

hs2

*Appraisal of Sustainability Options Report: Final*

*Appendix 5: Equality assessment and social and distributional impacts*



# 1. Approach

## 1.1. Introduction

- 1.1.1. The screening assessment has sought to identify at a high level where direct and indirect impacts on people with protected characteristics as defined in Sections 4-12 of the Equality Act 2010 (the Act) could potentially occur. The screening assessment has also sought to take into account the topics set out in the social and distributional webTAG unit (3.17) as far possible.
- 1.1.2. At this early stage of the design and assessment process, the level of information about the project and its effects (e.g. on user benefits, accidents, security, accessibility, air quality and personal affordability) is limited. Necessarily, the screening assessment has focused on those topics where there is available project and assessment data at this stage. Specifically therefore, the screening assessment has focused on severance (and isolation), impacts from demolition of residential and community properties, the loss of open access land (due to the nature of their impacts on the community or individuals therein) and the presence of community receptors which might potentially be sensitive to noise impacts.
- 1.1.3. This information, where relevant or available, has been overlaid with data relating to areas with concentrations of 'Protected Characteristic Groups' (PCGs) as identified within the Equality Act 2010. Groups identified as relevant at this stage are:
  - lone parents (specifically women);
  - black and minority ethnic groups (BAME);
  - people with higher health deprivation and disability;
  - the younger population (aged 0-15);
  - the older population (aged over 60); and
  - minority faith groups.
- 1.1.4. In addition, those being within an area of the 20% most deprived has been included because of their greater vulnerability to negative impacts such as health and environmental effects.

## 1.2. Methodology

- 1.2.1. In order to identify areas for consideration, key indicators were used to highlight the need for further analysis. Based on known links between an impact and the PCGs, these are as follows:
  - Demolitions
    - A cluster of 10 or more residential properties in socio-economically deprived or BAME communities; and
    - The demolition of child care facilities or schools (in relation to the lone parents and younger population groups only), hospitals and healthcare facilities (in relation to people with higher health deprivation and disability and the older population only), and places of worship (in relation to that specific faith group only).
  - Severance/isolation
    - Childcare facilities or schools (lone parents and the younger population)
    - Hospitals and healthcare facilities (higher health deprivation and disability and the older population); and

➤ Places of worship (faith groups).

- 1.2.2. These potential impacts to community facilities within areas of isolation and severance were also reviewed on a case by case basis depending on their location, the exact type of facility etc.
- 1.2.3. As part of the initial screening assessment, non-residential noise sensitive receptors have been identified within 300m of the route centerline. These receptors include educational facilities, healthcare facilities and places of worship (i.e. receptors which are relevant in particular to PCGs relating to the young and their learning, health deprivation and disability, and faith groups). It should be noted that quantitative noise impacts at non-residential receptors can only be considered at a later stage when the noise assessment of these receptor types has been undertaken. At this stage the noise appraisal has not identified potential noise impacts at specific receptors. It has therefore not been possible to determine potential social and distributional impacts on non residential sensitive receptors. This would be addressed as the assessment progresses.
- 1.2.4. Wherever a key indicator was identified, further analysis was undertaken to establish if any cumulative impacts could occur. In particular, where there were combined impacts of demolition and severance (and isolation), the presence of concentration of PCG's were identified.
- 1.2.5. In establishing the methodology and scope of the screening assessment, a number of other indicators were considered but could not be relied upon at this early stage in the assessment due to the unavailability of data. The indicators considered and the constraints on relying upon them are listed below.
  - Residential demolitions within areas with a high proportion of people with disabilities – this indicator is only relevant where it is possible to distinguish the particular types of housing specific to people with disabilities and/or impairments. This data is not available at this stage.
  - Demolitions and isolation and severance within areas with a high proportion of lone parents – this is not significant as a standalone indicator and is only relevant where it is linked to a loss of related facilities such as childcare, as assessed.
  - Demolitions, isolation and severance within areas with a high proportion of young people – this is significant where learning facilities are impacted upon (e.g. schools demolished or potentially impacted by noise). The noise element of this can only be considered at a later stage when noise assessment of these receptor types has been undertaken.
  - Demolitions, isolation and severance, or noise impacts within areas with a high proportion of the older population – this is significant where healthcare facilities are impacted upon (e.g. hospitals, care homes). The noise element of this can only be assessed at a later stage on a case by case basis.
  - User benefits, for example any benefits through reduced journey times. This data is not available at this stage.
  - Air quality: direct impacts on air quality are unlikely to be significant as high speed trains will be electrically powered. Indirect impacts from increased road traffic, due to diversions during construction or around stations, is not known at this stage and cannot be appraised. The overriding assumption is that 'best practical means' will be applied during construction, so potentially significant air quality impacts are deemed unlikely. Additionally, the number of demolitions has been reported separately.
  - Accidents: there is clear evidence which links higher number of road accidents resulting in death and serious injury to higher levels of social deprivation. Changes in

local road traffic are not being appraised at this stage and therefore cannot be considered within this screening assessment.

- Personal security: it has been assumed that the HS2 scheme will be designed in line with best practice standards such as Secure by Design and, therefore personal security is not a relevant issue for the optioneering stage.
- Accessibility: in relation to increased access to the wider public transport network this mainly come through released capacity in the existing networks and will have indirect consequences for access to jobs, services and facilities. These wider benefits are only really applicable around stations, or for the wider network, which is not being appraised at this stage.
- Personal affordability: this data is not available at this stage.

### 1.3. Assumptions and limitations

- 1.3.1. Some information was obtained from the Census 2001 and therefore may not be as representative as the situation today. Census 2011 information will be used for the preferred route Equality Screening should this information be available within the timeframes of reporting. The Indices of Multiple Deprivation is 2010 data and considered robust.

### 1.4. Data sets

- 1.4.1. The data sets used are as follows:

- Lone parents: proportion of female lone parents at the lower super output area level (LSOA) for 10% and above compared to the local authority (LA) average - 2001 dataset;
- Race: proportion of BAME communities at the LSOA level for 10% and above compared to the LA average – Ethnic origin Census 2001 dataset. Ethnic groups considered were Indian, Pakistani, Bangladeshi, Black Caribbean, Black African and Chinese;
- Disability (people with physical or mental health problems): proportion of health deprivation and disability at the LSOA level for 10% and above compared to the LA average - from the Indices of multiple deprivation 2010 dataset;
- Age: at the LSOA level for 10% and above compared to the LA average using 2010 dataset for;
  - The younger population aged 0-15.
  - The older population aged 60 or above.
- Faith: proportion of Faith groups at the LSOA level for 10% and above compared to the LA average – Faith Census 2001 dataset. Faith groups considered were Christian, Buddhist, Hindu, Jewish, Muslim and Sikh; and
- Socio-economic deprivation: those within the 20% most deprived within the 2010 Indices of multiple deprivation dataset.

## 2. Screening results

### 2.1. Manchester

#### HSM02

- 2.1.1. There is one place of worship and two educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM03

- 2.1.2. There is one educational facility and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM04

- 2.1.3. There is one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM06

- 2.1.4. There is one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM08

- 2.1.5. There is one place of worship and one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM17

- 2.1.6. There are two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM18

- 2.1.7. There is one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM19

- 2.1.8. There is one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

#### HSM21

- 2.1.9. There are two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM22**

- 2.1.10. There is one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM23**

- 2.1.11. A number of residential demolitions have been identified in and around an area of high deprivation at Hindley. In addition, this area also contains a high proportion of younger people and an area of high health deprivation and disability.
- 2.1.12. There are five educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM24**

- 2.1.13. There is one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM25**

- 2.1.14. A number of residential demolitions have been identified in and around an area of high deprivation at West Gorton. In addition, this area also contains a high proportion of younger people, an area of high health deprivation and disability as well as people of the Black Caribbean, Black African and Chinese ethnic groups.
- 2.1.15. There are two places of worship, two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM28B**

- 2.1.16. A number of residential demolitions have been identified in and around an area of high deprivation at West Gorton. In addition, this area also contains a high proportion of younger people, an area of high health deprivation and disability as well as people of the Black Caribbean, Black African and Chinese ethnic groups.
- 2.1.17. There is one place of worship and two educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM31A**

- 2.1.18. There is one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSM31B**

- 2.1.19. A number of residential demolitions have been identified in and around an area of high deprivation at West Gorton. In addition, this area also contains a high proportion of younger people, an area of high health deprivation and disability as well as people of the Black Caribbean, Black African and Chinese ethnic groups.
- 2.1.20. There are two places of worship, two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSM35**

- 2.1.21. There are four educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSM36**

- 2.1.22. A number of residential demolitions have been identified in and around an area of high deprivation at Winton. In addition, this area also contains a high proportion of younger people and an area of high health deprivation and disability.
- 2.1.23. There are four places of worship, three educational facilities and eight healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSM39**

- 2.1.24. There are four educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSM40**

- 2.1.25. There are three educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

## **2.2. Leeds**

### **HSL01**

- 2.2.1. There is one place of worship within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL02**

- 2.2.2. A number of residential demolitions have been identified in and around an area at Sunny Hill. In addition, this area also contains a high proportion of younger people and people of Black Caribbean and Indian ethnic groups.
- 2.2.3. There is one place of worship and three educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL03**

- 2.2.4. A number of residential demolitions have been identified in and around an area of high deprivation in central Derby (near The Holmes). In addition, this area also contains a high proportion of younger people and an area of high health deprivation and disability.
- 2.2.5. One school in Derby would be demolished in an area which contains a high proportion of younger people.

### **HSL04**

- 2.2.6. There are two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL05**

- 2.2.7. There is one place of worship and two educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL07**

- 2.2.8. There are two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL08**

- 2.2.9. There is one place of worship and one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL09**

- 2.2.10. There are four places of worship, two educational facilities and four healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL11**

- 2.2.11. There is one place of worship and two educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL13**

- 2.2.12. A number of residential demolitions have been identified in and around an area of high deprivation at Strelley. In addition, this area also contains a high proportion of younger people and an area of high health deprivation and disability.
- 2.2.13. There are three educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL14**

- 2.2.14. There is one place of worship, three educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL15**

- 2.2.15. A number of residential demolitions have been identified in and around an area of high deprivation at Tinsley. In addition, this area also contains a high proportion of younger people and people of Pakistani ethnic origin.

### **HSL16**

- 2.2.16. There is one educational facility and two healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.



**HSL17**

- 2.2.17. There is one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL18**

- 2.2.18. There are six healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL19**

- 2.2.19. There is one place of worship and one educational facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL20**

- 2.2.20. There are two educational facilities and two healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL22**

- 2.2.21. There are five educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL23**

- 2.2.22. There are five educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL24**

- 2.2.23. The community of Catcliffe, an area of both high deprivation and of high health deprivation and disability, has been identified as an area of isolation.
- 2.2.24. In addition a childcare facility in Royston will be demolished where there is a high concentration of lone parents and two nursing homes, one in Chapeltown and one in Ecclesfield, would be demolished where there is a high proportion of older people.
- 2.2.25. There is one place of worship, five educational facilities and two healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

**HSL25**

- 2.2.26. A number of residential demolitions have been identified in and around an area at Sunny Hill. In addition, this area also contains a high proportion of younger people and people of Black Caribbean and Indian ethnic groups.
- 2.2.27. One School would be demolished in Derby in an area with a high concentration of younger people. In addition, there is one place of worship and four educational facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL26**

- 2.2.28. There are four places of worship, two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL27**

- 2.2.29. There are four places of worship, two educational facilities and two healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL28**

- 2.2.30. There is one place of worship, two educational facilities and one healthcare facility within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSL29**

- 2.2.31. A number of residential demolitions have been identified in and around an area of high deprivation at Handsworth. In addition, this area also contains a high proportion of younger people, an area of high health deprivation and disability and people of Pakistani ethnic origin.
- 2.2.32. There are five places of worship, five educational facilities and six healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

## **2.3. Stations**

### **HSM26 – Manchester Piccadilly**

- 2.3.1. One apartment block consisting of 47 residential dwellings would be demolished within the footprint of Manchester Piccadilly station. In addition, 57 commercial and industrial properties and a medical center would be demolished. This area also contains a higher proportion of younger people, older people and an area of high health deprivation and disability.

### **HSM37 – Salford Middlewood**

- 2.3.2. One apartment block consisting of 211 residential dwellings and another 14 residential dwellings would be demolished within the footprint of Salford Middlewood station, an area of high deprivation. Six commercial and industrial properties and a Victory outreach church would also be demolished. In addition, this is an area of high health deprivation and disability.

### **HSM38 – Salford Central**

- 2.3.3. Two apartment blocks consisting of 211 and 141 residential dwellings and another 11 residential dwellings would be demolished within the footprint of Salford Middlewood station, an area of high deprivation. 14 commercial and industrial properties, Hope United Church and a medical center would also be demolished. In addition, this is an area of high health deprivation and disability.

## **HSL28 – Sheffield Meadowhall**

- 2.3.4. This station option would result in the demolition of an estimated 52 dwellings, 49 of which are along one street in an area of high deprivation. In addition, 17 commercial properties would be demolished. This area also contains a higher proportion of younger people and people of Pakistani ethnic origin.

## **2.4. Depots**

### **Staveley 2 Infrastructure Maintenance Depot**

- 2.4.1. A number of residential demolitions have been identified in and around an area of high deprivation along the approach to Staveley depot. In addition, this is an area of high health deprivation and disability.

## **2.5. Heathrow**

### **HSH05**

- 2.5.1. One educational facility would be demolished west of Uxbridge, just east of M25.
- 2.5.2. There is one place of worship within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.

### **HSH07**

- 2.5.3. One educational facility would be demolished west of Uxbridge, just east of M25.
- 2.5.4. There are two places of worship, four educational facilities and four healthcare facilities within 300m of the route where the potential for noise would need to be explored further as part of any on-going equalities assessment.