 Ltd also wrote to stakeholders informing them of the draft EQIA SMR consultation, and concurrent draft EIA SMR consultation, to obtain their views on the proposed EQIA and its appropriateness in determining likely equality effects.

## 1.2 The Consultation Summary Report

- 1.2.1 This report comprises the findings of the consultation exercise on the draft EQIA SMR. This Consultation Summary Report is hereafter referred to as 'the CSR' of the draft EQIA SMR consultation.
- 1.2.2 The purpose of this report is to summarise the key themes raised during consultation, explaining how these have been considered through the development and EQIA of the Proposed Scheme. This report does not consider feedback from ongoing engagement with stakeholders outside of the draft EQIA SMR consultation.
- 1.2.3 Consultation responses were reviewed and considered and those directly relevant to the draft EQIA SMR have been incorporated into the EQIA SMR where appropriate.
- 1.2.4 Comments that did not relate to the draft EQIA SMR, but which were relevant to the project in general, do not form part of this report but have been passed onto the relevant part of the project team and are being considered where appropriate as part of the development of the Proposed Scheme.

## 1.3 Structure of this Consultation Summary Report

- 1.3.1 This report is structured as follows:
- Section 2: provides a summary of the consultation methodology implemented, namely timeframes, responses channels and process of logging responses;
  - Section 3: describes the process adopted for addressing the responses received as a result of the consultation;



HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

- Sections 4-9: provide a summary of the key themes which emerged from consultation and the technical response to these, including key changes which have been made to the draft EQIA SMR.
  - Section 4: General;
  - Section 5: Baseline and data gathering;
  - Section 6: Stakeholder engagement and public consultation;
  - Section 7: Key aspects of the Proposed Scheme for consideration;
  - Section 8: Scope of assessment; and
  - Section 9: Assessment methodology.
- Section 10: describes the next steps that will be taken following this consultation exercise;
- Annex A of this report contains the list of organisations contacted by HS2 Ltd to inform them about the consultation;
- Annex B of this report contains the list of organisations who responded to the consultation; and
- Annex C of this report contains the response form that consultees were asked to complete as part of the consultation.

## 2 Consultation methodology

### 2.1 Consultation timeframe and response channels

- 2.1.1 The draft EQIA SMR was published for consultation on [www.gov.uk/hs2](http://www.gov.uk/hs2) for a period of approximately 10 weeks from 17 July to 29 September 2017.
- 2.1.2 The website hosted a response form (shown in Annex C of this report) and dedicated email and FREEPOST addresses through which responses to consultation could be provided.
- 2.1.3 The email address was: HS2EQIASMRPhase2B@arup.com
- 2.1.4 The FREEPOST address was: Freepost HS2 2B SMR CONSULTATION 2017.
- 2.1.5 HS2 Ltd sent out a series of 'test responses' to the dedicated email and FREEPOST addresses in order ensure the systems operated smoothly and to also establish the length of any potential lag between the send and receipt of FREEPOST responses. HS2 Ltd sent test emails that were received on the same day they were sent.
- 2.1.6 HS2 Ltd also sent test letters to the FREEPOST address. All of the test responses were received, although this process revealed that letters could take up to 15 days to be delivered. Consequently, a 15 day grace period following the 29 September 2017 consultation deadline was allowed for the receipt of consultation responses by post.

### 2.2 Consultees

- 2.2.1 The consultation was open to all through [www.gov.uk/hs2](http://www.gov.uk/hs2).
- 2.2.2 HS2 Ltd also sent letters to stakeholder organisations, listed in Annex A of this report, to inform them about the consultation. The stakeholders invited to participate included statutory consultees and other groups likely to have an interest in the EQIA SMR or the area potentially affected by the Proposed Scheme.
- 2.2.3 The organisations that responded are listed within Annex B of this report.

### 2.3 Processing of responses

- 2.3.1 On receipt, consultation responses were registered and logged with a unique response number. Responses were checked for validity and null representations<sup>1</sup> and late responses were discounted. From each response various general information was recorded including:
  - organisation and address; and
  - type of response (email or letter).
- 2.3.2 Responses were then processed for technical review, as set out in Section 3 of this report.

---

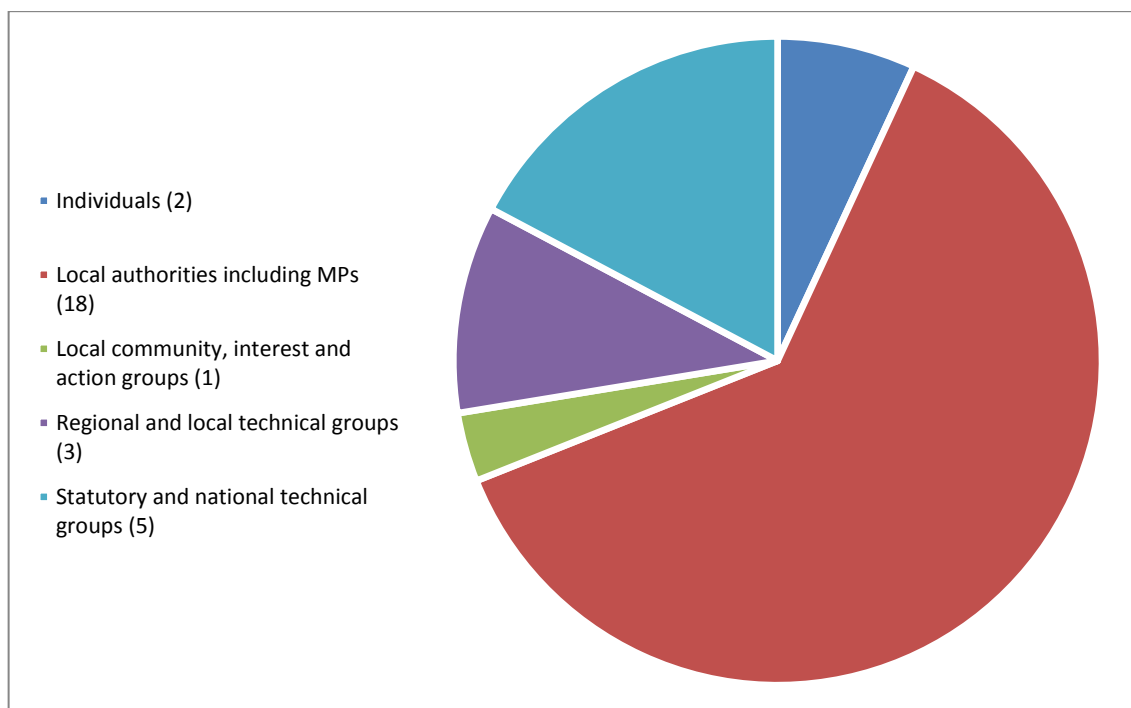
<sup>1</sup> A null representation was considered to be any duplicate response, blank response forms or responses with no name.

## 3 Overview of responses

### 3.1 Introduction

- 3.1.1 A total of 29 responses were received on the draft EQIA SMR. The breakdown of the types of respondents is shown in Figure 1.

Figure 1 - Breakdown of types of respondents to the draft EQIA SMR consultation



- 3.1.2 Consultees who submitted responses comprised 27 stakeholder organisations and two individuals.
- 3.1.3 The names of the stakeholder organisations which responded to the draft EQIA SMR consultation are listed within Annex B of this report.
- 3.1.4 For data protection purposes, the details of the individuals who responded are not included in this report.

### 3.2 Processing of consultation responses

- 3.2.1 Consultation responses were reviewed and individual comments identified and attributed codes, based primarily on the different sections of the draft EQIA SMR in order to aid analysis.

### 3.3 Technical review

- 3.3.1 Comments were passed onto technical members of the project team to consider whether a change needed to be made to the draft EQIA SMR.
- 3.3.2 Comments were considered and actions were identified in line with the following:

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

- the comment relates to a point that is already included in the draft EQIA SMR, and therefore, no change is required;
- the comment is relevant to the draft EQIA SMR and the project agrees that a change should be made to the draft EQIA SMR;
- the comment is relevant to the draft EQIA SMR, but is not considered to provide any new evidence that would make the draft EQIA SMR more robust, and therefore, no change should be made to the draft EQIA SMR;
- the comment is one that will be addressed during the detailed EQIA process or through the Technical Notes and does not require a change to the EQIA SMR; or
- the comment is considered a wider issue, such as general stakeholder engagement, which does not have direct relevance to the content of the draft EQIA SMR, and therefore, no change should be made to the draft EQIA SMR.

3.3.3 Key changes that have been made to the draft EQIA SMR in response to a consultee comment are identified in the relevant sections.

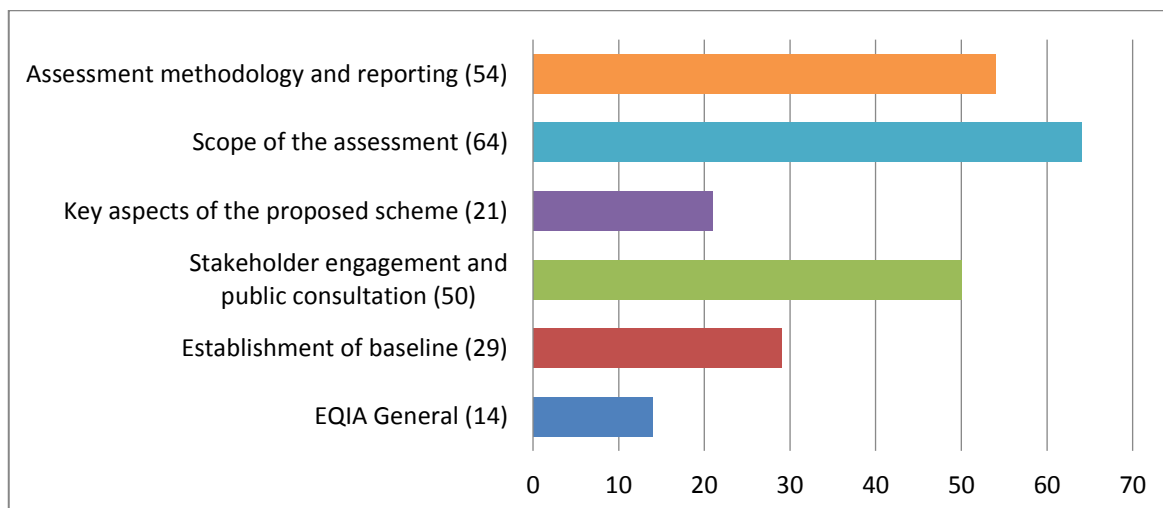
3.3.4 Not all of the comments received related to the draft EQIA SMR. Comments that did not relate to the draft EQIA SMR included comments relating to scheme design and engineering, and issues relating to the strategic or commercial case for high speed rail generally. These were passed on to the appropriate wider team within HS2 Ltd and discounted from the analysis of the draft EQIA SMR consultation responses.

## 3.4 Consultee comments

3.4.1 Figure 2 shows the breakdown of comments reviewed by component of the draft EQIA, identified from responses to the draft EQIA SMR consultation.

3.4.2 Where appropriate, comments were considered by more than one technical team, depending on the issues raised.

Figure 2 - Breakdown of draft EQIA SMR comments by category



### **3.5 Themes and sub-themes**

- 3.5.1 Themes were identified from the review of consultee comments, these being identified by grouping together comments that were associated or similar in content.
- 3.5.2 Where considered appropriate, a range of sub-themes have been listed under individual themes to convey the range of distinct but related comments raised by consultees.
- 3.5.3 The list of themes and sub-themes is indicative not exhaustive.
- 3.5.4 Comments relating to individual circumstances are not reported directly in this report, but are collectively summarised under the relevant theme or sub-theme.
- 3.5.5 The remainder of this report summarises the main themes and sub-themes identified from the review of consultee responses received on the draft EQIA SMR.
- 3.5.6 Themes have been grouped under the key components of the draft EQIA SMR to which they relate, namely:
- EQIA approach;
  - baseline and data gathering;
  - stakeholder engagement and public consultation;
  - key aspects of the Proposed Scheme for consideration;
  - scope of assessment; and
  - assessment methodology.
- 3.5.7 Sections 4 - 9 of this report summarise the key issues raised within each of the themes.

### **3.6 Comments not related to the draft EQIA SMR**

- 3.6.1 Consultee responses included comments which were not directly related to the draft EQIA SMR. These comments included:
- position statements on HS2;
  - general commentary on the HS2 Phase 2b Proposed Scheme and level of investment;
  - comments relating to Phase One and Phase 2a;
  - comments relating to the HS2 Phase 2b scheme design and engineering; and
  - comments relating to commercial or compensatory matters.
- 3.6.2 These comments have been referred to the wider Phase 2b project team.

## **3.7 Quality assurance**

- 3.7.1 Quality assurance exercises were carried out at different stages of the process to ensure that the receipt, coding and reporting of responses was consistent and fair. A sample of responses was read by the HS2 Ltd consultation team and cross-checked for consistency against the coding framework, in order to understand how codes had been developed and applied against respondents' comments. HS2 Ltd was satisfied with the outcome of the quality assurance exercise.

## 4 General

### 4.1 Introduction

- 4.1.1 A total of 14 comments were identified relating to general commentary on the draft EQIA SMR. The main themes and sub-themes which were identified from these comments are detailed below.

### 4.2 Theme: EQIA approach

#### *Sub-theme:*

- 4.2.1 Consultees noted that the draft EQIA SMR is clear, well presented and that they agree with the general approach. Consultees commented that HS2 Ltd has taken a robust approach to assessing the impacts of the Proposed Scheme on specific groups in society. However, they noted that much HS2 Ltd work is subcontracted, and so the EQIA SMR should detail how the approach set out will be implemented by companies working on behalf of HS2 Ltd.

#### *Response:*

- 4.2.2 The assessment team welcomes the comments and notes that the methodology is generally considered to be acceptable. The EQIA is being undertaken by consultancies which are considered to be amongst the leaders in their profession in the United Kingdom (UK), in conjunction with HS2 Ltd technical specialists. The EQIA report will be prepared by individuals whose qualifications, skills, knowledge and experience have been individually reviewed for their suitability and who have appropriate expertise to ensure the completeness and technical quality of the EQIA report.

#### *Sub-theme:*

- 4.2.3 Consultees stated that they assumed their feedback on the proposed methodology would be taken into account as part of the ongoing assessment process, and where possible, reflected in the hybrid Bill.

#### *Response:*

- 4.2.4 The draft EQIA SMR has been updated, where appropriate, to reflect the consultation responses and this will be carried through into the ongoing assessment. The EQIA SMR has been published as a supporting document to the working draft EQIA. Stakeholders and the public will also have the opportunity to comment on the formal EQIA as part of the hybrid Bill process. Comments on the latter will be collated by an independent assessor appointed by Parliament for consideration during passage of the hybrid Bill.

### 4.3 Theme: Relationship to the EIA

#### *Sub-theme:*

- 4.3.1 Consultees noted that there is a list of reference points between the EIA and EQIA, and highlighted that the EQIA will draw on the findings of the EIA. It was questioned

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

how the draft EQIA SMR would be amended to reflect commentary received on the draft EIA SMR.

*Response:*

- 4.3.2 Section 3.1 of the draft EQIA SMR 'Relationship with the EIA' explains that the approach to the EQIA and EIA will incorporate shared data gathering, and that the EQIA will draw on baseline evidence and assessment from relevant EIA technical disciplines. A parallel consultation was undertaken on the draft EIA SMR and comments received on the draft EIA SMR that were relevant to the draft EQIA SMR were coded as such and details were cross-referenced. The EQIA will take into consideration comments received on the draft EIA SMR where relevant.



## 5 Baseline and data gathering

### 5.1 Introduction

- 5.1.1 A total of 29 comments were made in relation to the establishment of baseline and data gathering. The main themes and sub-themes which were identified from these comments are detailed below.

### 5.2 Theme: Guidance

#### *Sub-theme:*

- 5.2.1 Consultees commented that the term 'Equality Impact Assessment' was superseded by the term Equality Analysis with the introduction of the Equality Act 2010.

#### *Response:*

- 5.2.2 The use of the term 'Equality Impact Assessment' is consistent with the approach taken for Phase One and Phase 2a.

#### *Sub-theme:*

- 5.2.3 Consultees suggested that the guidance underpinning the EQIA process, listed in paragraph 3.1.10 of the draft EQIA SMR, should be broadened to include accessibility guidance in order to ensure that the needs and requirements of disabled customers are robustly taken into account.

#### *Response:*

- 5.2.4 The EQIA SMR has been updated to incorporate accessibility guidance including Department for Transport guidance on Inclusive Mobility<sup>2</sup>, and relevant British Standards.

### 5.3 Theme: Additional data

#### *Sub-theme:*

- 5.3.1 Consultees provided suggestions of additional data, guidance documents and tools which could be considered as part of the assessment. Local sources of information, including those it was suggested could be best collated by engagement, were also suggested as being potentially particularly beneficial in the identification of impacts and appropriate mitigation.

#### *Response:*

- 5.3.2 Information provided, including local data supplied by stakeholders, will be taken into account as part of the ongoing EQIA. Engagement with stakeholders will continue,

---

<sup>2</sup> Department for Transport (2005), *Inclusive mobility guidance*. Available online at:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

and feedback gathered through this process will be used to inform the ongoing assessment and identification of mitigation, where appropriate.

*Sub-theme:*

- 5.3.3 Consultees suggested that reliance on nationally collected data (NOMIS)<sup>3</sup> and Census<sup>4</sup> data may be inaccurate, therefore local level baseline data should also be sought for accuracy and assurance to measure impact. It was suggested that local information provided by community stakeholders should be tested against the baseline data.

*Response:*

- 5.3.4 National baseline datasets will be supplemented with, and checked against, local data including information supplied by stakeholders. This will be published as part of the working draft EQIA report and formal EQIA report.

*Sub-theme:*

- 5.3.5 Consultees highlighted the need to consider the knock on effect on future housing development, including pressure on new and existing housing supply in other areas.

*Response:*

- 5.3.6 As set out in paragraph 3.7.2 of the draft EQIA SMR, where available and relevant, information on forecast changes to population characteristics or planned community facilities or residential developments will be incorporated into the future baseline and assessed accordingly.

---

<sup>3</sup> Nationally collected NOMIS data. Available online at: <https://www.nomisweb.co.uk>

<sup>4</sup> Nationally collected Census data. Available online at: <https://www.ons.gov.uk/census/2011census>

## 6 Stakeholder engagement and public consultation

### 6.1 Introduction

- 6.1.1 A total of 50 comments were made in relation to stakeholder engagement in the EQIA process. The main themes and sub-themes which were identified from these comments are detailed below.

### 6.2 Theme: Constructive dialogue

#### *Sub-theme:*

- 6.2.1 Consultees welcomed the opportunity to respond to the EQIA consultation and expressed positive interest in continuing to provide comments as the project progresses. Consultees also noted their support of early and constructive dialogue and the continuation of broad, clear and proactive engagement with stakeholders.

#### *Response:*

- 6.2.2 HS2 Ltd welcomes the engagement and feedback from stakeholders to this draft EQIA SMR consultation but also through wider engagement. HS2 Ltd is committed to an open and constructive dialogue with its stakeholders and to ongoing engagement in support of the evolving scheme design and assessment.

#### *Sub-theme:*

- 6.2.3 While some consultees commented that the identified group of consultees was considered comprehensive and appropriate, others identified additional stakeholders whom they felt should be engaged during the course of the EQIA. Consultees requested that due attention is given to engagement with affected individuals and communities, especially those in deprived areas.

#### *Response:*

- 6.2.4 HS2 Ltd will actively review suggestions of additional stakeholders for HS2 Phase 2b, and such stakeholders will be engaged, as appropriate, during the undertaking of the EQIA. The list of organisational stakeholders who were actively engaged with during the draft EQIA SMR consultation is reproduced in Annex A of this report.

- 6.2.5 HS2 Ltd will continue to work with local authorities to identify and engage with all sections of the community, including those in deprived areas along the route of the Proposed Scheme.

#### *Sub-theme:*

- 6.2.6 Consultees sought further clarity in terms of how stakeholder engagement is conducted and emphasised the need for effective communication and consultation with affected parties regarding how information is being disseminated. Consultees commented that there was an expectation that lessons learnt from Phase One will be

incorporated into Phase 2b, namely the need for inclusive communication across all levels of engagement.

*Response:*

- 6.2.7 HS2 Ltd's approach to engagement is set out in the HS2 Phase Two Community Engagement Strategy<sup>5</sup>. This strategy sets out the key principles of HS2 Ltd approach, including its commitment to an open and inclusive dialogue with stakeholders. The strategy has been informed by learning from Phase One and Phase 2a, as well as feedback from stakeholders.

## 6.3 Theme: Stakeholder feedback

*Sub-theme:*

- 6.3.1 Consultees questioned how stakeholder feedback is gathered, processed and then taken into consideration, particularly at a local level. It was also questioned whether feedback previously submitted had been taken into account.

*Response:*

- 6.3.2 Feedback from local and route-wide stakeholders, whether through ongoing engagement or formal consultation, is recorded, processed and reviewed by the relevant sections of the project team to inform the Proposed Scheme and the assessments being undertaken. Lessons learned and best practice from earlier phases is included in the iterative design and assessment process.
- 6.3.3 Feedback provided by stakeholders in previous consultation exercises has been collated and published through previous CSRs. These reports are available on [www.gov.uk/hs2](http://www.gov.uk/hs2).

*Sub-theme:*

- 6.3.4 It was questioned whether an online form was appropriate for the project demographic.

*Response:*

- 6.3.5 HS2 Ltd seeks to engage stakeholders through a variety of techniques which are accessible and appropriate for all sections of the community. It is recognised that an online form is not a preferred response mechanism for all stakeholders. Two alternative formats were, therefore, provided to enable stakeholders to respond to consultation, namely: a FREEPOST letter address and an email address. Feedback from stakeholders is welcomed in whichever format is most suitable to their needs.

---

<sup>5</sup> HS2 Limited (2017) *HS2 Ltd Community Engagement Strategy*. Available online at: <https://www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy>

## 6.4 Theme: Identification of stakeholders

### *Sub-theme:*

- 6.4.1 Consultees provided information on existing and additional stakeholders for inclusion in the EQIA process. It was also highlighted that information should be sought from potentially affected stakeholders to ensure quality and consistency of information.

### *Response:*

- 6.4.2 As set out in paragraph 3.3.2 of the draft EQIA SMR, targeted stakeholder engagement will be used to address any gaps in baseline data and to develop a broader understanding of potential equality issues. All available data, including local data supplied by stakeholders, will be taken into account for the EQIA through the stakeholder engagement process and used alongside national baseline datasets.

## 7 Key aspects of the Proposed Scheme for consideration

### 7.1 Introduction

- 7.1.1 A total of 21 comments were made in relation to key aspects of the Proposed Scheme in the EQIA process. The main themes and sub-themes which were identified from these comments are detailed below.

### 7.2 Theme: Inclusive Design

#### *Sub-theme:*

- 7.2.1 Consultees highlighted the need for accessibility of the Proposed Scheme. Specific reference was made to the need for station design to be enhanced in terms of inclusive design, mitigation, and customer experience to enable confidence and independence in users (e.g. for older people, children, people with reduced mobility, people who are blind or have reduced visibility). A range of specific design considerations were identified by consultees for consideration in scheme design.

#### *Response:*

- 7.2.2 HS2 Information Paper D6: Inclusive Design Policy<sup>6</sup> outlines the approach to inclusive design for HS2, as it applies to the Proposed Scheme. The approach will apply to all publicly accessible elements of the HS2 rail network, including stations. HS2 Ltd's objective is to design and provide a service that can be used safely, independently, easily and with dignity by everyone.
- 7.2.3 The design will comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI), which sets standards for accessible trains, stations and other facilities, and with applicable UK standards. Station design will be considered at detailed design stage as part of the ongoing Public Sector Equality Duty under the Equality Act 2010.

### 7.3 Theme: Mitigation

#### *Sub-theme:*

- 7.3.1 Consultees noted that the report should include proposed mitigation if it is determined that there will be an impact to a person or group of people with a protected characteristic under the Equality Act 2010.

---

<sup>6</sup> HS2 Limited (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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627941/D6_Inclusive_Design_Policy_v1.0.pdf)

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

*Response:*

- 7.3.2 As set out in paragraph 3.1.11 of the draft EQIA SMR, the EQIA will serve to inform design, mitigation and other relevant project-related decisions. It will identify measures to avoid, minimise and/or mitigate possible negative equality effects for protected characteristic groups.

*Sub-theme:*

- 7.3.3 Consultees highlighted that accessibility should be maintained during construction and that any change in gradients due to diversions of Public Right(s) of Way (PRoW) over cuttings or bridges should comply with the Equality Act 2010.

*Response:*

- 7.3.4 The draft Code of Construction Practice (CoCP) sets out the approach that will be undertaken to minimising impacts due to diversions in PRoW. HS2 Information Paper E5: Roads and Public Rights of Way<sup>7</sup> explains how the effects of the Proposed Scheme on roads and PRoW along the line of route will be managed. While there are no specific criteria for aspects such as gradients in the legislation, HS2 Ltd will comply with the Equality Act 2010, including the Public Sector Equality Duty and the duty to make reasonable adjustments for disabled people, by following industry guidance. This will include inclusive mobility guidance where appropriate.

---

<sup>7</sup> HS2 Limited (2017), *High Speed Two Phase 2a Information Paper E5: Roads and Public Rights of Way*. Available online at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/628451/E5\\_Roads\\_and\\_Public\\_Rights\\_of\\_Way\\_v1.0.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628451/E5_Roads_and_Public_Rights_of_Way_v1.0.pdf)

## 8 Scope of assessment

### 8.1 Introduction

- 8.1.1 A total of 64 comments were made in relation to the scope of assessment of the EQIA. The main themes and sub-themes which were identified from these comments are detailed below.

### 8.2 Theme: Consideration of vulnerable groups

#### *Sub-theme:*

- 8.2.1 Consultees identified the importance of considering a range of vulnerable groups and identified specific groups who they felt should be considered, including migrants when considering race and ethnicity.
- 8.2.2 Consultees also commented that some underprivileged groups and communities living in deprived areas, such as former mining areas, may be less likely to benefit from the operation of the Proposed Scheme. It was noted that disruption during construction including increased traffic congestion, and/or disruption to PRow, could have adverse effects by making it more difficult to commute to other areas.

#### *Response:*

- 8.2.3 As set out in paragraph 3.1.8 of the draft EQIA SMR, the Equality Act 2010 does not specify socio-economic status or deprivation as a protected characteristic. The EQIA will, however, consider effects for protected characteristic groups who may be more likely to experience low socio-economic status and poor standards of living, and will report any disproportionate or differential equality effects for these groups. This is in line with the approach taken for the EQIAs for Phase One and Phase 2a.
- 8.2.4 Race is a protected characteristic. Where impacts are identified on one or more racial groups, the EQIA will take into account the sensitivity of those groups to the impacts in question, where information is available, in order to determine whether an equality effect is likely to be experienced.
- 8.2.5 Paragraph 3.6.10 of the draft EQIA SMR also states that the EQIA will consider effects due to construction traffic and changes to the road network, including road safety effects, disruption to public transport, severance of pedestrian routes, increased journey times and delays, and any effect on community cohesion.

### 8.3 Theme: Geographical Scope

#### *Sub-theme:*

- 8.3.1 Consultees questioned whether the connection into Sheffield on the conventional line is within the scope of the EQIA.



*Response:*

- 8.3.2 For the working draft ES and working draft EQIA, environmental and equality effects from the connection into Sheffield have not been considered. However, for the formal ES and formal EQIA, environmental and equality effects resulting from the electrification of the existing Midland Main Line connection will be considered.

## **8.4 Theme: Health**

*Sub-theme:*

- 8.4.1 Consultees considered that mental health should be listed under key equality concerns, and queried whether mental health effects would be drawn out of the EIA. It was recommended that there should be a parity of esteem and appreciation of the impacts between mental and physical health. The methodology for mental health and wellbeing should be strengthened and referenced within the EQIA.

*Response:*

- 8.4.2 The definition of disability as a protected characteristic, as set out in the draft EQIA SMR, encompasses both mental and physical impairment. Furthermore, the EQIA will be informed by the findings of the EIA health assessment, which will consider potential effects on mental health and wellbeing which may result in disproportionate or differential effects for people with protected characteristics. The links between the EQIA and EIA with respect to health are explained in Section 3.1 of the draft EQIA SMR.

*Sub-theme:*

- 8.4.3 Consultees requested that the learning from Phase 2a be built upon, particularly in terms of the consideration of potential health and wellbeing equality effects, such as those related to loss of housing, noise, traffic, transport and access, crime, social value, and safety and personal security. Additionally, it was requested that targeted engagement be undertaken to bridge the gap in the absence of a standalone Health Impact Assessment, including with public health stakeholders.

*Response:*

- 8.4.4 Reflecting the evolution of good practice and learning from Phase One and Phase 2a, the approach to the EQIA for Phase 2b will incorporate shared data gathering and close co-operation between the EQIA and the EIA health assessment teams. In particular, the EQIA will seek to integrate consideration of health effects arising from changes in social capital. It will, where practicable and where appropriate baseline data are available, aim to identify where these community-wide effects, as described in the community assessment in the EIA, could have the potential to result in disproportionate or differential equality effects for protected characteristic groups.
- 8.4.5 HS2 Ltd will engage with local authority public health teams to inform the health assessment being undertaken as part of the EIA. Relevant information obtained from this engagement will be used to inform the EQIA.

*Sub-theme:*

- 8.4.6 Consultees note that an integrated health assessment will be undertaken and suggested the issue of 'connectedness' (social cohesion and isolation particularly for older and disabled people), which impacts on health, are considered in the EQIA.

*Response:*

- 8.4.7 The EIA health assessment considers effects on social capital, as well as effects arising from severance. The EQIA also considers severance, isolation and community cohesion effects, and will seek to integrate consideration of health effects arising from changes in social capital. Where practicable, and where appropriate baseline data are available, the EQIA will aim to identify where social capital effects could have the potential to result in disproportionate or differential equality effects for protected characteristic groups.

## **8.5 Theme: Accessibility**

*Sub-theme:*

- 8.5.1 Consultees suggested that consideration should be given to the diversity of users of the PRoW network (e.g. school children, older people, disabled users, people with reduced mobility, families with young children, young children themselves, those on low incomes, those without cars, those living in economically deprived areas, and longer distance walkers). Consultees also suggested that consideration be given to the level of use by these different members of the population and that there is a need to consider the accessibility of structures such as stiles.

*Response:*

- 8.5.2 As set out in paragraph 3.6.10 of the draft EQIA SMR, the EQIA will consider severance and/or diversion of PRoW and other pedestrian routes particularly relied on by protected characteristic groups for equal participation in daily living. Any disproportionate or differential effects for people with protected characteristics will be reported in the formal EQIA.

*Sub-theme:*

- 8.5.3 A consultee requested that consideration be given to the impacts of highway construction sites and associated diversions on non-motorised users, including those with disabilities, as a protected group in relation to traffic, transport and physical accessibility. This would be relevant in particular during closures. The potential for increase of accidents and injury was also noted.

*Response:*

- 8.5.4 As set out in paragraph 3.6.10 of the draft EQIA SMR, the EQIA will consider effects due to construction traffic and changes to the road network, including road safety effects, disruption to public transport, severance of pedestrian routes, increased journey times and delays, and any effect on community cohesion.

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

*Sub-theme:*

- 8.5.5 It was suggested that the consideration of potential equality effects in relation to traffic, transport and physical accessibility should include cycle networks as safe routes to school and walking routes. Some people with physical impairments are able to use cycles as mobility aids, either standard or adapted, and therefore would be considered as a protected characteristic group.

*Response:*

- 8.5.6 The EIA traffic and transport assessment considers effects for all PRoW, including those used by cyclists, and would report any effects for cyclists where they are known to use impacted PRoW. Any disproportionate or differential effects for people with protected characteristics arising as a result of effects on PRoW would be reported in the EQIA.
- 8.5.7 HS2 Information Paper D6: Inclusive Design Policy outlines the approach to inclusive design for HS2, as it applies to the Proposed Scheme. The approach will apply to all publicly accessible elements of the HS2 rail network, including stations. HS2 Ltd's objective is to design and provide a service that can be used safely, independently, easily and with dignity by everyone. The design will comply with the European Railway Agency's PRM TSI, which sets standards for accessible trains, stations and other facilities, and with applicable UK standards.
- 8.5.8 Station design is a matter of detailed design which is outside the scope of the EQIA for the hybrid Bill. This will therefore be considered at detailed design stage as part of the ongoing Public Sector Equality Duty under the Equality Act 2010.

*Sub-theme:*

- 8.5.9 Consultees highlighted areas for additional consideration in relation to equality effects arising from impacts on PRoW (e.g. bridleways, byways, permissive paths, routes across green space, trails and other unrecorded public rights of way that form part of the non-motorised path network).

*Response:*

- 8.5.10 Bridleways and byways are included in the EIA traffic and transport assessment as PRoW. If impacts on these resources will have effects on physical activity they will be reported in the health assessment. The EIA traffic and transport and health assessments will consider effects on PRoW and other routes. The EQIA SMR has been updated to clarify that the EQIA will consider potential health related equality effects arising from impacts on PRoW and other routes. Unrecorded paths and rights of way are not assessed.

*Sub-theme:*

- 8.5.11 Consultees highlighted that Rights of Way Improvement Plans require the needs of people with mobility problems to be considered, as well as the consideration of opportunities for improvement and mitigation of negative impacts. Therefore this should be considered within the EQIA.

*Response:*

- 8.5.12 As well as identifying measures to avoid, reduce and/or mitigate possible negative equality effects, the EQIA report will identify relevant measures which, as part of the Proposed Scheme design or mitigation, can further enhance equality, address existing disadvantage or support good relations between protected characteristic groups and other people.

## **8.6 Theme: Housing**

*Sub-theme:*

- 8.6.1 Consultees suggested that the assessment should consider whether people will be able to purchase a similar property for the same price and in the same area.

*Response:*

- 8.6.2 As set out in paragraph 3.6.10 of the draft EQIA SMR, the EQIA will consider effects for people with protected characteristics who may be at risk of housing related disadvantage arising from demolition, compulsory purchase and severance during construction and/or operation, as well as housing related effects for community cohesion and other secondary equality effects for protected characteristic groups.

*Sub-theme:*

- 8.6.3 Consultees suggested that the assessment should take into consideration impacts on housing for people with protected characteristics requiring adapted/assisted living accommodation. For example, as a result of community severance and the impacts of construction and operation in terms of noise and air pollution, there may be a potential need for alternative accommodation.

*Response:*

- 8.6.4 Where data are available and the characteristics of affected residents are known, the EQIA will consider equality effects for people with protected characteristics as a result of any direct or indirect impacts on housing. It will also consider noise, air quality and other environmental effects.

## **8.7 Theme: Socio-economic inequality**

*Sub-theme:*

- 8.7.1 Consultees suggested that it is important to define clearly what is meant by 'socio-economic' classification, to support the assessment of impacts on vulnerable groups (taking account of, for example, the underprivileged, prevailing social conditions particularly within former mining areas, the level of deprivation etc.).

*Response:*

- 8.7.2 As set out in paragraph 3.1.8, the Equality Act 2010 does not specify socio-economic status as a protected characteristic. The EQIA will, however, consider effects for protected characteristic groups who may be more likely to experience low socio-

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

economic status and poor standards of living. This is in line with the approach taken for the EQIA for Phase One and Phase 2a.

## 9 Assessment methodology

### 9.1 Introduction

- 9.1.1 A total of 54 comments were made in relation to the assessment methodology. The main themes and sub-themes to come through from the consultation and subsequent responses are summarised below.

### 9.2 Theme: Scheme alternatives

#### *Sub-theme:*

- 9.2.1 Consultees proposed that an assessment should be undertaken to compare the equality effects of the options considered, including of specific alternative routes.

#### *Response:*

- 9.2.2 HS2 Ltd has examined a substantial number of route-wide and more local alternatives to the Proposed Scheme. This work has been supported by an independent Appraisal of Sustainability (AoS) published in July 2013 which covered a range of sustainability topics and enabled appraisal and comparison of a large number of options. An Equality Analysis was undertaken and published as an appendix to the AoS. Further information about the AoS and the optioneering and design development process can be found in the Sustainability Statement published in November 2016, available on [www.gov.uk/hs2](http://www.gov.uk/hs2).

### 9.3 Theme: Health related equality effects

#### *Sub-theme:*

- 9.3.1 Consultees commented that health related equalities effects, arising in both the construction and operational phases, may be disproportionately negative on some residents. Examples cited were potential displacement of occupants from residential and commercial properties, community severance or loss of community facilities and exposure to noise and air quality impacts.

#### *Response:*

- 9.3.2 The EQIA will consider the potential for health effects identified in the EIA to result in disproportionate effects for people with protected characteristics. It will identify measures to avoid, minimise and/or mitigate possible negative equality effects.

#### *Sub-theme:*

- 9.3.3 Consultees raised issues that they suggested be considered in the assessment. These included effects on access to services, community facilities and work; implications on health behaviours (access to healthy food, spaces for physical activity, active travel and green spaces); impacts from pollution or Electromagnetic fields (EMF); and impacts related to the risk of community isolation (road closures, HS2 construction and infrastructure).

*Response:*

- 9.3.4 Paragraph 3.6.10 of the draft EQIA SMR describes the equality effects that will be considered in the EQIA. These include effects on protected characteristic groups' access to community facilities and services that enable their equal participation or that meet their specific needs; effects on businesses owned by people with protected characteristics and training and employment opportunities for protected characteristic groups; health related equality effects, including as a result of increased emissions; and transport and accessibility related effects including disruption to public transport, severance and/or diversion of PRoW, increased journey times or delays, and community cohesion effects.
- 9.3.5 EMF effects are not within the scope of the EQIA. The Proposed Scheme will be assessed and designed to comply with standards applicable to the protection of health and electrical interference to equipment. The standards are kept under review as the assessment and design progresses to ensure the latest information is considered.

*Sub-theme:*

- 9.3.6 Consultees highlighted that stress and anxiety implications need to be understood and considered within the assessment. This could include a number of interrelated factors which should not be assessed in isolation, such as financial issues, noise, disturbance, accessibility concerns and sleep deprivation.

*Response:*

- 9.3.7 The health assessment of the EIA considers potential effects on mental health and wellbeing, including the effects of anxiety and stress. This will be assessed at route-wide level in the health section of Volume 3 of the formal ES. The EQIA will consider the potential for any health effects identified in the EIA, including effects on mental health and wellbeing, to result in disproportionate or differential effects for people with protected characteristics.

## **9.4 Theme: Significance**

*Sub-theme:*

- 9.4.1 Consultees questioned why a level of significance was not being attributed to effects in the assessment and how impacts will be differentiated if they are not measured.

*Response:*

- 9.4.2 'Significance' is a term which is used in EIA to comply with EIA Regulations. The EQIA does not form part of the EIA. As stated in paragraph 3.6.5 of the draft EQIA SMR, the EQIA is a qualitative assessment, and will provide detailed description and analysis of the nature of potential equality effects. This is consistent with the approach taken for Phase One and Phase 2a.

## 9.5 Theme: Cumulative Impacts

### *Sub-theme:*

- 9.5.1 Consultees questioned whether cumulative impacts will be addressed within the EQIA (as they are within the EIA) whereby the Proposed Scheme, in combination with other changes or other transport services, could give rise to possible effects for protected characteristic groups over and above those experienced by the general population.

### *Response:*

- 9.5.2 The EQIA does not address cumulative impacts in the same way as the EIA. This is consistent with the approach taken for Phase One and Phase 2a, and reflects the difficulty of identifying cumulative effects for particular protected characteristic groups. The EQIA will provide an assessment of any cumulative effects for people with protected characteristics resulting from a combination of equality effects on one or more groups of people with protected characteristics within a locality.



## **10 Next steps**

### **10.1 Updating the draft EQIA SMR**

- 10.1.1 The draft EQIA SMR has been updated to reflect the consultation responses and the EQIA SMR has been published as a supporting document to the working draft EQIA report.

### **10.2 Informing the EQIA**

- 10.2.1 The EQIA SMR is being used to undertake the EQIA. The emerging assessment and proposed mitigation measures have been set out in the working draft EQIA report.
- 10.2.2 Stakeholders and the public will have the opportunity to comment on the working draft EQIA report and the formal EQIA report.
- 10.2.3 Details of all consultations are available online at [www.gov.uk/hs2](http://www.gov.uk/hs2).

## 11 References

Department for Transport (2005), *Inclusive mobility guidance*. Available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)

Equality Act 2010 (c.15). London Her Majesty's Stationery Office. Available online at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

HS2 Ltd (2017), *High Speed Two Phase 2a Information Paper E5: Roads and Public Rights of Way*. Available online at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/628451/E5\\_Roads\\_and\\_Public\\_Rights\\_of\\_Way\\_v1.0.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628451/E5_Roads_and_Public_Rights_of_Way_v1.0.pdf)

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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/627941/D6_Inclusive_Design_Policy_v1.0.pdf)

HS2 Ltd (2017), *HS2 Ltd Community Engagement Strategy*. Available online at: <https://www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy>

Office for National Statistics, nationally collected Census data. Available online at: <https://www.ons.gov.uk/census/2011census>

Office for National Statistics, nationally collected NOMIS data. Available online at: <https://www.nomisweb.co.uk>

UK Government. Available online at: [www.gov.uk/hs2](http://www.gov.uk/hs2)

## 12 List of acronyms and initialisms

AoS	appraisal of sustainability
CSR	consultation summary report
EIA	environmental impact assessment
EMF	electromagnetic field
EQIA	equality impact assessment
ES	environmental statement
HS2	High Speed Two
HS2 Ltd	High Speed Two Limited
PRM TSI	persons of reduced mobility technical specification for interoperability
PRoW	public right(s) of way
SMR	scope and methodology report
UK	United Kingdom

## Annex A – List of consultees

The following table lists consultees who were invited to participate in the draft EQIA SMR consultation. This includes statutory consultees, as well as non-statutory organisations.

Consultees were not limited to this list and responses received from other stakeholders have been taken into account, where relevant, as part of the draft EQIA SMR consultation.

Action on Hearing Loss
Age UK
Ancient Monuments Society
Annesley Parish Council
Appleby Magna Parish Council
Arriva Plc
Ashby Canal Association
Ashby-de-la-Zouch Parish Council
Ashfield District Council
Association of Directors of Public Health
Association of Drainage Authorities
Association of Geotechnical and Geo-environmental Specialists
Aston cum Aughton Parish Council
Ault Hucknall Parish Council
Austhorpe (East and West) Parish Meeting
Austrey Parish Council
Barkston Ash Parish Council
Barlborough Parish Council
Barnburgh with Harlington Parish Council
Barnsley Biodiversity Trust
Barnsley Clinical Commissioning Group
Barnsley Metropolitan Borough Council
Barnsley, Dearne and Dove Canal Trust
Bat Conservation Trust
Battlefields Trust
Berks, Bucks & Oxon Wildlife Trust
Birmingham and Warwickshire Archaeological and Historical Society
Blackwell Parish Council
Bolsover District Council
Braithwell with Micklebring Parish Council
Bramley Parish Council
Breedon on the Hill Parish Council
British Association of Shooting and Conservation
British Drilling Association
British Geological Survey
British Horse Society

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

British Chambers of Commerce
British Land
British Transport Police Authority
British Waterways Marinas Limited
Brodsworth Parish Council
Broxtowe Borough Council
Broxtowe Borough Council (Conservation Group)
Byways and Bridleways Trust
Campaign for Better Transport
Campaign to Protect Rural England
Canal & River Trust
Carr Vale Community Association
Central Association of Agricultural Valuers
Chartered Institute of Highways & Transportation
Cheshire Agricultural Society
Cheshire and Warrington Local Enterprise Partnership
Cheshire Brine
Cheshire East Council
Cheshire Fire Authority
Cheshire Gardens Trust
Cheshire Police Authority
Cheshire West & Chester Council
Chesterfield and District Civic Society
Chesterfield Borough Council
Chesterfield Canal Partnership
Chesterfield Community Energy PLC
Chilterns AONB
Christie NHS Foundation Trust
Church Buildings Council
Church Commissioners
Church Fenton Parish Council
Citizens Advice Manchester
City of Wakefield District Council
City of Wolverhampton Council
City of York Council
Civic Voice
Civil Aviation Authority
Clay Cross Parish Council
Clayton with Frickley Parish Council
Clowne Parish Council
Coal Authority
Coal Pro (The Confederation of UK Coal Producers)

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Coleorton Parish Council
Commercial Boat Operators Association
Committee on Climate Change
Community Forest - Forest of Mercia
Community Forest - Greenwood
Community Forest - Mersey
Community Forest - Red Rose
Community Forest - White Rose
Community Forest Partnership - South Yorkshire
Confederation of Forest Industries
Conisbrough Parks Parish Council
Council for British Archaeology
Country Land and Business Association
Country Landowners Association
Countryside Alliance Eastern Region (Leicestershire and Rutland, Nottinghamshire)
Countryside Alliance Midlands Region (Staffordshire and Warwickshire)
Countryside Alliance Northern Region (Yorkshire, Derbyshire, Greater Manchester and Cheshire)
Coventry and Warwickshire Local Enterprise Partnership
CPRE Cheshire
CPRE Derbyshire
CPRE East Midlands
CPRE Lancashire Branch
CPRE Leicestershire
CPRE North Yorkshire
CPRE North-West
CPRE Nottinghamshire
CPRE South Yorkshire
CPRE Warwickshire
CPRE West Yorkshire Branch
CPRE Yorkshire and the Humber
Crofton Parish Council
Crown Estate Commissioners
Culcheth and Croft Horse Riders and Bridleways Association
Curdworth Parish Council
Cycling UK
Denaby Parish Council
Department for Business, Energy and Industrial Strategy
Department for Communities and Local Government
Department for Culture, Media and Sport
Department for Environment, Food and Rural Affairs
Derby City Council
Derby Diocesan Board of Finance Limited

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Derbyshire Community Housing Society Limited
Derbyshire County Council
Derbyshire Wildlife Trust
Design Council
Diocese of Chester
Diocese of Leeds
Diocese of Manchester
Diocese of Sheffield
Disability Charities Consortium
Disability Resource Centre
Disability Rights UK
Disabled Persons Transport Advisory Committee
Doncaster Clinical Commissioning Group
Doncaster Metropolitan District Council
Dordon Parish Council
Dudley Metropolitan Borough Council
East Midlands Health Authority
East Riding of Yorkshire Council
Ecclesfield Conservation and Local History Group
Eckington Parish Council (Derbyshire)
English Heritage
Environment Agency
Equality and Diversity Forum
Equality and Human Rights Commission
Erewash Borough Council
Erewash Partnership
Erewash Ramblers
Felley Parish Council
Forestry Commission
Freight on Rail
Friends of Carlton Marsh and Rabbit Ings Nature Reserve
Friends of Haw Park Wood and Anglers Country Park
Friends of Marie Louise Gardens
Friends of Rabbit Ings
Friends of the Earth
Friends of the Earth Chesterfield & NE Derbyshire
Friends of the Earth East Midlands
Friends of Totton Fields
Garden History Society
Georgian Group
Glapwell Parish Council
Greasley Parish Council

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Greater Birmingham and Solihull Local Enterprise Partnership
Greater Manchester Coalition of Disabled People
Greater Manchester Combined Authority
Greater Manchester Local Enterprise Partnership
Greengauge21
Greenpeace
Greensqueeze (Erewash greenbelt)
Greenwood Community Forest Partnership
Hallam Land Management Ltd
Hardwick Clinical Commissioning Group
Harthill with Woodall Parish Council (Rotherham)
Harworth Estates
Harworth Estates Investments Limited
Harworth Group PLC
Havercroft with Cold Hiendley Parish Council
Hayhurst Foundation
Health and Safety Executive
Heath and Holmewood Parish Council
Hellaby Civil Parish
Hemsworth Town Council
Heritage Alliance
Hickleton Parish Council
High Melton Parish Council
Highways England
Hinckley and Bosworth District Council
Historic England
Historic Houses Association
Historic Stone Ltd
Hooten Pagnell Parish Council
Huddleston with Newthorpe Parish Council
Hull City Council
Inland Waterways Association
International Union of Railways
Joint Committee of National Amenity Societies
Kegworth Parish Council
Keuper Gas Storage Project
Killamarsh Parish Council
King Street Energy
Kingsbury Parish Council
Lancashire County Council
Land Trust
Laughton en le Morthen Parish Council



HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Lea Marston Parish Council
Leeds City Council
Leeds City Region LEP
Leeds Civic Trust
Leeds North Clinical Commissioning Group
Leeds South and East Clinical Commissioning Group
Leicester City Council
Leicestershire Archaeological and Historical Society
Leicestershire County Council
Leigh Ornithological Society
LGBT Consortium
Lifeways
Lincolnshire County Council
Little Fenton Parish Council
Living Streets
Local Access Forum - Barnsley
Local Access Forum - Cheshire East
Local Access Forum - Cheshire West & Chester
Local Access Forum - Derby and Derbyshire
Local Access Forum - Doncaster
Local Access Forum - Leeds
Local Access Forum - Leicestershire
Local Access Forum - Manchester, Salford and Trafford
Local Access Forum - Nottinghamshire
Local Access Forum - Rotherham
Local Access Forum - Stockport
Local Access Forum - Wakefield
Local Access Forum - Wigan
Local Access Forum for North Yorkshire County Council
Local Access Forum for York
Local Flood Authorities
Local Government Association
Long Eaton Natural History Society
Long Whatton and Diseworth Parish Council
Lowton Business Park
Manchester Airport Group
Manchester City Council
Mansfield and Ashfield Clinical Commissioning Group
Marr Parish Council
Measham Parish Council
Mencap
Mexborough & District Heritage Society

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Micklefield Parish Council
Mid Cheshire Health Trust
Midlands Connect
Minerals Planning Authority
Ministry of Defence
Morton Parish Council
National Association of Areas of Outstanding National Beauty
National Association of Boat Owners
National Cycling Charity
National Farmers Union
National Federation of Bridleways Association
National Forest Company
National Grid Plc
National LGB&T Partnership
National Parks England (Formerly English National Park Authorities Association)
National Police Chiefs Council
National Trust
Natural England
North East Derbyshire Industrial Archaeology Society
Network Rail
Network Rail Infrastructure Limited
Newland-with-Woodhouse Parish Council
Newlife Foundation for Disabled Children
NHS England Midlands and East
NHS England North
NHS Staffs and Surround Clinical Commissioning Group
Normanton Town Council
North Crofton Co-operative Colliery
North Derbyshire Clinical Commissioning Group
North East Derbyshire District Council
North East Health Authority
North East Combined Transport Activists Roundtable
North Lincolnshire Council
North Staffordshire Bridleways Association
North Warwickshire Borough Council
North West Health Authority
North West Leicestershire District Council
North West Transport Activists Roundtable
North Yorkshire County Council
Nostell Estate
Nottingham City Council
Nottingham Express Transit

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Nottingham Wildlife Trust
Nottinghamshire and Derbyshire Federation of Small Businesses
Nottinghamshire County Council
Nottinghamshire Wildlife Trust
Nuthall Parish Council
Official Custodian for Charities
Office of Rail Regulators and Approved Operators
Old Bolsover Town Council
Open Spaces Society
Oulton and Woodlesford Neighbourhood Forum
Packington Parish Council
Peak District National Park Authority
Peaks and Northern Footpaths Society
Peel Ports
Penny Hill Windfarm
Pilsley Parish Council
Pinxton Parish Council
Polesworth Parish Council
Police Federation of England/Wales
Public Health England
Public Health England North West
Public Health England West Midlands
Rail Delivery Group
Rail Forum East Midlands
Rail Freight Group
Rail Future
Railway Heritage Trust
Ramblers
Ramblers Trafford Group
Ramblers West Riding Area
Ramblers Wetherby and District Group
Ratcliffe Coal Power Station
Ratcliffe on Soar Parish Council
Ravenfield Parish Council
RESCUE
Retford & Worksop (Chesterfield Canal) Boat Club Ltd
Ridware History Society
Risley Moss Action Group
Rochdale Borough Council
Rotherham Clinical Commissioning Group
Rotherham Metropolitan Borough Council
Royal Association for Deaf People

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Royal Institute of Chartered Surveyors
Royal National Institute of Blind People
Royal Society for the Protection of Birds
RSPB Midlands
RSPB Northern England
Royal Society of Wildlife Trusts
Royal Town Planning Institute
Rushcliffe Borough Council
Ryhill Parish Council
Sandiacre Parish Council
Sandwell Metropolitan Borough Council
SAVE Britain's Heritage
Saxton-cum-Scarthingwell & Lead Parish Council
Scarcliffe Parish Council
Scope
Scottish Association for Public Transport
Selby District Council
Severn Trent Water Limited
Sharlston Parish Council
Sheffield Area Geology Trust
Sheffield City Region LEP
Sheffield Metropolitan Borough Council
Sherburn in Elmet Parish Council
Shirland & Higham Parish Council
Shropshire Union Canal Society
Sir John Moore Foundation
Society for the Protection of Ancient Buildings
South Hiendley Parish Council
South Kirkby and Moorthorpe Town Council
South Normanton Parish Council
South Staffordshire Water
South Yorkshire Industrial History Society
South Yorkshire Local Nature Partnership
Sports England
Stafford Borough Council
Staffordshire Archaeological and Historical Society
Staffordshire County Council
Stanton by Dale Parish Council
Stapleford Parish Council
Staveley Town Council
Stockport Council
Stoke-on-Trent City Council

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Stonewall
Sustrans
Sustrans East Midlands
Sutton cum Duckmanton Parish Council
Swillington Parish Council
Tameside Metropolitan Borough Council
Tame Valley Wetlands Landscape Partnership
Tamworth Borough Council
TATA Europe
Taylor Business Park
Theatres Trust
The Equality Trust
The Joint Nature Conservation Committee
The Office of Rail Regulators and Approved Operators
The Trents Rivers Trust
The Yarlet Trust
Thoroton Society
Thrumpton Parish Council
Tibshelf Parish Council
Town and Country Planning Association
Towton Parish Council
Trafford Council
Trans Pennine Trail
Transport Focus
Transport for the North
Trent and Mersey Canal Society
Trowell Parish Council
Twentieth Century Society
Twycross Parish Council
UK Coal
UK Fire Service
Ulleskelf Parish Council
United Utilities Water
Universities UK
Vale of York Clinical Commissioning Group
Victorian Society
Wakefield Clinical Commissioning Group
Wakefield District Biodiversity Group
Wales Parish Council
Wallsall Council
Walton Neighbourhood Plan (part of Walton Parish)
Warmfield-cum-Heath Parish Council

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds  
Equality Impact Assessment Scope and Methodology Report:  
Consultation Summary Report

Warrington Borough Council
Warwickshire County Council
Water Services Regulation Authority
West Midland Bird Club
West Midlands Combined Authority
West Midlands Health Authority
West Riding Area Countryside Committee Ramblers Association
West Yorkshire Archaeology Advisory Service
West Yorkshire Combined Authority
Wigan Council
Wildlife Habitat Protection Trust
Wildlife Trust - Cheshire
Wildlife Trust - Derbyshire
Wildlife Trust - Lancashire, Manchester & North Merseyside
Wildlife Trust - Leicestershire and Rutland
Wildlife Trust - Nottinghamshire
Wildlife Trust - Sheffield and Rotherham
Wildlife Trust - Staffordshire
Wildlife Trust - Warwickshire
Wildlife Trust - Yorkshire
Winterset Parish Meeting
Woodland Trust
Working Families
Worthington Parish Council
Yorkshire & The Humber Health Authority
Yorkshire Farming and Wildlife Partnership
Yorkshire Flood & Coastal Committee
Yorkshire Water Services Limited

## Annex B – List of consultation respondents

The following table lists those consultees who submitted responses to the draft EQIA SMR. Individuals who submitted responses have not been detailed for data protection purposes.

Bramley Parish Council
Barnsley Metropolitan Borough Council
Cheshire East Council
Cheshire West and Chester Council
City of Wakefield Metropolitan District Council
Derbyshire County Council
Disabled Persons Transport Advisory Committee
Doncaster Metropolitan Borough Council - Formal Response
Highways England
Leeds City Council
Measham Parish Council
Network Rail Infrastructure Limited
North West Leicestershire District Council
North Yorkshire County Council
Nottinghamshire County Council
Oulton & Woodlesford Neighbourhood Forum
Peak District National Park Authority
Public Health England
Rotherham Metropolitan Borough Council
Sheffield City Council
Stanton-by-Dale Parish Council
Sustrans
Trans Pennine Trail Partnership
Via East Midlands Ltd
Warrington Borough Council - Public Health
Warwickshire County Council
Yorkshire Local Council Association (Wakefield Branch)
Individuals (2)

## **Annex C – Response form**



# HS2 Phase 2B: Crewe to Manchester and West Midlands to Leeds



## Draft Equality Impact Assessment Scope and Methodology Report Consultation 2017 Response form

This consultation seeks your views on the Government's draft Equality Impact Assessment (EQIA) Scope and Methodology Report, which will inform the way the EQIA is carried out.

This consultation will close on Friday 29 September 2017 at 23.45pm.

Please respond to us by one of the methods below:

Online:

<https://ipsos.uk/HS2Phase2bEQIASMR>

By email

[HS2EQIASMRPhase2B@arup.com](mailto:HS2EQIASMRPhase2B@arup.com)

By post

Freepost HS2 2B SMR CONSULTATION 2017

## HS2 Phase 2B: West Midlands to Crewe Draft EQIA Scope and Methodology Report Consultation 2017

To inform the development of these proposals, the Government has commissioned consultants to undertake an EQIA and prepare an EQIA Report. The EQIA will identify any particular equalities groups that may be disproportionately affected and action that may be necessary to limit such effects if they arise. This consultation seeks your views on the draft EQIA Scope and Methodology Report for the Phase 2b: Crewe to Manchester and West Midlands to Leeds route, which will inform the way the EQIA is carried out.

**Please write your response clearly in black ink**, within the boxes and, if applicable, attach additional evidence to the response form, clearly stating the question to which it refers.

### Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act (DPA) 1998, and the Environmental Information Regulations 2004).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Limited.

The Department for Transport and HS2 Limited will process your personal data in accordance with the DPA 1998, and in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties.

☐ I wish my response to be treated as confidential.  
Please write your reasons below.

# PART ONE

## Information about you

Please provide your name, address and full postcode in the box below. While these details are not compulsory, if you can provide your contact details, these may be used to inform you of the outcomes of the consultation. Please note that your response may be subject to publication or appear in the final report, unless you have requested confidentiality on this form.

## Your contact details

First name
Surname
Address
Postcode
Email

## Are you responding on behalf of an organisation or group?

Yes	No
-----	----

## If yes, state the name of your organisation or group:

--

## If you are providing a response on behalf of an organisation or group:

The name and details of the organisation or group may be subject to publication or appear in the final report.

## What category of organisation or group are you representing?

Please tick ☒ one box that applies.

- ☐ Academic (includes universities and other academic institutions)
- ☐ Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)
- ☐ Business (local, regional, national or international)
- ☐ Elected representative (includes MPs, MEPs, and local councillors)
- ☐ Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)
- ☐ Local government (includes county councils, district councils, parish and town councils and local partnerships)
- ☐ Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)
- ☐ Statutory agency
- ☐ Real estate, housing associations or property-related organisations
- ☐ Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- ☐ Other
- ☐ Prefer not to say

## Please tell us whom the organisation or group represents and, where applicable, how you assembled the views of members.

Please write in the box below

# PART TWO

## Consultation questions

To inform the development of the Phase 2B scheme, the Government has commissioned consultants to undertake an EQIA and prepare an EQIA Report. The EQIA will identify any particular equalities groups that may be disproportionately affected and action that may be necessary to limit such effects should they arise. This consultation seeks your views on the draft EQIA Scope and Methodology Report, which will inform the way the EQIA is carried out.

Do you have any comments on the draft EQIA Scope and Methodology report?

Please provide as much detail as possible in the box below.

Please attach additional pages as required.

# PART THREE

## Submitting your response

Thank you for completing the response form. Please send it to the Freepost address below.

### **Freepost HS2 2BSMR CONSULTATION 2017**

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

Or email your response to [HS2EQIASMRPhase2B@arup.com](mailto:HS2EQIASMRPhase2B@arup.com)

The consultation closes on Friday 29 September 2017 at 23.45pm.

Please ensure you send your response by this date.

Please only use the response mechanisms described in this form when responding to this consultation. We cannot guarantee that responses sent to other addresses will be included in this consultation.

# HS2 Phase 2B:

## Crewe to Manchester and West Midlands to Leeds

### Draft Equalities Impact Assessment Scope and Methodology Report Consultation 2017

#### About you



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

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

Please respond to us by one of the methods below:

By email

[HS2EQIASMRPhase2B@arup.com](mailto:HS2EQIASMRPhase2B@arup.com)

By post

**Freepost HS2 2B SMR CONSULTATION 2017**

**This consultation will close on Friday 29 September 2017 at 23.45pm.**

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

**Please complete the information below and return this form with your response,** either by email to [HS2EQIASMRPhase2B@arup.com](mailto:HS2EQIASMRPhase2B@arup.com) or by post, using the Freepost address below.

**FREEPOST HS2 2B SMR CONSULTATION 2017**

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

**Q1. How would you describe your national identity?**

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

**Q2. How would you describe your ethnicity?**

**White**

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

**Mixed /multiple ethnic groups**

<input type="checkbox"/> White and Black Caribbean	<input type="checkbox"/> White and Black African	<input type="checkbox"/> White and Asian
<input type="checkbox"/> Any other Mixed/multiple ethnic background (Please specify) _____		

**Asian/Asian British**

<input type="checkbox"/> Indian	<input type="checkbox"/> Pakistani	<input type="checkbox"/> Bangladeshi
<input type="checkbox"/> Chinese	<input type="checkbox"/> Any other Asian Background (Please specify) _____	

---



**Black/African/Caribbean/Black British**☐

African

☐

Caribbean

☐Any other Black/African/Caribbean background (*please specify*) \_\_\_\_\_**Other ethnic background**☐

Arab

☐

Other ethnic background (Please specify)

☐

Prefer not to say \_\_\_\_\_

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

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

☐

Yes

☐

No

☐

Prefer not to say

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

☐

Hearing impairment

☐

Manual dexterity

☐

Mental ill health

☐

Mobility

☐

Speech impairment

☐

Visual impairment

☐

Learning difficulties (where a person learns in a different way i.e. someone who is dyslexic)

☐

Prefer not to say

☐Other disability (*please specify*) \_\_\_\_\_**Q4. Which of the following describes how you think of yourself?**☐

Male

☐

Female

☐

In another way

☐

Prefer not to say

**Q5. What is your religion or belief?**☐

Buddhist

☐

Christian

☐

Hindu

☐

Jewish

☐

Muslim

☐

Sikh

☐Other religion or belief  
(*please specify*)☐

No religion or belief \_\_\_\_\_

**Q6. What is your sexual orientation?**

☐

Bisexual

☐

Gay man

☐

Gay woman

☐

Heterosexual/straight

☐

Prefer not to say

**Q7. Are you married or in a civil partnership?**

☐

Yes

☐

No

☐

Prefer not to say

**Q8. What is your age?**

☐

16-24

☐

40-44

☐

60-64

☐

25-29

☐

45-49

☐

65+

☐

30-34

☐

50-54

☐

Prefer not to say

☐

35-39

☐

55-59

**Data Protection**

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









[www.hs2.org.uk](http://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](mailto:HS2enquiries@hs2.org.uk)