HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Equality impact assessment update: CFA1 Euston station and approach

September 2015

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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Public consultation on this document

About this consultation

HS2 Ltd is seeking views on this updated Equalities Impact Assessment (EQIA) of the revised proposals for the area around Euston station in central London.

This is a public consultation and responses are welcome from any person or organisation who wishes to take part. HS2 Ltd will read and analyse all of the responses that are submitted, and a summary report of responses will be provided to Parliament to inform its consideration of the Phase One hybrid Bill. The report will also be published on the HS2 section of www.gov.uk as a public record of the issues that people chose to raise in response to this consultation.

How to respond and next steps

Closing date and further copies

The consultation on this EQIA will close on 6 November, 23:45. All responses must be submitted by that date in order for them to be included in our analysis and consideration. All of our documents are available to view or download and print from our website: www.gov.uk/hs2. If you are unable to access the documents online, please contact the HS2 enquiries team on 0207 944 4908 or hs2enquiries@hs2.org.uk. If you require a translated document or an alternative format – for example, large print – please also contact the team. HS2 Ltd will consider all requests for alternative formats and, wherever possible and reasonable, endeavour to fulfil your request.

How to respond

You can respond to the consultation in the following ways:

- Online: please visit the EQIA consultation section at www.gov.uk/hs2 and follow the instructions;
- Email: you can email your response to:

  HS2EustonEqualitiesConsultation@hs2.org.uk
- Freepost: you can post your response and any additional material to the following freepost address. You do not need to use a stamp. Please be sure to use UPPER CASE when writing this address.

  FREEPOST EUSTON EQUALITIES

We have prepared a response form to make it easier for you to submit any replies, questions or concerns. It can be completed on-line or downloaded and printed from our website, or requested from the HS2 enquiries team.

If responses are sent to any address other than those listed above, HS2 Ltd cannot accept responsibility for ensuring their inclusion in the consultation.

For a response to be considered valid, and therefore included in our analysis, it must include your name and, if applicable, the name of the organisation that you are representing. (Please see the Confidentiality and data protection section on page 31 of this document).

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1 Introduction

1.1 Background

1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. The hybrid Bill for high speed rail between London and the West Midlands ('the Bill') was submitted to Parliament in November 2013. If enacted by Parliament, the Bill will provide the powers to construct, operate and maintain Phase One of High Speed Two (HS2). This phase of HS2 will provide a new north-south railway between London, Birmingham and the West Midlands. The Bill scheme submitted in November 2013 is referred to throughout this document as 'the original scheme'.

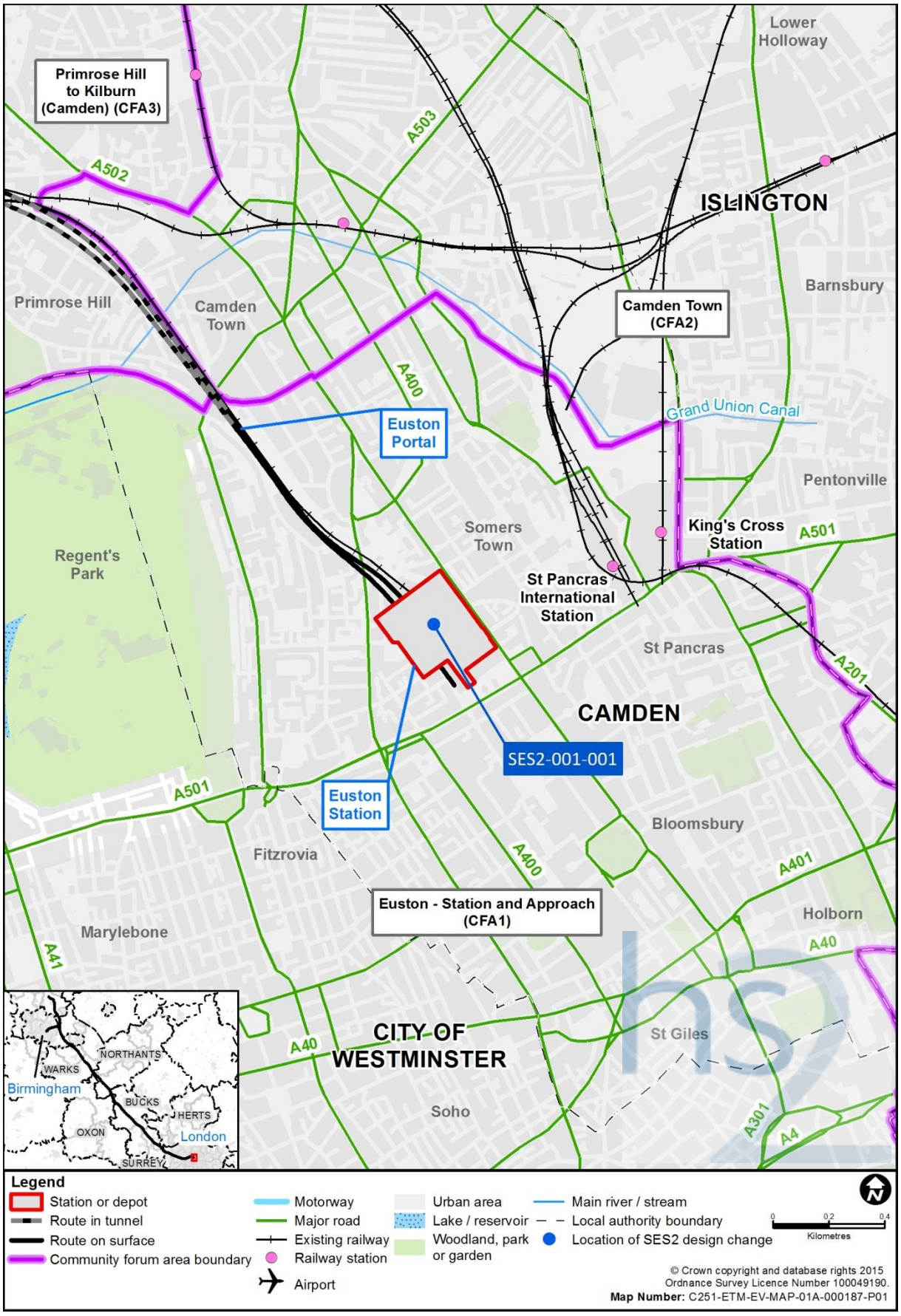
1.1.2 Phase Two of HS2 will comprise new lines between the West Midlands, Leeds and Manchester, completing what is known as the 'Y network'. Phase Two is not the subject of this document.

1.1.3 An Equality Impact Assessment report (the EQIA (2013)) was published in November 2013 to accompany the Bill. The EQIA (2013) described the understanding at that time of the equality effects that were considered likely to arise from construction and operation of the original scheme and the measures to be applied in future to reduce or offset them. The EQIA (2013) included a commitment by HS2 Ltd to keep the potential effects reported under review and, where appropriate, to conduct further appraisal to inform relevant future decisions.

1.1.4 Since the deposit of the Bill, a number of scheme amendments (i.e. changes that require amendments to the Bill) have been promoted in Parliament through three additional provisions (APs) – 'AP1' in September 2014, 'AP2' in July 2015 and 'AP3' in September 2015. In addition to these amendments, a number of other changes that do not require amendments to the Bill are reported in two Supplementary Environmental Statements ('the SES' in July 2015 and 'the SES2' in September 2015).

1.1.5 Revisions to the scheme as part of SES2 and AP3 include significant changes to improve the design and staging of the scheme in Community Forum Area 1 (CFA1), Euston station and approach. This part of the revised scheme comprises Euston station and a 1.3km section of the route from Euston station, north of the Euston Road to the Park Street Tunnels, where Parkway crosses the existing railway. The label SES2-001-001 in Figure 1 indicates the location of this 'revised design of Euston station'. This area is entirely within the London Borough of Camden (LB Camden) and is referred to as 'Euston' or 'the Euston area' in the remainder of this document.

Figure 1: Area context map from SES2 and AP3 ES Volume 2 CFA1 report



1.1.6 The revised scheme in the Euston area is described in full in CFA 1 in Volume 2 of the Supplementary Environmental Statements and the Additional Provision 3 Environmental Statement (SES2 and AP3 ES). A summary of the revised scheme at Euston is set out in section 1.4.

1.1.7 In light of previously identified equality effects and of the significant changes to the scheme design and staging at Euston, an updated EQIA has been undertaken to provide an up-to-date understanding of potential equality effects in the Euston area[1]. This has included reassessment of effects reported previously, as well as identification of potential new equality effects arising from the construction and operation of the revised scheme.

1.1.8 This EQIA update report replaces the EQIA (2013) in reporting the potential equality effects of the scheme at Euston. It forms part of the Public Sector Equality Duty (PSED) and ongoing commitment by HS2 Ltd to take into consideration any equality issues that may arise as a result of the construction and operation of the revised scheme.

1.1.9 A further EQIA update report will be prepared at an appropriate time during the Parliamentary process to update the EQIA (2013) for the rest of the Phase One route taking into account all other scheme changes proposed. This second update will also report on assurances, undertakings and agreements with individuals or stakeholders which have been agreed to address specific equality effects[2].

1.1.10 Since the Bill was submitted, HS2 Ltd has been developing a number of general policies which will also assist in meeting the PSED. These are summarised in section 2.3.

1.2 The Public Sector Equality Duty

1.2.1 Under the Equality Act 2010, a public authority, in the exercise of its functions (and a person exercising public functions) is subject to the PSED. The PSED requires public bodies to have due regard to three aims, to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it; and
- foster good relations between people who share a relevant protected characteristic and those who do not share it.

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

- remove or minimise disadvantages affecting people due to their protected characteristics;
- take steps to meet the needs of people with certain protected characteristics

[1] The SES2 and AP3 ES reports amendments for CFA1-3 and other changes for CFAs 1-5. This EQIA report only assesses the equality effects of changes in CFA1: Euston station and Approach.

[2] A full register of assurances and undertakings currently agreed is available at the following URL: https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances.

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 Equality Act 2010 requires decision makers to make reasonable adjustments in certain circumstances. For example, 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 aids[3]. The Act makes it lawful to treat a disabled person more favourably than a non-disabled person[4].

Protected characteristics and protected groups

1.2.4 The list below outlines each protected characteristic relevant to the PSED, and provides a supporting definition of people sharing protected characteristics:

- age: this refers to persons defined by either a particular age or a range of ages, including children (pre-school [0-4]; school age [5–17]), young people [18–25], older people [60+] and very old people [75+][5];
- disability: a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities[6];
- gender reassignment: This refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;
- pregnancy and maternity: Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- race: the Equality Act defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins[7]. Black, Asian and minority ethnic people (BAME) is a widely accepted umbrella term used in relation to this protected characteristic;
- religion or belief: religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief. The Office of National Statistics (ONS) uses defined terminology to identify major religious affiliation[8] as well as for relevant sub-groups of main religious groups;
- sex: this refers to a man or to a woman or a group of people of the same sex,

[3] Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.93.
[4] Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.38.
[5] Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.91.
[6] Equality and Human Rights Commission ,2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.90.
[7] HM Government, 2010, Equality Act.
[8] Census 2011 religious affiliation main categories are Christian, Buddhist, Hindu, Jewish, Muslim, and Sikh.

while gender refers to the wider social roles and relationships that structure men's, women's, boys' and girls' lives; and

- sexual orientation: a person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction.

1.2.5 The assessment undertaken on behalf of HS2 Ltd has considered the potential effect for each of these protected characteristics and this EQIA update reports where a potential effect on a particular group has been identified.

1.3 Relationship to the SES2 and AP3 ES

1.3.1 This EQIA update describes the equality effects of the revised scheme at Euston, using the information described in the SES2 and AP3 ES[9].The EQIA draws on ES descriptions of environmental effects and measures to avoid, reduce and, if possible, remedy significant adverse effects. However, the EQIA does not use the same assessment process or significance criteria to judge the scale of effects or determine whether they are significant. Instead, it uses a more qualitative approach to describe the potential effects of changes for protected groups. The EQIA seeks to identify whether or not there is potential for a differential or disproportionate effect (see 2.1) for protected groups (refer to 1.2.4 above for definitions).

1.4 Summary of revised scheme

1.4.1 Since submission of the Bill in November 2013, there have been discussions and consultation with key stakeholders at Euston, including LB Camden, the Greater London Authority and Transport for London, and further work by HS2 Ltd, the Department for Transport and Network Rail, to develop an improved design and construction staging for the scheme in the Euston station and approach area. This has, in particular, sought to improve the capacity and resilience of the existing railway (the conventional railway) and station, during construction and over the longer term, while facilitating delivery of the wider vision in the Euston Area Plan (EAP)[10].

1.4.2 The review included consideration of the design options already explored before submission of the Bill, and concluded that these objectives could only be met by adopting a staged, or incremental, approach to the delivery of the high speed station. The high speed station will be constructed in two stages, the first to allow operation of HS2 Phase One services to commence in 2026, and the second to provide additional platforms to allow for future growth in services as well as the commencement of HS2 Phase Two services in 2033. The design and staged construction programme has been planned to minimise disruption to the operation of the existing conventional station.

1.4.3 The principal elements of the revised scheme at Euston can be summarised as follows:

- the staged construction of the high speed station with subsurface platforms and ground-level concourses;
- the design of the station and approach to enable future oversite development (OSD) in order to help meet the aspirations of the EAP;

[9] See SES2 and AP3 ES Volume 2: CFA1 Euston station and Approach.
[10] Greater London Authority, Transport for London and London Borough of Camden, 2015, *Euston Area Plan: a new plan for The Euston Area*, which is also Supplementary Planning Guidance to the London Plan.

- the staged provision of improved access and public transport facilities to support the high speed and conventional stations and to facilitate further development;
- improvements to and additional public realm and open space;
- the redesign of the replacement Hampstead Road Bridge;
- the reinstatement of part of the railway as it approaches the existing station;
- the construction of ancillary works to enable future OSD; and
- utility diversions and improvements.

1.4.4 The original scheme required the demolition of social housing on the Regent's Park Estate and on Cobourg Street. The revised scheme involves the same residential demolitions as the original scheme, with the addition of one building, Granby House, containing five dwellings, which has been built since the EQIA (2013) was published.

1.4.5 Since the Bill submission, a separate agreement has been entered into by the Secretary of State with LB Camden to enable the provision of replacement housing for all social housing tenants who will be displaced before construction commences. It is intended that the replacement social housing – 66 homes on the Regent's Park Estate and 70 at the Netley Primary School – will be available for phased occupation by the end of 2017.

1.4.6 The revised scheme requires the same permanent loss of open space as the original scheme. An additional area of public realm will be provided in the revised scheme at the northern station entrance and improvements will be made to existing open spaces in the Ampthill Estate. The revised scheme delays the reinstatement of Euston Square Gardens until 2033.

1.4.7 Permanent road and pedestrian path closures for the revised scheme will be the same roads and paths as in the original scheme.

1.4.8 The overall construction programme for the revised scheme has had to be extended to 2033. Works after 2026 will all take place to the south of Hampstead Road Bridge and most will be undertaken between the western side of the high speed station, completed in 2026, and the conventional station.

1.5 Aims of the EQIA update

1.5.1 The EQIA update seeks to identify, assess and report on all potential equality effects arising from the construction and operation of the revised scheme at Euston, including new or changed effects, as well as any effects reported in the EQIA (2013) that remain unchanged. This will ensure that all identified potential equality effects can be taken into consideration in decision making about the revised scheme at Euston.

1.5.2 The EQIA update has three specific objectives:

1. To report on potential equality effects reported in 2013 which remain unchanged;

2. To report on potential equality effects reported in 2013 which have now been mitigated, including through changes resulting from the revised scheme; and

3. To identify and report on any new potential equality effects arising from the revised scheme, and associated mitigation where identified.

1.5.3 In addition, the EQIA update identifies and reports on any potential equality effects that were not reported in the EQIA (2013), and which remain potential effects under the revised scheme.

1.5.4 The EQIA update does not consider potential effects on individuals or individual households. The identification of mitigation remains an ongoing process, and HS2 Ltd is continuing to work closely with individuals and organisations to agree measures to remove or reduce specific equality effects. Examples of measures and assurances that have been agreed are included and discussed where relevant to the assessment of potential equality effects in section 3 of this report.

1.5.5 A number of individuals and organisations have been given assurances by HS2 Ltd[11]. As set out above, the EQIA update focuses on changes to the scheme as reported in SES2 and AP3 ES. The fact that a specific assurance or undertaking is not referred to, should not therefore be construed as meaning that the assurance is no longer in place.

[11] A full register of assurances and undertakings currently agreed is available at the following URL. https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances.

2 EQIA process

2.1 Identifying potential equality effects

2.1.1 This EQIA assesses the revised scheme, to identify whether people with protected characteristics are likely to be affected disproportionately or differentially by impacts arising as a result of its construction and operation.

2.1.2 A disproportionate equality effect arises when an impact has a proportionately greater effect on people sharing a protected characteristic than on other members of the general population at a particular location. In this EQIA update, this is used in two main ways:

- where an impact is predicted on a residential area, where people sharing a protected characteristic make up a greater proportion of the affected resident population than their representation in LB Camden and/or Greater London; and
- where an impact is predicted on a community resource predominantly or heavily used by people sharing protected characteristics (e.g. primary schools attended by children and care homes catering for very elderly people).

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

2.1.4 In some cases, members of a protected characteristic group could be subject to both disproportionate and differential equality effects.

2.2 Baseline context

2.2.1 The baseline context reported in the EQIA (2013) comprised both qualitative and statistical information concerning people sharing protected characteristics and the make-up of affected communities. This EQIA update reports statistical data (mainly from the 2011 Census) at the level of Lower Super Output Areas (LSOAs) for specific affected areas of Euston. This provides robust statistical information for small geographic areas, and reflects the characteristics of people residing in the areas affected by the revised scheme more closely than the CFA-level data used in the EQIA (2013). The use of LSOA data provides additional data at an appropriate geographical scale.

2.2.2 The Euston profile (see Appendix 1 of this document) summarises relevant data for LSOAs covering the Regent's Park Estate and the Ampthill Estate, which have been identified as areas of relatively high deprivation. The population in these areas have large proportions of residents who share protected characteristics and are likely to experience disproportionate or differential equality effects.

Stakeholder engagement

2.2.3 HS2 Ltd has undertaken a range of engagement activities to inform stakeholders about the revised design at Euston. This has included approaching local organisations with relevant knowledge of, expertise in and/or involvement with people sharing

protected characteristics amongst local communities to enable them to respond regarding potential equality issues and any concerns resulting from the revised scheme. The stakeholder engagement process is an ongoing workstream and will continue to evolve. HS2 Ltd will continue to engage with relevant groups and organisations, which will be offered the opportunity to meet with HS2 Ltd during the consultation on the EQIA. Further information on stakeholder engagement activities undertaken to date is included in Appendix 2: Stakeholder engagement.

2.3 Proposed measures to reduce equality effects

2.3.1 HS2 Ltd will put in place a range of general measures which will serve to reduce potential negative equality effects and to enhance potential positive effects of the revised scheme during construction and operation. Many of these are included in the Code of Construction Practice (CoCP), updated in June 2015[12], which sets out measures to provide effective planning, management and control of environmental issues and issues affecting people during construction (see CoCP, Section 2).

2.3.2 The Nominated Undertaker[13] and its contractors will produce and implement a stakeholder engagement framework and provide appropriately experienced community relations personnel to implement the framework, to provide appropriate information and be the first point of contact to resolve community issues. The Nominated Undertaker will take reasonable steps to engage with the community, particularly focussing on those who may be affected by construction impacts including local residents, businesses, land owners and community resources, and the specific needs of protected groups (as defined in the Equalities Act 2010).A number of information papers have been produced to explain the commitments, including the CoCP and: Maintaining Access To Residential And Commercial Property During Construction (D11)[14].

2.3.3 Since the Bill was submitted, HS2 Ltd has developed a number of general policies which may further assist in reducing equality effects and meeting the requirements of the PSED. These are set out in the paragraphs below.

2.3.4 HS2 Ltd's Equality, Diversity and Inclusion Policy Information Paper (G5) (updated June 2015)[15] addresses HS2's approach to embedding inclusion in its workforce and in the planning, design, construction and operation of the scheme. A key principle of the policy is that the scheme will be a catalyst for the delivery of transport systems and infrastructure that will be inclusive. To this end, HS2 Ltd will embed equality, diversity and inclusion in all its activities; work with stakeholders, including communities and affected tenants; minimise the potential for discrimination, harassment and bullying; and create opportunities for local, disadvantaged and underrepresented people and companies to benefit from the investment in HS2. This Information Paper includes a commitment that HS2 Ltd will seek to ensure that people with protected characteristics do not experience disproportionate disadvantage as a result of the design, construction and operation of the HS2 scheme.

[12] Published online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437343/D3_-_Code_of_Construction_Practice_v1.4.pdf.
[13] The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the Proposed Scheme.
[14] Published online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437353/D11_-_Maintaining_Access_to_Residential_and_Commercial_Property_During_Construction_v1.2.pdf.
[15] Published online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437449/G5_-_Equality__Diversity_and_Inclusion_Policy_v1.2.pdf.

2.3.5 HS2 Ltd's Approach to Training and Employment Information Paper (G4) (June 2015)[16] outlines the proposed arrangements for training and employment during the construction and operation of HS2. This includes commitments to ensure equality of opportunity in order to encourage the recruitment of local, disadvantaged or under-represented groups. This is in accordance with the HS2 Ltd Sustainability Policy (2013)[17], which states that contractors will work with HS2 Ltd to improve skills, jobs, education and the economy through its investment along the route. This paper also sets out measures to use the procurement process to assess contractors' approaches to training and employment.

2.3.6 The HS2 discretionary property compensation scheme, Need to Sell, was launched in January 2015[18]. It provides assistance to owner-occupiers who have a compelling reason to sell their property but are unable to do so, other than at a significant loss, due to the announcement of the HS2 Phase One route. Successful applicants can have their property purchased at the value it would have been without any effect arising from the HS2 proposals. For reasons of fairness, this scheme makes provision for a 'compelling reason to sell' as one of the eligibility criteria. This could include, for example, the need to release funds for retirement or for reasons of ill-health.

2.3.7 The HS2 property compensation package also makes specific provision for atypical properties and special circumstances, which allows the necessary flexibility for the scheme to make reasonable adjustments under Section 20 of the Equality Act.

2.4 Assessment of impacts and effects

2.4.1 The assessment of the potential equality effects arising from the revised scheme has taken account of the baseline data and general proposed measures described above, as well as the environmental effects and the committed and proposed mitigation as set out in SES2 and AP3 ES Volume 2 CFA1 report.

2.4.2 For the purposes of clarity, this report repeats the conclusions of the EQIA (2013) for each potential effect, and provides updated findings based on the revised scheme and any agreed measures to reduce equality effects.

[16] Published online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437440/G4_-_Approaches_to_Training_and_Employment_v1.3.pdf.
[17] Published online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/416284/HS2_Sustainability_Policy_P03_Feb15.pdf
[18] Full details of the compensation arrangements are online at: https://www.gov.uk/claim-compensation-if-affected-by-hs2/overview

3 Assessment of impacts and effects of the revised scheme for Euston

3.1 Introduction

3.1.1 This section reports the potential equality effects arising from the revised scheme at Euston. It sets out general committed measures and further proposed measures to reduce negative equality outcomes or to enhance potential positive equality outcomes as part of the revised scheme delivery.

3.2 Potential impacts and effects during construction (2017 to 2033)

3.2.1 This section reports the potential impacts and equality effects of the revised scheme at Euston during the construction phase.

Loss of housing

EQIA (2013)

3.2.2 The EQIA (2013) reported that social and market housing would be demolished as part of the construction phase, on the Regent's Park Estate, Stalbridge House, Melton Street, Euston Street, and Cobourg Street[19].

3.2.3 Bangladeshi people make up 16% of affected social housing tenants in the Regent's Park Estate, with Somali people comprising 6.5% of tenants and 10% from other Black African groups[20] (see Table 6 for a breakdown of the reported ethnicity of residents within the affected blocks of the Regent's Park Estate). The EQIA (2013) concluded that there would be the potential for both disproportionate and differential effects on Bangladeshi, Black African and Somali tenants as a result of their relocation, as they are highly represented within the Regent's Park Estate and would be likely to be more sensitive to relocation due to potential language barriers, and strong ties with the existing local BAME community.

3.2.4 20% of households on the estate are headed by someone aged over 65, of which half are over 75[21]. The EQIA (2013) concluded that older people would have the potential to experience differential effects due to potential difficulties with the physical aspect of relocation, or emotional and mental distress as a result of the requirement to relocate.

3.2.5 Above average rates of child poverty in the Euston area indicate that children in low income households living in social rented housing could also be differentially affected by the need to relocate. Children living in poverty experience higher rates of low educational attainment and poor health[22]. The EQIA (2013) concluded that existing disadvantage makes these children potentially more vulnerable to negative effects of the need to move house.

[19] Market housing is private housing for rent or sale, where prices are set in the open market.
[20] London Borough of Camden, 2012, Regent's Park Estate HS2 Proposals Regeneration Profile.
[21] LB Camden, 2012, Regent's Park Estate HS2 Proposals Regeneration Profile.
[22] Equality and Human Rights Commission (EHRC), 2010, How fair is Britain? Equality, Human Rights and Good Relations in 2010.

3.2.6 Female-headed households can be particularly reliant on social-rented housing, and the EQIA (2013) therefore reported that there would be the potential for differential effects on women who have difficulty affording private rental or home ownership[23].

3.2.7 The EQIA (2013) also concluded that there would also be the potential for disabled people to experience differential effects as a result of the requirement to relocate. Some disabled people rely on their understanding of the geography of their home area to get around independently, for instance people with learning difficulties or visual impairments. Some others may need the familiarity of their immediate home surroundings to retain their independence. Having to learn about new surroundings may take considerable time and resources.

EQIA update (2015)

Revised scheme

3.2.8 Construction of the high speed station at Euston and widening of the station approach will require the demolition of 220 dwellings, comprising:

- 136 social rented units, of which 128 are located in the medium rise Silverdale, Eskdale and Ainsdale blocks on the Regent's Park Estate and a further 8 in properties on Cobourg Street and Melton Street;
- 43 leaseholder units on the Regent's Park Estate and on Cobourg Street and Melton Street; and
- market housing on Cobourg Street and Melton Street (11 dwellings)[24], Euston Street (five dwellings), Stalbridge House (20 dwellings) and Granby House (five dwellings).

3.2.9 Without the measures described below, the equality effects from these demolitions that were reported in the EQIA (2013) remain unchanged.

Measures to reduce these effects

3.2.10 Since submission of the Bill, an agreement has been reached between The Secretary of State and LB Camden for HS2 Ltd to fund 70 replacement social rented units on a site at Netley Primary School, situated on William Road (committed development CFA1/12) and to fund a further 66 replacement social rented units on the Regent's Park Estate. This will enable all of the social housing tenants displaced from dwellings that need to be demolished on the Regent's Park Estate and on Cobourg Street to be rehoused according to their housing needs within the vicinity of their existing homes.

3.2.11 The 70 replacement social rented units funded by HS2 Ltd and provided on the Netley site will form part of the proposed committed development at Netley Primary School, which is expected to be implemented before 2017. Ground floor units on the Netley site will be wheelchair accessible.

3.2.12 The further 66 social rented units funded by HS2 Ltd on the Regent's Park Estate comprise part of the 116 housing units proposed in a planning application submitted by LB Camden in June 2015, to be delivered in two phases. All HS2 Ltd replacement accommodation will be provided within the first phase of the development. At least

[23] EHRC, 2010, How Fair is Britain?

[24] This includes one additional residential dwelling – a flat situated above the Bree Louise pub – which was not included in the EQIA (2013).

two of the units funded by HS2 Ltd on the estate will be fully wheelchair accessible to meet the needs of existing tenants. There will be scope for further units to be converted to wheelchair units in the future should this be required. The replacement units across both sites will be of a higher quality than the existing housing to be demolished with regards to accessibility, energy efficiency and sound insulation. They will be designed to meet Lifetime Homes[25] standards and either meet or exceed the minimum space standards set out in the London Housing Design Guide[26].

3.2.13 The reprovision of housing for social rented residents will substantially reduce potential negative effects of the demolition of the social rented housing. Nevertheless, it is recognised that some residual equality effects will remain for affected people sharing protected characteristics. In recognition of this, the Secretary of State has also entered into a further legal agreement with LB Camden which makes provision to cover the costs of specialist support to social rented housing tenants for the 12 month period of time over which they are expected to be rehoused.

3.2.14 The LB Camden planning application at Regent's Park Estate also includes provision for 24 units which LB Camden has agreed will be available for purchase by displaced resident leaseholders. It is understood these units will be made available on a shared equity basis. These units will not be funded by HS2 Ltd.

Assessment of effects taking these measures into account

3.2.15 The reprovision of social rented housing within the Regent's Park Estate and at the Netley School site will substantially reduce the risk and severity of negative equality effects for residents displaced from dwellings to be demolished on the Regent's Park Estate and Cobourg Street. Similarly, the opportunity to purchase shared equity housing at the Regent's Park Estate will substantially reduce the risk and severity of negative equality effects for households displaced from resident leaseholder dwellings to be demolished.

3.2.16 The replacement housing will enable people sharing protected characteristics, both tenants and resident leaseholders, to maintain continuity of access to key community facilities, including schools, health facilities, local cultural, social welfare and other support organisations. It will help to minimise emotional and mental distress caused by the demolition and rehousing. It will enable people sharing protected characteristics to maintain ties with their existing local communities, minimising harm both amongst those who are rehoused and amongst households who will remain in other housing within the Regent's Park Estate and its vicinity.

3.2.17 For both tenants and resident leaseholders who move into new homes either on the Regent's Park Estate or the Netley site, the improved quality of the housing relative to their existing housing will bring equality benefits.

3.2.18 HS2 Ltd will provide funding to LB Camden for appropriate specialist support for people who may be (according to their personal circumstances) more vulnerable to experiencing potential negative effects (emotional, health-related, practical and financial) associated with the demolition and relocation process. This support will help to strengthen individuals' ability to adapt to the changes and support them to access

[25] The Lifetime Homes Standard is a set of 16 design criteria that can be applied to new homes to increase flexibility and adaptability to support the changing needs of individuals and families at different stages of life.
[26] Greater London Authority, 2010, London Housing Design Guide.

other resources, as necessary, to maintain continuity of their daily lives. However, the provision of such support is unlikely to entirely prevent individuals from experiencing any negative short-term emotional, practical, social capital or health-related effects of the experience of being rehoused. For example, children and young people from vulnerable households affected by the demolition and rehousing, even with support, may still experience emotional distress and anxieties associated with moving home, and disabled people affected will still need to adapt to new immediate surroundings and make other practical arrangements specific to their particular needs and circumstances.

3.2.19 Resident leaseholder households are not expected to benefit from this support funded by HS2 Ltd, and so will be at risk of experiencing the potential negative effects (emotional, health-related, practical and financial) associated with the demolition and relocation process.

3.2.20 There are 22 households who privately rent non-resident leaseholder properties that will be demolished who will need to find alternative housing. These households may be able to rent elsewhere locally within the Regent's Park Estate, the nearby Ampthill Estate, or elsewhere in Camden, depending on their household circumstances. The characteristics of these households are less well understood than those of the social rented households, including in terms of their protected characteristics. For those who are unable to find suitable alternative housing locally, they may experience emotional and mental distress, loss of ties to their local community and key community facilities and disruption to their familiar routines. In cases where these households contain people with protected characteristics, these people may experience differential effects.

3.2.21 Other Regent's Park Estate residents who have established ties with people living in the homes affected by demolition may also be affected by emotional distress and harm to social ties. The rehousing of social rented tenants and the opportunity for resident leaseholders to purchase a new unit on the estate will reduce the extent and severity of these effects, as it will enable valued ties to be sustained. The relocation of residents within new units on the estate will bring changes to the social dynamics on the estate, which may include both positive and negative effects in terms of community relations between people of different nationality, BAME or faith identities.

Conclusions

3.2.22 Taking into account proposed measures, including agreements by LB Camden, the equality effects as a result of the revised scheme for Euston will be substantially reduced relative to those reported in the EQIA (2013), with some potential benefits from improved quality housing. However, not all negative equality effects will be avoided; the remaining equality effects will include:

- some unavoidable emotional distress, anxieties and harm to social ties amongst social tenants, resident leaseholders and other residents on the Regent's Park Estate;
- emotional distress, anxiety, loss of social ties and to community facilities and disruption for private tenants of non-resident leaseholder properties, for those who possess relevant protected characteristics; and

- potential changes to community relations between people of different nationality, BAME or faith identities.

Noise effects for residents

EQIA (2013)

3.2.23 The EQIA (2013) reported that, during construction, people living in residential areas at various locations close to the original scheme were likely to experience noise effects due to a change in the acoustic environment at residential areas, including in shared community open areas near their homes. Whilst recognising that within the wide demographic potentially affected there may be people that are more or less sensitive to noise, the EQIA (2013) was not able to draw route-wide conclusions as to whether any people sharing protected characteristics would experience differential or disproportionate effects as a result of noise.

EQIA update (2015)

3.2.24 The baseline evidence for the profile of residents living in the Euston area, and particularly on the Regent's Park Estate, enables us to provide more detailed information on the equality effects than previously reported.

3.2.25 Planned avoidance and mitigation measures, including noise insulation where necessary, as set out in the SES2 and AP3 ES Volume 2 Euston CFA 1: Sound, Noise and Vibration, will reduce noise inside residential buildings in the Ampthill Estate, in the Regent's Park Estate, and in dwellings in the Cobourg Street area, so that noise inside dwellings should not significantly affect residents. Nevertheless, it is possible that certain individuals with a protected characteristic, e.g. a person with a disability that increases their sensitivity to the effects of noise, may experience differential effects from changed noise levels within their home.

3.2.26 Construction noise effects on the acoustic character of outside areas in and around residential communities (i.e. not within residential buildings) are expected to affect areas of both the Ampthill Estate and Regent's Park Estate, as described below. The duration of effects given for each location is the total number of months in which construction noise effects are expected to arise, and is not necessarily continuous. Noise effects may arise at intervals, and the durations given below are the sums of different periods within which noise effects are expected, as noise-generating works progress through the construction programme.

Ampthill Estate

3.2.27 Residents of the following dwellings will be affected by construction noise in areas outside their homes during daytime hours:

- areas around approximately 80 dwellings in Gillfoot and their shared open area, at intervals for a total of 24 months;
- areas around approximately 160 dwellings in Dalehead and Oxenholme, at intervals for a total of six months; and
- areas around approximately 70 dwellings on Ampthill Square and their shared open area, at intervals for a total of 24 months.

3.2.28 Residents of the following dwellings will be affected by construction noise in areas outside their homes overnight:

- areas around approximately 80 dwellings in Gillfoot, at intervals for a total of 24 months;
- areas around approximately 80 dwellings in Dalehead, at intervals for a total of 12 months; and
- areas around approximately 50 dwellings on Ampthill Square, at intervals for a total of 12 months.

Regent's Park Estate

3.2.29 Residents of the following dwellings will be affected by construction noise in areas outside their homes during daytime hours:

- areas around approximately 60 dwellings in Augustus House and Tintern House, Stanhope Street, at intervals for a total of 60 months;
- areas around approximately 80 dwellings in Langdale and Coniston, Harrington Street, at intervals for a total of 56 months;
- areas around approximately 70 dwellings in Cartmel, Hampstead Road, at intervals for a total of 24 months;
- areas around approximately 30 dwellings in The Tarns, Hampstead Road, at intervals for a total of 40 months; and
- areas around approximately 55 proposed replacement dwellings adjacent to Rydal Water and Newlands on Hampstead Road, at intervals for a total of 30 months.

3.2.30 Residents of the following dwellings will be affected by construction noise in areas outside their homes during the evening:

- areas around approximately 80 dwellings in Langdale and Coniston, Harrington Street, at intervals for a total of 12 months; and
- areas around approximately 70 dwellings in Cartmel, Hampstead Road, at intervals for a total of 12 months.

3.2.31 Residents of the following dwellings will be affected by construction noise in areas outside their homes overnight:

- areas around approximately 60 dwellings in Augustus House and Tintern House, Stanhope Street, at intervals for a total of 48 months;
- areas around approximately 80 dwellings in Langdale and Coniston, Harrington Street, at intervals for a total of 56 months; and
- areas around approximately 70 dwellings in Cartmel, Hampstead Road, at intervals for a total of six months.

3.2.32 It has been assumed that the characteristics of the households that would experience these community noise effects listed above reflect the general demographic make-up

of the Ampthill Estate and the Regent's Park Estate communities. As such, there is potential for children and young people living in income-deprived households, people of Bangladeshi origin, households with disabled members, female lone parent households and muslims to experience disproportionate effects from the effects of noise on the acoustic character of the estates.

Air quality effects for residents

EQIA (2013)

3.2.33 The EQIA (2013) did not report on air quality effects for residents at any locations at Euston.

EQIA update (2015)

3.2.34 The SES2 and AP3 ES identifies a number of locations (termed receptors) where there may be moderate or substantial impacts on air quality, some adverse and some beneficial. These impacts will arise from construction-related traffic changes, including additional emissions from construction traffic; and from the rerouting of traffic due to road closures and diversions. Temporary road closures will result in some roads becoming busier (experiencing increases in emissions and consequently having adverse impacts on air quality), whilst others will become less busy (experiencing corresponding decreases in emissions, and consequently having beneficial impacts on air quality). Impacts on air quality that are described as moderate or substantial are defined by the air quality assessment as being significant air quality effects.

3.2.35 Some of these significant air quality effects occur in and around areas with a disproportionately high number of people in protected characteristics groups, thereby resulting in a disproportionate equalities effect. Such areas include the Regent's Park Estate, which houses higher than average proportions of children, disabled people, BAME people and Muslim people. Significant air quality effects are also expected to occur elsewhere around other residential locations in Euston, as shown in the SES2 and AP3 ES Volume 2 Euston CFA 1: Air Quality. However, since the demographic of people potentially affected in these wider areas is unknown, it is not possible to assess whether any protected characteristic group is likely to experience a disproportionate equalities effect.

3.2.36 The SES2 and AP3 ES Scope and Methodology Report (SMR) Addendum 3 (Volume 5: Appendix CT-001-000/04), explains that a significant air quality effect at a given location does not necessarily, or usually, denote a significant health impact. However, the air quality assessment does provide information on changes in pollutant concentrations that can be used to assess health effects, flagging up locations and impacts, which may merit further consideration. The AP3 Health Impact Assessment (HIA) notes that, overall, the community-wide health effects during construction as a result of these changes in air quality are considered to be small. It further concludes that the effects will reduce further during operation of HS2 after 2033. The HIA reports, however, that there may be anxiety caused by perceived health impacts from increased traffic emissions, particularly for people with existing respiratory conditions. Furthermore, some people with protected characteristics may be particularly susceptible to health effects arising from air pollution. This includes older people and children, particularly those from socio-economically/income deprived backgrounds

(i.e. a proxy for having poorer health status), as well as those with existing respiratory and/or cardiovascular health conditions.

Isolation effects for residents

EQIA (2013)

3.2.37 The EQIA (2013) did not report on isolation effects for residents at any locations in the Euston area.

EQIA update (2015)

3.2.38 Construction of the revised scheme at Park Village East will require the temporary phased closure of vehicular access to properties between numbers 16 and 36 Park Village East. Emergency access will be maintained. During the closure periods, residents will only be able to access the affected properties on foot.

3.2.39 Vehicular access to individual properties in Park Village East will be restricted for a period of up to 12 months, resulting in significant isolation effect on the local community. There is the potential for a differential equality effect for older people and disabled people living in the affected properties, who may be more likely to rely on private cars for transport, and less able to access local services and amenities on foot. There will be continuing discussion with residents in Park Village East in order to identify ways to reduce the impacts of these works.

Community centres

Old Tenant's Hall, Harrington Street

EQIA (2013)

3.2.40 The EQIA (2013) reported that the Old Tenant's Hall on Harrington Street would be demolished during the construction phase of the scheme. The hall serves residents of the Regent's Park Estate and wider surrounding area for community and tenants' association meetings. The primary use of the hall is for the 'Silverdale Motorcycle Project' aimed at youths at risk of offending, who are going through the youth justice system, or who have been referred from social services or education institutions. The Project also provides outreach services for young people in the Regent's Park Estate[27].

3.2.41 There are no other youth targeted projects in the local area similar to the Silverdale Motorcycle Project. It is of particular relevance due the high instance of deprivation within and surrounding the Regent's Park Estate and the notable proportion of people in the area aged 15–29 years old compared with the LB Camden as a whole (Table 3).

3.2.42 The Old Tenant's Hall can also be hired for social events, and Bangladeshi people are understood to use the hall regularly for celebrations. The closest alternative community hall is situated on Barnby Street, approximately 600m to the east. Bangladeshi people account for a high proportion of local residents, and are likely to be regular users of the hall, due to the importance Bangladeshi people place on large shared gatherings with family and friends, particularly for celebrations.

3.2.43 The EQIA (2013) therefore concluded that there was the potential for disproportionate effects on the local Bangladeshi community as a result of the loss of a venue which

[27] LB Camden, 2012, Silverdale Motorcycle Project, available at: http://search3.openobjects.com/kb5/camden/cd/service.page?id=_uCsY6w7dBhc

offers the opportunity for gatherings with family and friends. There would also be potential for differential effects on young people as a result of the loss of the hall, who may be particularly vulnerable or susceptible to becoming involved in crime if project continuity were to be interrupted.

EQIA update (2015)

3.2.44 The revised scheme does not change the assessment of potential equality effects arising from the demolition of Old Tenant's Hall.

3.2.45 The LB Camden planning application for the development of replacement housing provides for the demolition and replacement of the Dick Collins Community Hall, a social club located on Redhill Street and also used by tenants of the Regent's Park Estate. The replacement hall will serve the needs of most current users of both the existing Dick Collins Hall and Old Tenant's Hall, and will be situated within the Regent's Park Estate. It is not expected that the replacement hall will be used by the Silverdale Motorcycle Project.

3.2.46 The proposed permanent reprovision of the hall within the Regent's Park Estate will enable members of the local Bangladeshi community – as well as children, young people, women, older people and disabled people living on the estate, who may be more likely to use community centres and halls – to continue to meet and undertake a variety of social, recreational and other activities. This will remove the disproportionate effect previously reported.

3.2.47 However, the potential for differential effects for young people using the Silverdale Motorcycle Project is likely to remain, unless a new venue is found. HS2 Ltd is working with LB Camden to identify ways in which Silverdale Motorcycle Project could be relocated.

Surma Centre, Robert Street

EQIA (2013)

3.2.48 The EQIA (2013) did not report on any potential equality effects at the Surma Centre, a community centre on Robert Street that is used by the Bengali Workers' Association (BWA) and provides a focus for the Bangladeshi community on the Regent's Park Estate.

EQIA update (2015)

3.2.49 A stakeholder engagement meeting was held with two representatives of the Surma Centre and the BWA in August 2015. The representatives were presented with information about the scheme design and invited to share their views and concerns, particularly concerning potential sensitivities of people sharing protected characteristics to possible effects. They described the range of activities and services that are provided at the centre, which include exercise classes for older men and women, tuition and youth clubs for children and young people, English for speakers of other languages classes, and women-only cooking classes that can help women from the Bangladeshi community to overcome isolation at home. The organisation also signposts users to other service providers, and provides informal translation and interpretation services.

3.2.50 The stakeholder representatives estimated that 90% of older people using the centre are from the Bangladeshi community, and that younger users are from a variety of BAME backgrounds. Most users are local and travel to the centre by bus or on foot. However, the centre also caters for users from elsewhere across Camden, including some who are referred by LB Camden social services (it was inferred from the conversation that these users mainly use public transport to reach the centre). They mentioned that some older Bangladeshi service users speak limited English and that some women from certain BAME backgrounds who visit the centre have limited experience of leaving the home unaccompanied, a barrier that the service helps them to overcome.

3.2.51 As a result of the revised scheme, users of the centre will experience significant noise effects for a period of three years due to utilities diversions, demolitions, earthworks, and the reconstruction of the Hampstead Road Bridge. This is likely to have differential equality effects for children and young people using the centre for tuition, and disproportionate effects for older people, women and people from BAME communities attending activities and other services at the centre.

3.2.52 Potential effects of the closure of a bus stop on Hampstead Road outside Silverdale for people visiting the Surma Centre are reported in paragrapgh 3.2.92 below. Stakeholder representative's views suggest that perceived concerns may discourage Bangladeshi women users of the Surma centre, who otherwise infrequently leave the home unaccompanied, from continuing to use the centre. This, it was suggested, could increase their isolation, which their attendance helps to overcome. However, the presence of an alternative bus stop on Hampstead Road just north of William Road should minimise any possible effect.

Schools and educational facilities

EQIA (2013)

3.2.53 The EQIA (2013) reported that children attending Regent's Park Children's Centre and Maria Fidelis (Lower) Convent School may be subject to construction noise effects for varying durations. These effects would have the potential to temporarily affect the concentration of pupils and their ability to learn, which could result in a differential effect for children engaging in learning at these schools.

EQIA update (2015)

3.2.54 As a result of the revised scheme, significant construction noise effects are expected to remain at Regent's Park Children's Centre and Maria Fidelis (Lower) Convent School. HS2 Ltd will continue to seek reasonably practicable measures to further reduce, or avoid altogether, noise effects arising during construction.

3.2.55 In addition, there will be amenity impacts relating to increases in HGV movements and air quality on roads outside Christ Church CE Primary School on Albany Street, Francis Holland School on Park Road, and North Bridge House Preparatory School on Parkway. Increased traffic flow is expected to result in increased pedestrian severance at Albany Street, Park Road and Parkway, which may make it more difficult to cross the road and give rise to parental concerns about their children's safety. HS2 Ltd will ensure that measures within the draft CoCP and local environmental management plan (LEMP) designed to ensure safety of pedestrians is taken into account in the

provision of diversion routes. The draft CoCP provides for the avoidance of HGVs operating adjacent to schools during drop-off and pick-up periods.

Places of worship

EQIA (2013)

3.2.56 The EQIA (2013) concluded that construction noise would affect St Mary's Church, St Aloysius Roman Catholic Church, and Shah Jalal Masjid Mosque, with the potential to have a disproportionate effect on Christians and Muslims who frequent the affected facilities[28, 29].

EQIA update (2015)

3.2.57 As a result of the revised scheme, disproportionate effects are no longer expected at St Mary's Church or St Aloysius Roman Catholic Church. However, construction noise effects will remain at Shah Jalal Masjid Mosque (also referred to as Euston Mosque) for a period of up to five years. In addition to measures included in the draft CoCP, HS2 Ltd will continue to seek reasonably practicable measures to reduce noise effects for users of this facility.

Cultural facilities

Jewish Museum and Friends of the Hebrew University

EQIA (2013)

3.2.58 The EQIA (2013) did not report on potential equality effects for the Jewish Museum and Friends of the Hebrew University.

EQIA update (2015)

3.2.59 The Jewish Museum and Friends of the Hebrew University on Albert Street are expected to experience increased noise due to increases in local road traffic as a result of construction of the revised scheme. Jewish people are assumed to form the main users of these facilities. There is considered to be potential disproportionate effects on Jewish people at these facilities.

Health services

EQIA (2013)

3.2.60 The EQIA (2013) did not report on potential equality effects at the NHS Centre on North Gower Street.

EQIA update (2015)

NHS Centre, North Gower Street

3.2.61 The NHS Centre will be affected by increased noise for up to five months due to a range of works including demolitions, a new utility corridor, construction of retaining walls, major earthworks, and construction of bridge works.

3.2.62 Pregnant women and women during the period of maternity attending pregnancy and maternity-related appointments, young children receiving childhood vaccinations and

[28] New Economics Foundation, 2012, Well-being Evidence for Policy: A review.
[29] URS, 2012, EQIA of the Revised London Housing Strategy, Greater London Authority.

other child health services, older people who frequently or routinely visit the practice in relation to age-related health conditions, and people with disabling health conditions that require regular or frequent primary care services, may disproportionately experience disturbance during visits to the NHS Centre.

3.2.63 Staff or patients (including amongst the groups above) who are particularly sensitive to noise effects (e.g. due to a hearing impairment) may experience differential equality effects due to the increased noise at the centre over a period of five months. However, even for these users, appointments are likely to be for a short time period, and of a frequency of weekly or less for most.

Employment and businesses

EQIA (2013)

3.2.64 The EQIA (2013) reported that HS2 Ltd would identify appropriate positive actions to promote equal opportunities for protected groups who are under-represented in the construction sector. This would contribute to promoting equal opportunity for women, disabled people, young people, BAME groups and minority faith groups to share in new employment and training opportunities, as well as new business opportunities.

EQIA update (2015)

3.2.65 The revised scheme will have minimal impacts on total numbers of existing jobs affected by construction and total numbers of construction employment opportunities created. The conclusions reported in the EQIA (2013) regarding the potentially beneficial effects of construction phase employment for protected characteristic groups remain unchanged.

Loss of public open spaces and playgrounds

EQIA (2013)

3.2.66 The EQIA (2013) concluded that children and young people, for whom public open space and play space are important for play, health, fitness and social interaction[30][31] would be differentially and disproportionately affected by loss or severance of access to public open spaces at several locations in the Euston area. Older people and disabled people may also experience differential and disproportionate effects where the loss or severance of access to open space and playgrounds reduced their access to outdoor recreation[32, 33, 34]. In Euston, BAME people would be likely to be disproportionately affected.

[30] Ramblers' Association (RA), 2010, Walking Facts and Figures.
[31] Mayor of London, 2008, Supplementary Planning Guidance: Providing for Children and Young People's Play.
[32] RA, 2010, Walking Facts and Figures.
[33] B. Spencer, 2013, Playful public spaces for later life: How can neighbourhood public open space provide opportunities for improving older people's quality of life by enabling play? PhD, University of the West of England.
[34] T. Sugiyama, C. Ward Thompson and S. Alves, 2009, Associations between neighbourhood open space attributes and quality of life for older people in Britain, Environment and Behaviour, 41 (1), pp.3–21.

EQIA update (2015)

Revised scheme

3.2.67 Under the revised scheme, public open space is expected to be lost at the following locations in the Euston area:

- St James's Gardens;
- Hampstead Road Open Space;
- Eskdale play area;
- Lancing Street playground; and
- Euston Square Gardens.

3.2.68 The revised scheme will create new public open space at the northern end of the Regent's Park Estate, between the railway and Langdale (see SES2 and AP3 ES, Volume 2 CFA1 Map Book, Map CT-06-001). This area includes the area currently occupied by Eskdale play area and part of the area currently occupied by Hampstead Road open space. The majority of the new open space will be in place by 2026.

3.2.69 St James's Gardens is used by all sections of the local community. It consists of a multi-use games area (MUGA) catering primarily for children and young people, and a 'peaceful area' used by all age groups. The area it currently occupies will form a new entrance – Cobourg Street station entrance – and the forecourt to the high speed station, with some public realm.

3.2.70 The majority of the local features of St James's Gardens will be reprovided on the proposed open space north of Langdale by 2026. This will include a MUGA, children's play area, landscaped areas and benches. The new areas of open space are further north than the original St James's Gardens but will remain accessible to residents in Regent's Park Estate. Although the reprovided open space north of Langdale is smaller than the total area lost from St James's Gardens, the main community facilities such as the MUGA and playground will be incorporated.

3.2.71 Hampstead Road Open Space is located on the west side of Hampstead Road, to the south of Silverdale. The area contains a children's playground, benches and a lawned area, and is on land required to construct and operate the revised scheme. Although the users of this resource are mostly those living in adjacent residential blocks which will be demolished during construction, there is likely to be demand for this open space and play area as there are limited alternatives nearby. The children's playground will be reprovided in the proposed open space north of Langdale by 2026.

3.2.72 Eskdale play area is a children's playground and green space situated between the residential blocks of Eskdale and Langdale in Regent's Park Estate, on land required to construct and operate the revised scheme. The playground has children's climbing frames and swings, is surrounded by mature trees and has several benches. The playground and open space serves the people living in the surrounding residential blocks, which will be demolished during construction. Similar facilities will be reprovided in the proposed open space north of Langdale by 2026.

3.2.73 Lancing Street playground is a children's playground situated to the east of Euston station, on land required for the construction of the revised scheme. The playground

serves residents of surrounding residential blocks, and there are few alternatives nearby. It will be lost for a period of six years.

3.2.74 Euston Square Gardens is an area of open space used by commuters, the local workforce, and residents. Its location in front of Euston station means that it is an open space with amongst the highest footfall in LB Camden. The gardens will not be available as an area of public open space for the duration of the construction period. Some of the existing mature trees will be retained and the gardens will be reinstated after construction is completed in 2033.

Further measures to reduce equality effects

3.2.75 In addition to the reprovision of open space described above, HS2 Ltd and LB Camden intend to improve existing public open spaces within Regent's Park Estate and on the Ampthill Estate in order to mitigate the loss of open space at St James's Gardens, Hampstead Road Open Space and the Eskdale play area. Areas identified include Cumberland Market, Munster Square, Clarence Gardens, Hope Gardens and Tolmers Square. There are few opportunities to create new open space in Regent's Park Estate, however there may be opportunities to bring existing open spaces into the public realm. In addition, appropriate measures for wayfinding from the Regent's Park Estate to Regent's Park will be provided.

3.2.76 Subject to agreement with LB Camden, HS2 Ltd proposes to relocate the playground equipment at Lancing Street to an adjacent area of vacant land just to the north of the existing playground, outside the land required for construction of the revised scheme.

Assessment of effects taking these measures into account

3.2.77 St James's Gardens, Hampstead Road open space, and Eskdale play area will be lost permanently. The majority of community features – including the MUGA and the children's play area – will be reprovided on the proposed open space north of Langdale following construction of the scheme. The improvement of existing public open spaces within the Regent's Park Estate and Ampthill Estate has the potential to reduce the deficit in provision during the period of construction, and thereby reduce the differential equality effects for children and young people who live on the estate. However, substantive increases in walking distances from homes on some parts of the estate to the reprovided facilities may have a differential effect for very young children, their parents and carers, for whom the distance may reduce the frequency of their visits.

3.2.78 The relocation of play equipment at Lancing Street on an adjacent site is likely to reduce or remove the potential for differential equality effects for children living in neighbouring residential blocks, subject to timing.

3.2.79 The proposed new open space north of Langdale, to be delivered under the revised scheme, is smaller than the area of open space that will be lost. The permanent net loss of open space – including lawned areas and 'peaceful areas' at St James's Gardens, Hampstead Road Open Space, and Euston Square Gardens – is likely to have differential equality effects for children and young people, older people and disabled people living in this highly urbanised area who will experience reduced opportunities for access to peaceful and relaxing open space close to their homes during a lengthy construction period. It is also likely that the loss of open space will have a

disproportionate effect on BAME people living in Regent's Park Estate, including those seeking respite from construction-related disruption.

Conclusions

3.2.80 It is considered that the reprovision of open space that forms part of the design of the revised scheme, and the proposed measures to improve existing open spaces and relocate the play equipment at Lancing Street, will substantially reduce the equality effects arising as a result of the revised scheme for Euston. However, the following negative equality effects are likely to remain:

- potential differential effect for very young children living on Regent's Park Estate, who may experience increased walking distances between their homes and reprovided play facilities;
- differential effects for children, young people, older people and disabled people who will experience reduced access to peaceful open space close to their homes as a result of the net loss of open space; and
- a disproportionate effect for BAME people living on Regent's Park Estate, also as a result of the net loss of open space.

3.2.81 HS2 Ltd recognises that the loss of open space resulting from construction of the revised scheme is a significant concern for affected residents, and will continue to work with LB Camden to identify specific proposals to address these effects.

Traffic, transport and physical accessibility

3.2.82 This section reports potential equality effects arising from changes to traffic, transport and physical accessibility in the Euston area as a result of the revised scheme. Specific effects at particular locations will be identified with greater certainty at detailed design stage when further information is available regarding proposed road closures and diversion routes.

Loss of pedestrian thoroughfares

EQIA (2013)

3.2.83 The EQIA (2013) concluded that the loss of pedestrian thoroughfares at some places along the original scheme would potentially give rise to differential effects for children and young people, older people and disabled people, who may be required to make longer and possibly more complex journeys on foot, and may be more likely than other users to experience difficulties when making use of alternative pedestrian routes. In Euston, there would be potential for users to experience these effects at Euston Square Gardens for a period of 10 years during construction.

EQIA update (2015)

3.2.84 The revised scheme will improve pedestrian permeability in Euston Square Gardens, which will reduce but not remove the potential equality effects for children, older people and disabled people reported in the EQIA (2013). During construction, two paths will be made available on a temporary alignment across Euston Square Gardens to allow access to Euston station. However pedestrians may at times experience increased walking distances from Euston station to streets to the west of the station

(Drummond Street, Euston Street and Starcross Street) of over 100m. During periods when such diversions are in place, the potential equality effects reported in the EQIA (2013) are therefore likely to remain.

3.2.85 Pedestrian severance is also expected to arise as a result of road closures and diversions, both temporary and permanent. This is expected to be a particular issue in the area to the south-west of the station, adjacent to the construction works, and on Granby Terrace. Pedestrian diversions will be in place, and in all locations with the exception of Granby Terrace these are expected to be less than 100m long. On Granby Terrace, there is the potential for a differential effect for older people and disabled people as well as young children (and their parents or carers) who use this route to cross the railway and who are more likely than other people to experience increased walking distances as a barrier to their mobility.

Euston station and bus station pedestrian access

EQIA (2013)

3.2.86 The EQIA (2013) reported that Euston station and bus station would undergo considerable redevelopment and reconfiguration during the two phases of construction. Passenger routes would be disrupted for periods during the construction works, including routes within Euston underground station, and alternative pedestrian access arrangements would be in place at these times.

3.2.87 The EQIA (2013) concluded that there would be the potential for children, young people and disabled people to be disproportionately affected. The proportion of disabled adult households in the Euston area is notably higher than the LB Camden rate. As a result, there is potential for local disabled residents and disabled people using transport services at Euston to experience greater difficulties than others in the station and the surrounding streets as a result of construction-phase disruption where this affects their usual pedestrian routes. Disabled people would also be more likely to experience complex diversions and concerns over accessibility as barriers to their use of public transport.

EQIA update (2015)

3.2.88 Under the revised scheme, there will be a staged approach to the delivery of the high speed station at Euston, incorporating the staged provision of improved access and public transport facilities to support the high speed and conventional stations. This staged approach is likely to reduce, but not remove, disruption to pedestrian access arrangements within and around the station during the construction period, and therefore the potential for equality effects for children, young people and disabled people. HS2 Ltd is committed to maintaining pedestrian access where reasonably practicable, and the draft CoCP includes measures to reduce the effects of construction phase disruption on sensitive receptors.

Suspension of bus stops on Hampstead Road

EQIA (2013)

3.2.89 The EQIA (2013) did not report on any effects arising as a result of the suspension of bus stops on Hampstead Road.

EQIA update (2015)

3.2.90 Reconstruction of the Hampstead Road Bridge will require the temporary suspension of the northbound and southbound bus stops on Hampstead Road, outside Silverdale on the Regent's Park Estate.

3.2.91 The temporary suspension of northbound bus stop B will affect approximately 430 bus users during the AM peak period and some 470 bus users during the PM peak period, based on existing demand. The temporary suspension of southbound bus stop W will affect approximately 230 bus users in the AM peak period and some 274 bus users in the PM peak period. The nearest alternative bus stops are located just north of William Road, approximately 390m to the south, and at Mornington Crescent underground station, approximately 360m to the north.

3.2.92 There may be some reduction in the demand for these bus stops due to the demolition of nearby residential dwellings, including Silverdale, Eskdale and Ainsdale. BAME people living elsewhere on the Regent's Park Estate or travelling to service providers in the area, including the Surma Centre on Robert Street may be disproportionately affected by the temporary closure of the bus stop. However, it is noted that the presence of an alternative bus stop on Hampstead Road just north of William Road should minimise any possible effect. There is also a potential differential effect for parents and carers of babies and young children, older people and disabled people, who may experience greater inconvenience or difficulty walking to alternative bus stops, and for young people who are more likely to rely on public transport than other users[35, 36].

Maria Fidelis Convent School

3.2.93 The Maria Fidelis Convent School serves a large catchment and is split across two campuses: the lower school and the upper school. The lower school is located on North Gower Street to the west of Euston station. The upper school is on Phoenix Road to the east of the station. The lower school is located about 1km from the upper school, and it is a 10–15 minute walk between the two campuses.

EQIA (2013)

3.2.94 The EQIA (2013) reported that a small number of older pupils based in the Maria Fidelis Upper School are required to use the facilities at the lower school, and teachers also move between the two school sites. The current preferred access route is across the front of the existing Euston station. The construction works will disrupt, and may extend, the current route through the station which may result in a very small increase in journey times including for children attending the school.

EQIA update (2015)

3.2.95 There is no change to the conclusions regarding the potential equality effects arising from disrupted pedestrian access at the school reported in the EQIA (2013) as a result of the revised scheme. HS2 Ltd commits to implement measures in the draft CoCP regarding the safety of children, and to provide safe crossing places.

[35] Intergenerational Foundation, 2013, No entry: transport barriers facing young people.
[36] Transport for London, 2014, Understanding the travel needs of London's diverse communities.

3.2.96 HS2 Ltd is working with Maria Fidelis Convent School and LB Camden to assist the school's plans to integrate their facilities onto a single site to the east of Euston station, as soon as is reasonably practicable. This has the potential to remove the equality effect reported in the EQIA (2013) for some or all of the duration of the construction phase, subject to timing.

Construction Traffic

EQIA (2013)

3.2.97 The EQIA (2013) reported that construction traffic using local roads to access compounds and worksites could increase congestion at some junctions, resulting in delays to other road users, and increase the difficulties of crossing some roads. The EQIA (2013) concluded that these effects could result in differential effects for children, older people and disabled people.

EQIA update (2015)

3.2.98 As a result of the revised scheme, there will be additional construction traffic in the Euston area. The majority of construction traffic is expected to access the main compound at the National Temperance Hospital, the Granby Terrace overbridge satellite compound, and Carriage Shed and Park Village East satellite compounds.

3.2.99 In addition to the station and directly rail related works, a series of other highway works will be required during construction of the revised scheme, mostly associated with utility works. Construction vehicles accessing worksites and the impact of temporary road closures and diversions will result in changes in daily traffic flows on a number of roads.

3.2.100 Pedestrian severance is expected to arise as a result of increased traffic flows on roads around the station making it more difficult for pedestrians to cross the road. In most affected locations, there are dedicated crossing facilities which will mitigate or remove these effects. On roads without controlled crossings, children and their parents, older people and disabled people may have concerns about safety.

3.2.101 The draft CoCP and LEMP contain a number of measures designed to ensure safety of pedestrians and cyclists, and avoid causing concern or anxiety about safety, particularly in the vicinity of schools and other facilities used by protected groups. The LEMP will take account of the potential site specific issues raised in this report.

3.3 Potential impacts and effects during operation (from 2026)

Noise effects for residents

EQIA (2013)

3.3.1 The EQIA (2013) reported that people living in residential areas at various locations close to the scheme would have the potential to experience noise effects due to a change in the acoustic environment at residential areas, including shared community open areas near their homes, once the scheme is operational. However, route-wide, the composition of groups affected in these residential areas is unknown, and this means that it was not possible to assess whether there may be the potential for a disproportionate effect.

EQIA update (2015)

3.3.2 The revised scheme at Euston will give rise to some changes in the locations, duration and severity of potential noise effects in residential areas arising due to a change in the acoustic environment, with an overall reduction in the numbers of people predicted to experience noise effects.

3.3.3 Increased noise from new road traffic on the realignment of Hampstead Road is expected to adversely affect the acoustic character of the Regent's Park Estate community in the vicinity of Langdale, Augustus House, Coniston and Cubitt Court, including their shared community open areas.

3.3.4 Reflecting the make-up of the Regent's Park Estate community, this is likely to give rise to disproportionate effects for children and young people living in income-deprived households; people of Bangladeshi origin, households with disabled members, female lone parent households and Muslims. The estates have below average numbers of older people compared to LB Camden and London. However, older people who are existing residents may experience differential equality effects from the changed acoustic effects in the residential area, where this discourages them from going out, increasing existing loneliness and isolation.

Operational employment

EQIA (2013)

3.3.5 The EQIA (2013) reported that the original scheme would create approximately 500 direct operational jobs at Euston station.

EQIA update (2015)

3.3.6 The revised scheme will have minimal impacts on total numbers of operational employment created. The conclusions in the EQIA (2013) remain unchanged.

Traffic, transport and physical accessibility

Euston station and bus station

EQIA (2013)

3.3.7 The EQIA (2013) reported that permanent alterations to pedestrian circulation routes within Euston station and bus station would have the potential to result in improved disability access in the operational phase as compared to the current situation, consistent with the requirements of the Equality Act 2010 and corresponding inclusive access standards.

EQIA update (2015)

3.3.8 The proposed design for the high speed station incorporates inclusive access design features, including new escalators and lifts providing step-free access to the high speed concourses, platforms, and Euston underground station. This will enhance accessibility at Euston station and bus station, which is likely to differentially benefit disabled people and older people, providing more inclusive access and inclusive travel. HS2 Ltd's Inclusive Design Policy Information Paper (D5)[37], which applies to all aspects

[37] HS2 Ltd, April 2014, High Speed Two Information Paper D5: Inclusive Design Policy Available at: http://assets.hs2.org.uk/sites/default/files/info_papers/D5%20-%20Inclusive%20Design%20Policy.pdf

of the HS2 network that will be accessible to the public, sets out a range of inclusive design principles, elements and assurances to support these potential positive effects.

3.3.9 It is possible, however, that there may be increases in walking distances within the station, including for passengers accessing high speed trains. The trains themselves will be 400m long, and passengers could therefore be required to walk a considerable distance in order to board high speed trains. This inclusive design challenge will be addressed as an integral part of the station design, in line with the Inclusive Design Policy.

3.3.10 The Inclusive Design Policy states that 'HS2 Ltd seeks to design and provide a service that can be used safely, independently, easily and with dignity by everyone'. Inclusive design will be an integral part of the design and development process. It will ensure that the HS2 network is accessible to, and usable by, as many people as reasonably possible. It will seek a design which offers choices, to reflect and respond to the diversity and difference between individual users. The policy seeks to achieve a design which minimises the need for additional support (e.g. passenger assistance) to allow passengers to travel independently. The policy sets out inclusive design principles, which include minimising stress, fatigue and anxiety. The policy identifies inclusive design elements to be considered as the design develops including: external approaches, such as signage and walkways; movement of people across different levels (including lifts, escalators and step-free design); movement of people on the same level (horizontal circulation); transport facilities such as toilets and waiting areas; vehicle boarding; seating both on the train and throughout the station; finishes (such as inclusion of contrast surfaces and pictograms); and evacuation.

3.3.11 The inclusive design policy hence provides a strong basis for the station operator to provide an inclusive service for all users.

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 1998 (DPA) and the Environmental Information Regulations 2004 (EIR)).

If you want information that you provide to be treated as confidential, please be aware that, under FOIA and the EIR, there is a statutory code of practice with which public authorities must comply and which deals, amongst other things, with 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, of itself, be regarded as binding on HS2 Ltd.

HS2 Ltd will process your personal data – including any information submitted through the 'equality monitoring' form – in accordance with the DPA. In the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

We will use the contact information that you provide to perform internal checks on the responses to ensure their validity, such as identifying duplicated responses. We will also use this information to inform respondents of the outcomes of the consultation, in line with good practice for consultation. Information submitted through the 'equality monitoring' form will be used to inform our understanding of the different constituent groups participating in our consultation, but separately to the process of analysing the contents of consultation responses.

Glossary and abbreviations

This table includes a list of terms used in the report.

BAME	Black, Asian and minority ethnic.
CoCP	Code of Construction Practice.
community cohesion	Refers to the existence of good relations between people from different backgrounds or circumstances living within a community.
CFA – community forum area	Community forum area. Defined areas along the proposed HS2 Phase One route (e.g. Colne Valley community forum area).
design changes	Design changes refer to changes to the original Scheme that do not require the powers of the Bill and land required to be altered but which give rise to new or different likely significant environmental effects.
employment rate	The proportion of working age (16–74 years) residents in employment. Employment comprises of the proportion of total resident population who are 'in employment' and includes full-time students who are employed.
environmental impact assessment (EIA)	A process to systematically assess the potential environmental effects of proposed projects. EIA is a legal requirement for certain public and private projects in EU countries under Directive 2011/92/EU.
Equality Act 2010	Legislation that addresses protection against discrimination and harassment, as well as to promote equality of opportunity. This Act streamlines legislation for all protected characteristics.
EQIA	Equality Impact Assessment.
EQIA (2013)	The Equality Impact Assessment report published in November 2013 alongside the deposit of the hybrid Bill. See Equality Impact Assessment (2013)
ES	Environmental Statement. Suite of documents providing the necessary environmental information in respect of an EIA undertaken for a proposed project. It must include all information that is reasonably required to assess the potential significant environmental effects.
ESOL	English for speakers of other languages.
gender reassignment (as a protected characteristic)	Process of transitioning from male to female or from female to male gender identity.
HGV	Heavy goods vehicle.
HS2	High Speed Two. Proposed high speed rail line and associated infrastructure between London and the West Midlands (Phase One) and on to Manchester and Leeds (Phase Two).

HS2 Ltd	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.
JSA	Job Seekers' Allowance.
LB Camden	London Borough of Camden.
LEMP	Local environmental management plan.
LSOA	Lower Super Output Area. A defined geographical area of a number of output areas (typically 4–6) with similar social characteristics and a population of around 1,500 used for statistical purposes.
Mitigation	Measures that will be taken to alleviate any identified negative effects of the revised scheme.
Nominated Undertaker	The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the Proposed Scheme.
original scheme	The Bill scheme submitted to Parliament in November 2013
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 and to the Channel Tunnel via HS1. 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.
protected characteristics	As defined in the Equality Act 2010. They are Age; Disability; Gender reassignment; Marriage and Civil Partnership; Pregnancy and maternity; Race; Religion or belief; Sex; and Sexual orientation.
protected groups	Protected groups - groups of people identified on the basis of their possessing shared protected characteristics, as defined in the Equality Act 2010.
public right(s) of way	A highway where the public has the right to walk. It can be a footpath (used for walking), a bridleway (used for walking, horse riding and cycling), or a byway that is open to all traffic (including motor vehicles).
PSED	Public Sector Equality Duty – this is defined in section 149 of the Equality Act 2010.
revised scheme	the HS2 London-West Midlands proposed scheme, incorporating both amendments to the original scheme submitted to Parliament in 2014 and 2015 and other design changes (see scheme amendments).

scheme amendments	Amendments refer to changes to the original scheme that require the powers of the Bill and / or the land required to be altered.

Appendix 1: Euston profile

Introduction

This section of the EQIA update report uses data for each of the Lower Super Output Areas (LSOAs)[38] that cover the area of the Regent's Park Estate (Camden 023A, 023B, 023C, 023D and 023E) and the Ampthill Estate (Camden 022C). Camden 023D LSOA covers the blocks to be demolished as well as those blocks located closest to the demolition site, to the north of the Regent's Park Estate. Regent's Park Estate lies to the north and north-west of Euston station, and Ampthill Square Estate directly to the north. Both estates have been identified as areas of relatively high deprivation, with large proportions of residents who share protected characteristics and are likely to experience disproportionate or differential equality effects.

Population and deprivation

The Index of Multiple Deprivation (IMD) combines a wide basket of indicators of deprivation (income, employment, health, disability, education, housing, living environment, crime) to provide a reliable means of comparing deprivation of areas, particularly to identify where there is a concentration of deprivation. People possessing certain protected characteristics (e.g. disability, BAME children) are at greater risk than other people of experiencing deprivation[39] or of living in areas of high deprivation[40]. The experience of deprivation is associated with more acute inequalities experienced by protected characteristic groups (e.g. child health inequalities)[41]. So whilst deprivation is not a protected characteristic, an understanding of where deprivation is focused can help identify where people who possess protected characteristics may be at greater risk of inequality.

Table 1 uses data from the 2010 Index of Multiple Deprivation (IMD), and details the proportion of LSOAs across Camden and London that fall within the top 5%, 10% and 20% most deprived nationally. This demonstrates that levels of deprivation are lower within Camden than across London.

Table 1: Percentage of LSOAs in the top 5%, 10% and 20% most deprived nationally

	Camden (%)	**London (%)**
Top 5% most deprived nationally	0.0	2.4

[38] An LSOA is a statistical unit used by the Office of National Statistics, including for the census. Each LSOA comprises approximately 1,500 people and 650 households.

	Camden (%)	London (%)
Top 10% most deprived nationally	2.3	8.4
Top 20% most deprived nationally	24.1	26.2

Source: Department for Communities and Local Government (DCLG) (2010), Index of Multiple Deprivation (IMD)

Table 2 sets out IMD data for each of the six LSOAs. Each LSOA is given a rank of deprivation relative to all LSOAs across Camden (133 in total), and the table indicates whether each LSOA falls into the top 5%, 10% of 20% most deprived LSOAs nationally.

Levels of deprivation vary across the Euston area. Camden 023D is the most deprived LSOA in the area, and the third most deprived across Camden. Three of the LSOAs that make up the Regent's Park Estate are among the 20% most deprived nationally, and Camden 023D is among the 10% most deprived.

Table 2: Multiple deprivation by LSOA

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)
Rank within Camden (where 1 is most deprived and 133 is least deprived)	36	25	61	70	3	30
Top 5% most deprived nationally	No	No	No	No	No	No
Top 10% most deprived nationally	No	No	No	No	Yes	No
Top 20% most deprived nationally	No	Yes	No	No	Yes	Yes

Source: DCLG (2010), IMD

Age

Table 3 details the size of the usual resident population of each LSOA by broad age groups relative to the Camden and London averages.

Of the six LSOAs, all have smaller than average proportions of older people in both the 60-74 and 75 and over age groups. Some have notably large proportions of children, particularly Camden 022C (27.9%) and Camden 023D (23.1%). Camden 023A and Camden 023B both have strikingly large

proportions of residents in the 15-29 age band, suggesting that these areas, which cover the southern extent of the Regent's Park Estate and streets to the immediate west of Euston station, may be particularly popular with students.

Table 3: Age composition of resident population

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
0-14	27.9	14.3	14.7	19.0	23.1	20.8	15.3	18.7
15-29	15.3	42.0	38.8	14.5	19.1	21.9	27.4	23.7
30-44	29.4	22.3	29.1	32.0	29.4	29.0	27.0	25.3
45-59	17.6	14.5	11.4	22.4	20.3	16.2	15.2	17.0
60-74	8.0	5.3	5.6	9.4	7.3	9.9	10.1	10.0
75 and over	1.8	1.5	0.4	2.7	0.7	2.2	5.0	5.3

Source: ONS (2012), Census 2011 - KS101EW

The Department for Work and Pensions (DWP) produces low-level data showing the proportion of children in low-income families, defined as families that are in receipt of out-of-work benefits or in receipt of tax credits where their income is less than 60% of the UK median. This data is available at LSOA level and can be used as a proxy for child poverty[42].

Table 4 details the proportion of children living in low income families in each of the LSOAs relative to the Camden and London averages. The proportion of children across Camden who are living in low-income families is considerably higher than across London. Several of the individual LSOAs –Camden 022CD, Camden 023A and Camden 023D – have notably high proportions of children living in low-income families. By contrast, Camden 023E has a relatively small proportion of children in low-income families, below the figures for Camden and London.

[42] https://www.gov.uk/government/statistics/personal-tax-credits-children-in-low-income-families-local-measure

Table 4: Child poverty

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Proportion of children living in low-income families	45.1	42.9	37.0	34.2	43.7	36.2	33.6	26.7

Source: DWP (2014), Proportion of children living in low-income families

Race

Table 5 details the proportion of the usual resident population by ethnic group for each of the six individual LSOAs relative to the Camden and London averages. A number of LSOAs are notable for particularly large proportions of Bangladeshi residents, including Camden 023D (28.1%), Camden 023E (20.5%), and Camden 022C (17.2%), all of which cover the Regent's Park Estate. Camden 022C, which covers Ampthill Square Estate, also has a large proportion of Black African residents (13.6%), close to double the proportion across London.

Table 5: Proportion of resident population by ethnic group

Ethnic group		Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
White	British	31.3	34.0	29.3	45.9	23.1	29.9	44.0	44.9
	Irish	2.2	1.4	2.6	2.0	2.4	2.0	3.2	2.2
	Gypsy	0.1	0.0	0.1	0.2	0.0	0.0	0.1	0.1
	Other	10.6	12.8	14.9	11.7	14.2	14.4	19.0	12.6
Mixed	White & Black Caribbean	1.0	0.7	0.5	1.7	0.6	0.5	1.1	1.5
	White & Black African	1.9	1.1	0.8	1.0	1.0	1.3	0.8	0.8
	White & Asian	0.5	2.3	1.9	1.2	0.3	1.2	1.8	1.2

Ethnic group		Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
	Other Mixed	2.2	0.9	1.7	1.3	1.4	1.2	1.9	1.5
Asian or Asian British	Indian	1.4	4.4	4.2	2.5	1.6	2.9	2.8	6.6
	Pakistani	0.6	1.4	1.2	0.8	0.8	0.0	0.7	2.7
	Bangladeshi	17.2	13.4	14.5	9.7	28.1	20.5	5.7	2.7
	Chinese	1.5	6.4	8.7	2.6	4.2	4.7	2.9	1.5
	Other Asian	5.2	3.2	5.3	6.2	4.1	3.6	4.0	4.9
Black or Black British	African	13.6	5.8	5.7	5.1	9.1	8.3	4.9	7.0
	Caribbean	1.9	1.4	2.3	3.4	1.5	2.0	1.6	4.2
	Other Black	3.8	2.1	2.7	2.0	1.5	1.9	1.7	2.1
Arab or other ethnic group	Arab	2.1	7.1	1.2	1.5	2.9	2.1	1.6	1.3
	Other ethnic group	3.0	1.6	2.6	1.2	3.3	3.5	2.3	2.1

Source: ONS (2012), Census 2011 - KS201EW

The Bangladeshi community in the Euston area is known to be particularly concentrated within the Regent's Park Estate area. Table 6 gives the ethnicity of social rented tenants of the affected blocks on the estate.

Table 6: Ethnicity of households on Regent's Park Estate

Ethnicity	Households (number)	% of total tenanted households
Asian Bangladeshi	40	16.0
Asian Chinese	3	1.0
Asian Indian	2	1.0
Asian other	7	3.0
Asian Pakistani	2	1.0
Black African	24	10.0
Black Caribbean	3	1.0
Black other	1	0.5
Black Somali	16	6.5
Cypriot Greek	3	1.0
Mixed: white and Asian	2	1.0
Other	19	8.0
Refused	15	6.0
White Irish	6	2.5
White other	15	6.0

Ethnicity	Households (number)	% of total tenanted households
White UK	28	11.5
N/A	58	24.0
Total	244	100.0

Source: London Borough of Camden (LBC) (2012) Regent's Park Estate HS2 Proposals Regeneration Profile. Note: LB Camden did not provide with this dataset a definition of the 'Other', 'N/A' and 'Refused' categories.

Reflecting this diverse ethnic profile, the proportion of pupils who have a first language other than English in primary schools in Camden is 61.9%, compared with47.5% across London. At secondary school level, the proportion of pupils in Camden whose first language is not English is 47%, compared with 38.9% in London[43]. Of the schools within the study area, all have large proportions (up to 95%) of children from BAME groups[44].

Table 7 details the proportion of pupils within primary and secondary schools in the borough who speak a first language other than English, relative to the London average[45].

Table 7: Primary and secondary school pupils with a first language that is known or believed to be other than English

	Camden (%)	London (%)
Primary school pupils (%)	61.9	47.5
Secondary school pupils (%)	47.0	38.9

Source: Department for Education (DFE), (2013), State-funded Primary and Secondary Schools: Number and Percentage of Pupils by First Language. Note: Columns may not add up to 100 because a percentage of pupils are unclassified

Table 8 details the proportions of BAME pupils within local schools[46].

[43] National Association for Language Development in the Curriculum, (2011), School Census.
[44] Social Research Associates Ltd, (2013), Euston Community Profile Study.
[45] This data is unavailable at CFA or Borough level.
[46] This data is unavailable at CFA level.

Table 8: Proportion of BAME pupils within local schools

School	BAME pupils (%)
St Aloysius Nursery and Infants	77.0
St Aloysius Junior	76.0
Netley Nursery and Primary	94.0
Christ Church C of E Primary	63.0
Maria Fidelis RC	86.0
Regent High	95.0

Source: Euston Community Profile Study, (2013), data gathered through interviews with local education providers

Disability

Table 9 details the proportion of households that have one or more people who have a long-term health problem or disability, with and without dependent children, for each of the LSOAs relative to Camden and London. With the exception of Camden 023A and Camden 023B, all of the LSOAs have a higher than average proportion of households that have one or more people with a long term health problem or disability, with dependent children. Camden 022C, Camden 023D and Camden 023E all have notably high proportions of households that have one or more people with a long term health problem or disability, without dependent children.

Table 9: Households that have one or more people with a long term health problem or disability, with and without dependent children

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Households that have one or more people with a long-term health problem or disability, with	7.5	4.0	4.6	6.5	7.6	7.5	4.0	5.0

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
dependent children								
Households that have one or more people with a long-term health problem or disability, without dependent children	24.3	20.5	17.3	21.8	24.4	26.2	18.3	17.4

Sex

Table 10 details the proportion of households with lone parents and dependent children in each LSOA, relative to Camden and London. The proportion of lone parent households with dependent children is above the national average in each of the LSOAs, and above the London average in every LSOA apart from Camden 023A and Camden 023B. The rate is particularly high in Camden 022C – covering the Amptill Square Estate – at 17.1%, more than double the London average.

Table 10: Lone parent households with dependent children

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Lone parent households with dependent children	17.1	8.2	7.9	10.1	10.7	9.8	6.4	8.5

Source: ONS, (2012), Census 2011 - KS107EW

Table 11 details the proportion of lone parent households headed by women in each LSOA, relative to Camden and London. The proportion is higher than the national average in every LSOA, and particularly high in Camden 023D (96.6%) and Camden 023B (95.8%), both of which cover the Regent's Park Estate.

Table 11: Lone parent households headed by women

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Lone parent households headed by women	93.6	92.7	95.8	90.7	96.6	91.5	93.6	92.5

Source: ONS, (2012), Census 2011 - KS107EW

Religion or belief

Table 12 details the religion of the resident population in each the LSOA, relative to Camden and London. . Muslims are the largest religious group in Camden 023D (39.3%), and there are also significant Muslim populations in Camden 022C (32.9%) and Camden 022E (30.3%). The proportion of Christians is higher in Camden 023C (46.2%) than elsewhere.

Table 12: Religion of the resident population

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Christian (%)	35.3	26.3	24.4	46.2	27.1	31.3	34.0	48.4
Buddhist (%)	1.0	1.5	1.7	0.7	1.2	1.4	1.3	1.0
Hindu (%)	1.0	2.0	2.2	1.2	1.5	2.1	1.4	5.0
Jewish (%)	0.2	0.7	0.7	0.6	0.0	0.2	4.5	1.8
Muslim (%)	32.9	21.6	20.9	16.4	39.3	30.3	12.1	12.4
Sikh (%)	0.1	0.1	0.2	0.4	0.4	0.1	0.2	1.5
Other religions (%)	0.4	0.5	1.0	0.2	0.4	0.3	0.6	0.6

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
No religion (%)	14.9	17.2	24.3	18.5	14.9	16.1	25.5	20.7
Religion not stated (%)	14.3	30.1	24.7	15.8	15.2	18.3	20.5	8.5

Source: ONS, (2012), Census 2011 - KS209EW

Housing

Table 13 details dwelling stock by tenure and condition in each LSOA, relative to Camden and London. The rate of home ownership (32.2%) is lower in Camden than across London, whereas the proportion of households that are either rented from the council or rented privately is considerably higher. The rate of home ownership is particularly low in Camden 023C, at just 7.7%, and Camden 022C, at 9.8%. These LSOAs also have the highest rates of households rented either from the council or other social housing providers (80.0% in Camden 023C and 79.1% in Camden 022C). Camden 023B and Camden 023A have notably high proportions of households that are private rented, above the averages for Camden and London.

Table 13: Dwelling stock by tenure

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Owned	9.8	15.3	16.0	7.7	13.6	17.1	32.2	48.3
Shared ownership	0.2	0.4	0.5	0.9	0.0	1.0	0.7	1.3
Rented from council	55.9	45.1	31.3	21.5	66.4	60.7	23.0	13.5
Other social rented	23.2	7.8	11.1	58.5	0.7	3.2	10.1	10.6
Private rented	10.0	30.3	39.3	10.7	17.5	16.9	32.2	25.1
Living rent-free	0.9	1.0	1.8	0.7	1.8	1.2	1.8	1.3

Source: ONS, (2012), Census 2011 - KS402EW

Employment and economy

Table 14 shows the proportion of working age residents who are economically active by gender in each LSOA, relative to Camden and London. Economic activity is low across all LSOAs, but particularly in Camden 023A, where just 37.8% of working age men (less than half the London or England average) and 45.9% of working age women are economically active.

Table 14: Proportion of labour force economically active by gender

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Male	59.1	37.8	55.9	67.3	61.4	56.4	74.8	80.6
Female	47.7	45.9	44.4	59.4	45.0	42.1	62.6	65.8

Source: ONS (2011), Annual Population Survey October 2010 - September 2011

Table 15 shows the proportion of working age residents who are economically active by age group in each LSOA, relative to Camden and London. Rates of economic activity by age group are considerably lower than borough and London averages in all LSOAs, with the exception of Camden 023C.

Table 15: Proportion of labour force economically active by working age group

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
16 and over	53.0	40.7	49.6	62.9	53.2	49.2	64.7	67.3
16-49	60.5	42.3	51.4	72.4	58.5	56.4	72.0	77.5
50 and over	35.0	34.2	40.5	43.1	38.9	30.9	46.8	45.4

Source: ONS (2012) Census 2011, LC6201EW

Table 16 details employment rates by age group (amongst the working age population) in each LSOA, relative to Camden and London. The employment rate is low across all LSOAs, but particularly in Camden 023A where just 34.7% of working age residents are in employment, compared with 61.4% across London.

Table 16: Employment rates by working age group

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
16 and over	44.6	34.7	43.5	57.0	44.3	41.2	59.6	61.4
16-49	50.1	36.1	44.6	64.7	48.0	46.3	65.9	70.1
50 and over	31.6	29.0	37.7	41.0	34.2	28.3	44.1	42.8

Source: ONS (2012) Census 2011, LC6201EW

Table 17 details the qualifications of the resident workforce in each LSOA, relative to Camden and London. Camden 022C, Camden 023D and Camden 023E have higher than average proportions of residents with no qualifications. Camden 023A and Camden 023B – covering the southern extent of Regent's Park Estate and streets immediately to the west of Euston station – have notably high proportions of residents with Level 3 qualifications, suggesting that these areas may be popular with students. As discussed above, Camden 023A and Camden 023B also have younger than average populations.

Table 17: Qualifications

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
Level 4 and above	18.3	20.2	32.1	30.6	22.3	27.8	50.5	37.7
Level 3	14.6	40.7	30.7	13.4	15.2	15.6	12.1	10.5
Level 2	10.5	6.6	7.8	10.3	10.5	9.6	7.8	11.8
Level 1	13.3	8.3	7.0	12.1	12.4	10.0	6.8	10.7
Apprenticeship	1.4	0.7	0.6	1.3	1.4	1.0	0.8	1.6
Other qualifications	11.4	5.7	10.4	9.8	11.5	11.2	9.2	10.0

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
No qualifications	30.5	17.8	11.3	22.6	26.9	24.8	12.7	17.6

Source: ONS (2012) Census 2011, KS501EW

Table 18 details the proportion of working age residents who claim Jobseekers' Allowance (JSA) by age group in each LSOA, relative to Camden and London. Camden 023C (2.1%) and Camden 022C (1.9%) have higher than average proportions of younger people claiming JSA. It is notable that both Camden 023D and Camden 023E have no claimants in this age group. However, Camden 023E has among the highest rates claimants in the 25-49 (4.4%) and 50-64 (5.6%) groups. Camden 023A (5.5%) and Camden 023B (7.0%) also have comparatively high rates of claimants in the oldest age group.

Table 18: Working age JSA claimants

	Camden 022C (%)	Camden 023A (%)	Camden 023B (%)	Camden 023C (%)	Camden 023D (%)	Camden 023E (%)	Camden (%)	London (%)
16-24	1.9	0.6	0.9	2.1	0.0	0.0	1.3	2.0
25-49	3.9	0.9	1.7	2.3	1.9	4.4	1.6	1.9
50-64	2.2	5.0	7.0	2.1	2.5	5.6	2.1	2.2

Source: ONS (Claimant Count, May 2012), JSA Claimants, and ONS Mid-Year Population Estimates (MYE) (2013). AECOM calculations

Appendix 2: Stakeholder engagement at Euston

HS2 Ltd has undertaken a range of engagement activities to inform stakeholders about the revised design at Euston, to help them understand what this may mean for residents and businesses.

In January 2015 a new phase of community engagement in the form of a community round table was set up. A wide range of community groups, residents associations, business groups as well as LB Camden were invited to these meetings.

Key issues raised by the attendees at the initial meetings between January and March 2015 included: removal of excavated material by rail; alignment with the EAP; compensation and the scope of community input and influence; and specifically the lack of engagement in the design process.

Following feedback, HS2 Ltd further extended community engagement in May and June 2015, when six geographically focused 'sub-groups' were established to extend the range of local stakeholders that would be able to participate in the dialogue with HS2 Ltd, as well as enable more targeted discussions on issues which were relevant to individual communities. The six sub groups covered the following areas:

- Drummond Street – Stephenson Way – Drummond Road;
- Regent's Park Estate;
- Somers Town;
- Ampthill Square and HRB East;
- Camden Cutting (including Mornington Crescent); and
- Parkway Northwards.

The aim of these sub-groups is to both understand the particular concerns of the different communities as well as to capture the voices of people who may not be heard at larger public meetings. Anyone can attend these sub-group meetings to discuss concerns related to that area. Appointed representatives from each the sub-groups then raise these concerns at the Round Table which was re-constituted in May as the Euston Community Representatives Group (ECRG). The first meetings of the six sub-groups took place in June and July 2015.

This structure has been supplemented by a series of ongoing initiatives to widen the net of engagement, including:

- A number of 'community walkabouts' at which HS2 Ltd's Director for Euston, walks around affected communities with local residents and business people to listen to their concerns.
- A series of 'information sessions' (open to the public) at which HS2 Ltd provides focused presentations and responds to questions raised at the Community Round Table/ECRG. These have include sessions on the Code of Construction Practice, Euston station design, property compensation, Petitioning process, traffic planning and construction noise.

Equalities-specific engagement

HS2 Ltd has also approached local organisations with relevant knowledge, expertise and/or involvement with people sharing protected characteristics amongst local communities to enable them to thoughtfully respond regarding potential equality issues and concerns resulting from the scheme. The engagement was timed to avoid Ramadan and once sufficient information on potential equality effects was available. HS2 Ltd met with West Euston Partnership and the BWA (based at the Surma Centre, Robert Street). The other organisations approached, that were unable to meet prior to the deposit of SES2 and AP3, will be offered the opportunity to meet with HS2 Ltd during the consultation on the EQIA so their views can be fed into the consultation report which will be provided to the House of Commons Select Committee.

Following the consultations on the ES and the EQIA community engagement will resume in the run up to Royal Assent and the delivery phase of the project.

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