

# **HIGH SPEED RAIL (LONDON- WEST MIDLANDS)**

Equality impact assessment

November 2013

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Equality impact assessment



## 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.

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

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# 1 Introduction

- 1.1.1 Consideration of equalities issues has been, and will continue to be, an integral part of the planning, design, construction and operation of the Proposed Scheme, alongside consideration of other environmental, social and economic issues. During the route selection and design development process, equality issues were considered alongside the Appraisal of Sustainability (AoS) process and also in development of the draft Code of Construction Practice. They were also considered in the process to develop the Environmental Statement (see 1.3) and in the measures that are included in the design described in the ES to avoid causing impacts on people, to reduce where reasonably practicable, those impacts that do occur (termed 'avoidance and mitigation measures' in the ES). HS2 Ltd's Sustainability Policy also addresses equality issues.
- 1.1.2 Equality issues will continue to be considered and addressed through the further design stages, the planning and delivery of construction and the management and operation of the railway and its associated facilities.
- 1.1.3 This Equality Impact Assessment (EQIA) report describes the current understanding of the equality issues that will or may arise from construction and operation of the Proposed Scheme and the measures to be applied in future to reduce or offset them. In describing these issues, the report takes account of the measures that are already included in the scheme design and commitments made by HS2 Ltd regarding further mitigation and control processes. Whilst this report is intended to be self-sufficient in describing equality issues, further information on the avoidance and mitigation measures that are incorporated in the project can be found in the Environmental Statement (ES).
- 1.1.4 This EQIA report is intended primarily to inform decision making about the Proposed Scheme, i.e. the route between London and the West Midlands. To this end, it:
- identifies potential impacts and their consequential effects for equality of the construction and operation of the Proposed Scheme;
  - reports committed and reasonable proposed mitigation measures to mitigate negative impacts and effects; and
  - reports committed and reasonable proposed positive actions to incorporate into the overall scheme to enhance equality outcomes, where this would be allowed by the Equality Act 2010.
- 1.1.5 This will assist in the fulfilment of the on-going Public Sector Equality Duty (PSED) to have due regard to equality considerations in decision-making concerning the Proposed Scheme.

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

1.2.3 In addition, section 20 of the 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<sup>1</sup>. The Act makes it lawful to treat a disabled person more favourably than a non-disabled person<sup>2</sup>.

### Protected characteristics and protected groups

1.2.4 The list below outlines each protected characteristic relevant to the PSED, provides a supporting definition and identifies the corresponding 'protected groups' for whom this EQIA considers potential effects:

- Age: this refers to persons defined by either a particular age or a range of ages. This EQIA considers effects for children (pre-school [0-4]; school age [5-17]); young people [18-25]; older people [60+] and very old people [75+]<sup>3</sup>;
- Disability: a disabled person is defined as someone who has a physical or

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<sup>1</sup> Equality and Human Rights Commission (2013) Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.91

<sup>2</sup> Equality and Human Rights Commission (2013) Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.44

<sup>3</sup> Equality and Human Rights Commission (2013) Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.91

mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities<sup>4</sup>. This EQIA considers effects for 'disabled people' generally, including for children with autism;

- 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. This EQIA considers effects for trans-gender people;
- 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. This EQIA considers effects for pregnant women and mothers of new babies;
- Race: The Equality Act defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins<sup>5</sup>. This EQIA considers effects for relevant groups, following the Office of National Statistics (ONS) terminology used in the 2011 Census<sup>6</sup>. This EQIA also refers to Black, Asian and Minority Ethnic people (BAME) more generally, where the effects may relate to a number of groups 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. This EQIA considers effects for relevant groups, following ONS terminology for religious affiliation<sup>7</sup> 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, while gender refers to the wider social roles and relationships that structure men's and women's, boys' and girls' lives. This EQIA considers effects for women and men, including for female headed lone-parent households. Effects for boys and girls are considered in terms of age; and
- Sexual orientation: A person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction. This EQIA considers effects for lesbian, gay, and bisexual (LGB) people.

## 1.3 Relationship to the Environmental Statement

- 1.3.1 Under the Equality Act, there is no requirement to undertake an EQIA, and such an exercise is neither necessary nor sufficient for compliance with the PSED. By contrast, there is a legal requirement to conduct an Environmental Impact Assessment (EIA),

<sup>4</sup> Equality and Human Rights Commission (2013) Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.90

<sup>5</sup> Equality Act (2010) HM Government

<sup>6</sup> Census 2011 categories are White or White British people (English, Welsh, Scottish, Irish, Northern Irish, Gypsy or Irish Traveller, Other White); Asian or Asian British people (Indian, Pakistani, Bangladeshi, Chinese, Other Asian); Black or Black British (African, Caribbean); Mixed Race (White and Black Caribbean, White and Black African, White and Asian, White Other); and Other Ethnic Groups (Arab or Other groups).

<sup>7</sup> Census 2011 religious affiliation main categories are Christian, Buddhist, Hindu, Jewish, Muslim, and Sikh.

according to the requirements of the EIA Directive (92/2011/EU). The Private Business Standing Orders of the Houses of Parliament that identify what documents are required to accompany the hybrid Bill, do not include a requirement for an EQIA<sup>8</sup>. HS2 Ltd has taken the view in this instance that an EQIA will materially assist in the fulfilment of the PSED. However, the effects of the Proposed Scheme on protected groups will be monitored and assessed on an on-going basis (see 1.4 below).

- 1.3.2 This EQIA considers the effects for equality of the Proposed Scheme, on the basis of the same information as described in the ES<sup>9</sup>. The EQIA draws heavily on the ES description 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 significance of effects. Instead, it uses a more qualitative approach to describe the potential effects of changes for protected groups. The 'test' of the EQIA is 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).
- 1.3.3 The EQIA has utilised baseline studies comprising desk-top research, drawing on publically available information, together with stakeholder-provided information. The baseline profile of protected groups in communities affected by HS2 draws on 2011 Census data released up to the end of September 2013, supplemented by local datasets and other secondary data sources. This means there is some inevitable inconsistency in the available data for different geographical areas of the Proposed Scheme.
- 1.3.4 The representation of protected groups amongst communities affected by the Proposed Scheme will change over time, in accordance with demographic trends, as well as the influence of wider government policy, economic trends and other wider factors. The EQIA does not include a future baseline profile of protected groups. This is due to the limited availability and reliability of data that projects significantly forward for protected groups, as sub-sections of the population.

## **1.4 Further steps to fulfil PSED as an on-going duty**

- 1.4.1 The PSED is an on-going process requiring consideration of equality issues by public bodies. This report contributes to fulfilling that obligation, by reporting findings of potential effects for equality based on the Proposed Scheme and the diversity profile of affected communities to support informed decision-making at this stage of the scheme's development. As the Proposed Scheme progresses, further equality issues may be identified and will require consideration in decision-making and other functions of relevant public bodies, including by HS2 Ltd and the Secretary of State for Transport.

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<sup>8</sup> ES Volume One: Introduction to the Environmental Statement and the Proposed Scheme

<sup>9</sup> See ES Volume One: Introduction to the Environmental Statement and the Proposed Scheme - The environmental assessment of the Proposed Scheme.

- 1.4.2 HS2 Ltd will ensure that potential effects identified in this EQIA are kept under review, and where appropriate, the baseline evidence is updated, further stakeholder engagement is undertaken and further appraisal of potential effects is conducted and used to inform relevant future decisions.
- 1.4.3 HS2 Ltd will appoint an equality lead responsible for overseeing monitoring and reporting on equality effects during the construction of the scheme. The equality lead will bring equality issues to the attention of the project, and will be responsible for reporting on the effectiveness of measures taken to mitigate potential or actual negative effects as well as of positive actions to promote equality.

## 2 EQIA process

### 2.1 The test for potential effects for equality

- 2.1.1 The EQIA considers and reports on the potential effects for equality of the planning, construction and operation of the HS2 Phase One Proposed Scheme (see ES for scheme description)<sup>10</sup>. To do this, the EQIA has sought to establish whether people with protected characteristics are disproportionately or differentially affected by impacts of the Proposed Scheme, in order to identify potential effects for equality.
- 2.1.2 A disproportionate equality effect is one that has a proportionately greater effect on members of a protected characteristic group than on other members of the general population at a particular location.
- 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 are identified as potentially subject to both disproportionate and differential effects.
- 2.1.5 The EQIA has applied a proportionate approach to the assessment of effects for relevant protected groups, with the focus on effects likely to arise due to physical changes to the built and natural environment, reflecting the nature of the Proposed Scheme as an infrastructure project.

### 2.2 Baseline context

- 2.2.1 The baseline context was established through the compilation of baseline qualitative and statistical information concerning protected groups and the make-up of affected communities. This drew on national and regional secondary research evidence concerning the situation and needs of protected groups relevant to understanding their sensitivity to potential effects<sup>11</sup>, baseline statistics, and secondary qualitative evidence concerning protected characteristic groups at the level of Demographic Character Areas (DCAs)<sup>12</sup> and Community Forum Areas (CFAs).
- 2.2.2 The EQIA has drawn on the findings of wider stakeholder engagement during development of the Proposed Scheme. In addition, HS2 Ltd has been in contact with local stakeholders, particularly in relation to the use of affected community facilities by members of protected groups and regarding their specific needs.

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<sup>10</sup> See ES Volume One: Introduction to the Environmental Statement and the Proposed Scheme - The Proposed Scheme.

<sup>11</sup> For example, Equality and Human Rights Commission (EHRC) (2010) How Fair is Britain? Equality, Human Rights and Good Relations in 2010, and Department of Environment, Food, and Rural Affairs (Defra) Commission for Rural Communities (2012) Social Isolation Experienced by Older People in Rural Communities: executive summary

<sup>12</sup> A DCA represents a community that, depending on the area, may consist of a local ward, neighbourhood or village(s). In the Euston, London and Country South sections of the route, data was collected for larger Community Forum Areas (CFAs), to overcome problems of a lack of suitable disaggregated statistical data on protected groups for very low level geographies.

## **2.3 Assessment of impacts and effects**

- 2.3.1 The assessment has referred to scheme information and maps produced as part of the EIA. It has drawn on the emerging identification of environmental effects, particularly residual community, socio-economic, noise, air quality and transport effects. The assessment involved consideration of the identified environmental effects, including committed and proposed environmental mitigation measures against the baseline evidence concerning protected groups, to describe potential effects for specific protected groups and to determine whether the effect will be differential or disproportionate.

## **2.4 Commitments and mitigation measures**

- 2.4.1 This EQIA reports assessed effects based on effective implementation of relevant commitments and confirmed mitigation. It identifies further proposed processes which will enable equality issues to be addressed as part of the Proposed Scheme delivery, including future potential positive actions.
- 2.4.2 All construction contractors will be required to comply with the environmental management regime for HS2. This will comprise the CoCP and a series of local environmental management plans (LEMP) for each relevant local authority area. These will be developed during the Parliamentary process and detailed design stage in consultation with the relevant stakeholders, including the local authorities. As the Proposed Scheme extends across 28 local authorities and engages with a wide range of stakeholders, the CoCP is intended to provide a framework to ensure a consistent approach. Site specific control measures at a local level will be included in the LEMP, and it is thus the LEMP that will contain specific construction related measures that will need to be applied in each area, to avoid or reduce equality effects that are specific to that area.
- 2.4.3 HS2 Ltd will monitor changes to the Proposed Scheme to establish whether they will give rise to equality effects.



## 3 Assessment of impacts and effects of the Proposed Scheme

- 3.1.1 This section provides a summary of the potential impacts and effects for equality of the Proposed Scheme during construction and operation. It also sets out general committed measures and further proposed measures which will serve to reduce negative equality outcomes or will enhance potential positive equality outcomes. The assessment is based on the full and timely delivery of these measures as appropriate during the construction phase and once the Proposed Scheme becomes operational.

### 3.2 General Measures to Reduce Equality Effects

- 3.2.1 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 Proposed Scheme during construction and operation, as summarised below. Many of these are set out in the draft CoCP<sup>13</sup>, which sets out measures to provide effective planning, management and control of environmental issues and issues affecting people during construction (see draft CoCP, Section 2). The draft COCP has been prepared and consulted upon with the local authorities along the route.

#### General

- 3.2.2 HS2 Ltd has produced a Sustainability Policy which includes commitments to promoting equal opportunity and diversity outcomes.
- 3.2.3 The Nominated Undertaker and its contractors will produce and implement a stakeholder engagement framework and provide appropriately experienced community relations personnel to implement it, to provide appropriate information and to be the first point of contact to resolve community issues (see draft CoCP, Section 5). The appointed community relations personnel will be aware of equality and diversity issues relevant to the local community. The stakeholder engagement framework will include a mechanism for community relations personnel to report on newly arising issues concerning equality, as part of the on-going monitoring and implementation of measures relating to equality, as outlined at 1.4. The Nominated Undertaker will take reasonable steps to engage with the community, particularly focusing on those who may be affected by construction impacts, including local residents, businesses, land owners and community resources, and the specific needs of protected groups (as defined in the Equalities Act 2010) (see draft CoCP, Section 5).
- 3.2.4 The Nominated Undertaker and its contractors will maintain a construction operations website and telephone helpline staffed 24 hours a day, 7 days a week, to handle enquiries from the general public and local businesses regarding construction activities. It will also act as a first point of contact for information in case of emergency

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<sup>13</sup> HS2 Ltd (2013), *Draft Code of Construction Practice*.

or incident. The helpline will be widely promoted and displayed on site signboards and hoardings. It will also be possible to contact the HS2 helpline service via the HS2 website email function. Information for the public will also be provided using other methods such as social media, email alerts, local radio and newspapers as appropriate. The service will also be available in different languages, on a case by case basis, as agreed by the Nominated Undertaker.

- 3.2.5 The Nominated Undertaker and its contractors will ensure that local residents, occupiers, businesses, local authorities and parish councils affected by the proposed construction works will be informed in advance of works taking place by methods identified in the framework.

## Housing

- 3.2.6 Individuals whose properties have to be acquired for the construction of the Proposed Scheme will be eligible for compensation pursuant to the provisions of the National Compensation Code. Similarly, the compensation is also available under the Code once the line is in operation (for people who find that their homes are physically affected by the operation of the scheme (for example by noise from the railway). However, the Government has been clear from an early stage of the process that it considers it appropriate to do more in respect of HS2, having regard in particular to the timescale involved in design and construction and the linear nature and overall length of the project. It has therefore committed to providing a discretionary package of compensation measures, going above and beyond the National Compensation Code, which addresses the most serious effects of HS2 and which supports the local housing markets around the proposed line of route.
- 3.2.7 The Government is consulting until December 2013 on options for long term discretionary property compensation schemes to assist owner-occupiers of properties affected by Phase One of HS2.
- 3.2.8 Until such measures are brought into force, HS2 Ltd will continue to operate the EHS for Phase One, which has been in operation since August 2010. The EHS is a voluntary purchase scheme designed to assist property owners during the early stages of the project whose properties are on or in close proximity to the route of the Proposed Scheme and who urgently need to sell their properties to escape or avoid exceptional hardship<sup>14</sup>. There is no definition, or formal categories, of 'exceptional hardship' - applications are considered on a case by case basis – although as set out in the updated guidance, it may arise from matters such as health and disability, family circumstances or domestic or care needs. In considering applications under the EHS, the panel considers applications on a case by case basis, taking into account the specific circumstances of individual households, which includes the disability needs of affected householders, and the cost of adaptations.

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<sup>14</sup> Phase One EHS, HS2 Ltd <http://www.hs2.org.uk/developing-hs2/property/exceptional-hardship-scheme>

- 3.2.9 Households affected by noise during construction may qualify for noise insulation or temporary re-housing in accordance with the draft CoCP's noise insulation and temporary rehousing policy<sup>15</sup>. The policy expressly identifies that the Nominated Undertaker will consider at its discretion applications supported by evidence for noise insulation or temporary rehousing from occupiers who may have special circumstances, such as those with a medical condition which will be seriously aggravated by construction noise, and provide noise insulation or temporary housing where it is demonstrated that this is necessary.

### **Community infrastructure and public open spaces**

- 3.2.10 HS2 Ltd will support the dissemination of information on public open space closures via the use of Community Liaison Officers and measures contained within the draft CoCP.
- 3.2.11 The Nominated Undertaker will maintain, where reasonably practicable, public rights of way (PRoW), including diversions, for pedestrians, cyclists and equestrians affected by the Proposed Scheme. Where reasonably practicable, this will include reasonable adjustments to maintain or achieve inclusive access. The Nominated Undertaker will install appropriate signage to communicate all temporary and permanent diversions of PRoW to the local community.
- 3.2.12 On completion of construction works in a particular location, HS2 Ltd will endeavour to reinstate public open spaces used for construction. In cases where replacement facilities are to be provided, this will be done as soon as is practicable in the circumstances of the particular case. This may involve working with third parties, including relevant local authorities and local groups, to facilitate delivery.
- 3.2.13 The draft CoCP includes additional provisions relating to construction activity near schools including, where practicable, the avoidance of large goods vehicles operating adjacent to schools during drop off and pick up periods.

### **Employment and businesses**

- 3.2.14 HS2 Ltd is preparing an Employment and Skills Strategy, which will consider local employment, apprenticeships and education initiatives when recruiting staff. This has the potential to identify and provide opportunities to the long term unemployed and protected groups who experience existing employment-related disadvantage.
- 3.2.15 Contractors will be required to keep records regarding the recruitment profile of the workforce for analysis in terms of equal opportunities outcomes for protected groups. Contractors will be required to undertake monitoring of those working on the construction of the Proposed Scheme.
- 3.2.16 HS2 Ltd is developing a Procurement Strategy which will consider opportunities to encourage local businesses to tender for work contracts and to promote the use of local suppliers, goods and services, where practicable.

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<sup>15</sup> See Volume 1, Section 8 for further detail.

- 3.2.17 The Employment and Skills Strategy and the procurement strategy will identify appropriate positive actions, as allowed by the Equality Act 2010, to promote equal opportunities for protected groups who are under-represented in the construction sector. This will 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, building on existing initiatives within the construction industry and lessons learned from comparable major schemes, including London 2012 and Crossrail<sup>16 17 18 19</sup>. Children in low income households where adults benefit from new employment will also potentially benefit, as a result of increased household income.
- 3.2.18 The draft CoCP contains measures to provide for the Nominated Undertaker and its contractors to engage with the communities, including businesses, about construction activity and potential disruption in their area.

### **Crime, safety and personal security**

- 3.2.19 Footways of adequate width to facilitate pedestrian flows and safe access around the site boundary will be provided, including signage where appropriate.
- 3.2.20 Lighting to site boundaries will be provided and illumination will be sufficient to provide a safe route for the public to use.
- 3.2.21 Communication initiatives for local schools will be introduced to warn of the dangers of construction sites. Consultation with neighbours and local crime prevention officers on site security matters will also be undertaken.
- 3.2.22 Fencing and hoardings will be maintained to prevent unwanted access to construction sites. Site information boards will be provided with out of hours contact details, 24 hour telephone numbers, community information, details of the works programme, and appropriate hazard warnings.
- 3.2.23 Where reasonably practicable, clear sight lines will be maintained around hoardings and fencing, avoiding the creation of hidden corners. This is in order to avoid creating opportunities for anti-social behaviour and crime.

### **Traffic, transport and accessibility**

- 3.2.24 The draft CoCP will ensure that the Nominated Undertaker and its contractors will provide advance notice to local residents of any changes to access arrangements and diversions to public footways.

<sup>16</sup> Equality and Human Rights Commission (2011) Equality and Diversity: Good Practice for the Construction Sector; Department for Culture, Media and Sport (2012) Meta-Evaluation of the Impacts and Legacy of the London 2012 Olympic Games and Paralympic Games: Report 4: 'Interim Evaluation'

<sup>17</sup> L. Worrall, K. Harris, R. Stewart, A. Thomas, P. McDermott (2010) Barriers to Women in the UK Construction Industry, Engineering, Construction and Architectural Management, 17:3

<sup>18</sup> Department for Culture, Media and Sport (2012) Meta-Evaluation of the Impacts and Legacy of the London 2012 Olympic Games and Paralympic Games: Report 4: 'Interim Evaluation'

<sup>19</sup> Crossrail Careers <http://www.crossrail.co.uk/careers/>

- 3.2.25 The draft CoCP requires measures to ensure that the maintenance and condition of public roads, cycleways and PRow do not deteriorate due to construction traffic.
- 3.2.26 The contractor will have full regard to the safety of other road users including pedestrians and cyclists. The draft CoCP includes procedures for driver training. Specific measures will be included in LEMP that outline steps to ensure the safety of other road users, including pedestrians and cyclists, giving particular attention to providing signage and identifying safe places to cross roads especially where the needs of protected groups requires special attention, including those identified in this EQIA.
- 3.2.27 Where reasonably practicable, maintenance of PRow or temporary diversions affected by the Proposed Scheme will be undertaken. Maintenance across entry and exit points to sites will also be undertaken, including reasonable adjustments to maintain or achieve inclusive access for pedestrians with limited mobility, or wheelchair users.
- 3.2.28 Where reasonably practicable, restrictions will be imposed on the hours during which construction traffic operates adjacent to schools, during drop off and pick-up periods.

### **Further measures to address potential equality effects**

- 3.2.29 HS2 Ltd has an on-going commitment to further identify potential effects, delivered via a number of different processes, which will be relevant to addressing potential equality effects (see 1.4 and at 2.4 for further detail).
- 3.2.30 The Secretary of State will establish a set of environmental controls known as Environmental Minimum Requirements, which will include draft CoCP; policies setting out the approach to specific aspects of the Proposed Scheme, such as land acquisition and disposal, noise mitigation and discretionary compensation arrangements; and undertakings and assurances given to petitioners and to Parliament during the passage of the hybrid Bill.
- 3.2.31 HS2 Ltd is committed to taking into account equalities issues when developing the fare structure for travel on the completed HS2 railway.

## **3.3 Potential impacts and effects during construction**

- 3.3.1 This section reports on potential differential and disproportionate effects that may arise.

### **Loss of housing**

- 3.3.2 The Regent's Park Estate in London contains a concentration of social rented houses that will require demolition. Older people, disabled people, female-headed households, children and young people who live in affected properties, will be differentially affected by the loss of social rented dwellings. Bangladeshi and Black African households will be disproportionately and differentially affected by loss of housing at Regent's Park Estate (see 4.3.1, see also Table 6). In this location, HS2 Ltd and the Secretary of State will work with the London Borough (LB) of Camden to replace the social rented housing that will be lost (see 4.3.1 for further detail).

Elsewhere there are a limited number of social rented houses that will need to be demolished as a result of the Proposed Scheme. HS2 Ltd will endeavour to work with local authorities and social housing providers to agree suitable alternative provision for affected households.

- 3.3.3 There will also be loss of market housing along the length of the Proposed Scheme route. Residents will be eligible to apply for compensation under the National Compensation Code.
- 3.3.4 Whilst there is insufficient information to ascertain if each affected property is disproportionately occupied by members of protected groups, a number of locations have been identified where it is considered more likely that residents may be affected differentially, on the basis that the demographic profile of local residents indicates the likely presence of members of protected groups who may be more vulnerable to loss of housing. These locations are: Regent's Park Estate leasehold properties (40 dwellings); Stalbridge House (20 dwellings); Melton Street (3 dwellings); Euston Street (5 dwellings); Cobourg Street (19 dwellings); Langtry Walk; and Common Lane (12 dwellings).
- 3.3.5 Older people, disabled people, female-headed households, children and young people who live in affected properties, will potentially be differentially and disproportionately affected by the loss of market dwellings, and at Regent's Park Estate, Bangladeshi and Black African households may be disproportionately and differentially affected by loss of leasehold properties (see 4.3.1) if it is the case that the make-up of leasehold properties on the Estate reflects that of tenant properties (see Table 6). Information on the exact make-up of affected leasehold properties at Regent's Park Estate is currently not known.

#### **Noise effects for residents**

- 3.3.6 People living in residential areas at various locations close to the Proposed Scheme are likely to experience noise effects due to a change in the acoustic environment at residential areas, including shared community open areas near their homes, during construction. The composition of groups affected in these residential areas is unknown however, and this means that it is not possible to assess that there is a disproportionate effect. Within the wide demographic potentially affected there may be people that are more or less sensitive to noise. However, there is limited evidence to suggest that any particular protected group within the residential areas affected is differentially affected by noise. It is therefore not possible to assess whether any protected group experiences disproportionate effects as a result of noise.

#### **Employment and businesses**

- 3.3.7 The Proposed Scheme will be the biggest infrastructure project in Europe and will provide significant opportunities for employment, particularly in engineering and

construction. It is estimated that the construction phase will generate the equivalent of approximately 14,600 full time construction jobs<sup>20</sup>.

- 3.3.8 The construction phase could provide opportunities for around 1,000 apprenticeships in the construction workforce across a wide range of trades and professions from construction to accountancy, quantity surveying to business administration.
- 3.3.9 The construction works will generate additional indirect demand for goods and services through the business supply chain and expenditure effects of workers which could deliver business opportunities and generate further employment<sup>21</sup>. As a consequence, it is estimated a further 5,480 full-time jobs could be generated.
- 3.3.10 The ES reports that an estimated 1,510 jobs could be lost route-wide from businesses directly and indirectly affected during the construction phase. This impact will be mitigated over time as the UK and regional economies grow and new opportunities for employment for people that have lost their jobs, and have been unable to find work, come forward. Businesses displaced by the Proposed Scheme will be fully compensated within the provisions of the National Compensation Code. HS2 Ltd recognises the importance of displaced businesses being able to relocate to new premises and will therefore provide additional support over and above statutory requirements to facilitate this.
- 3.3.11 Certain protected groups experience low socio-economic status and poor standards of living due to employment disadvantage, in terms of below average rates of participation in economic activity, below-average skills and qualifications, under-representation in certain employment sectors and below average rates of pay. Income poverty and deprivation particularly affects women, children, BAME groups, religious minority groups and families with disabled members<sup>22</sup>. Education, skills and employment gaps affect a number of BAME groups, including Black, Pakistani and Bangladeshi people<sup>23 24 25</sup>. Pro-active measures in the construction sector have proven effective in addressing skills gaps and under-representation of protected groups, including women and disabled people, in the construction sector<sup>26</sup>.
- 3.3.12 BAME-run businesses, mainly small or medium sized enterprises (SME), are significant employers of people from minority backgrounds, often in niche sectors, though with increasing diversification into new areas, such as IT and technology<sup>27</sup>.

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<sup>20</sup> Based on the total construction person years generated by the Proposed Scheme and a ratio of ten construction person years to one full time equivalent job.

<sup>21</sup> The additional impacts of construction employment creation on the business supply chain and their expenditure effects can be calculated using four economic adjustment factors: leakage, displacement, substitution and multiplier effects. These factors and their rates are explained in English Partnerships (2008), *English Partnership Additionality Guide: A standard approach to assessing the impact of interventions (3rd Edition)*.

<sup>22</sup> Equality and Human Rights Commission (2010) *How Fair is Britain? Equality, Human Rights and Good Relations in 2010*. Accessed 20/07/2013

<sup>23</sup> D. Smeaton, M. Hudson, D. Radu, and K. Vowden (2010) *The EHRC Triennial Review: Developing the Employment Evidence Base*

Employment and Human Rights Commission (2010) *How Fair is Britain? Equality, Human Rights and Good Relations in 2010*

<sup>24</sup> All Party Parliamentary Group on Race and Community (2012) *Ethnic Minority Female Unemployment: Black, Pakistani and Bangladeshi Heritage Women*

<sup>25</sup> Equality and Human Rights Commission, 2010, *How Fair is Britain? Equality, Human Rights and Good Relations in 2010*

<sup>26</sup> L. Worrall, K. Harris, R. Stewart, A. Thomas, P. McDermott (2010) *Barriers to Women in the UK Construction Industry, Engineering, Construction and Architectural Management*, 17:3

<sup>27</sup> Mayor of London (2005) *Redefining London's BME-owned Businesses*, London Development Agency

- 3.3.13 At the current time, the information available to HS2 Ltd does not indicate that there is any differential or disproportionate effect arising on any protected group. As set out above, HS2 Ltd is preparing an Employment and Skills Strategy, which will consider local employment, apprenticeships and education initiatives when recruiting staff. This measure has the potential to identify and provide opportunities to the long term unemployed and protected groups. Contractors will be required to keep records regarding the recruitment and employment profile of those working on the construction of the Proposed Scheme.

### **Schools and educational facilities**

- 3.3.14 Children will experience differential effects by reason of increases in their journey time and ease of reaching school, arising from impacts on the road network such as construction traffic movements and diversions. Evidence shows health and social benefits for children who walk to school<sup>28</sup> whilst busy roads, traffic and fear of an accident can be a barrier to walking<sup>29</sup>. Affected schools and educational facilities include: Burton Green Church of England Primary, Burton Green, Warwick District (CFA18); Hedgerow Nursery, Burton Green, Warwick District (CFA18); Water Orton Primary School and Tree House Nursery, Water Orton, North Warwickshire District (CFA19); and Millennium Point, Curzon Street, Birmingham City (CFA26).
- 3.3.15 The outdoor learning environment at a limited number of schools and educational facilities close to the construction worksites may be subject to construction noise effects for varying durations. Children, in particular younger children, are generally considered to be more sensitive than adults to the potential adverse effects of noise on their concentration and ability to learn, with implications for educational attainment. This has the potential to differentially and disproportionately affect children engaging in outdoor learning at the following schools and educational facilities: Maria Fidelis Convent School, North Gower Street, Camden (CFA1); Regents Park Children's Centre, Augustus Street, Camden (CFA1); Hawley Wharf Primary School, Camden (CFA2); Haverstock School, Haverstock Hill (CFA3); Chiltern Way Federation School, Wendover Campus, Wendover (CFA10); Two Oaks Day Nursery, Burton Green (CFA18); Tame Valley Academy, Bromford (CFA25); Leigh Junior, Infant and Nursery School, Warren Road, Washwood Heath (CFA26); Adderley Children's Centre, Adderley Road (CF26); and Al-Huda School, Washwood Heath (CFA26). These effects also have the potential to temporarily affect the concentration of pupils and their ability to learn, which could result in a disproportionate and differential effect for children engaging in indoor learning within a classroom environment at these schools.
- 3.3.16 HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid effects on journey time, ease of reaching school, and as a result of construction noise. In doing so, HS2 Ltd will continue to engage with stakeholders to fully

<sup>28</sup> Ramblers' Association (2010) Walking facts and figures 1: the benefits of walking

<sup>29</sup> Social Exclusion Unit (2002) Making the Connections: Final Report on Transport and Social Exclusion



understand the affected receptors, their use and the benefit of mitigation measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements. HS2 Ltd will ensure that measures within the draft CoCP and LEMP designed to ensure safety of pedestrians is taken into account.

3.3.17 The Transition Skills Centre at Kensington and Chelsea College, (CFA<sub>4</sub>) will be lost prior to the commencement of construction. The centre, opened in 2012, provides training for young people who want to work in the construction industry.

3.3.18 HS2 Ltd will work with the owners of the Transition Skills Centre to assist them with the identification of suitable alternative premises to which the affected facility could relocate, on the basis that it will be eligible for financial compensation under the National Compensation Code in these locations.

### **Places of Worship**

3.3.19 Construction noise will affect a number of places of worship along the route, the facilities being predominantly churches and mosques. This therefore has the potential to have a disproportionate effect on Christians and Muslims<sup>30 31</sup>.

3.3.20 The places of worship which may be subject to construction noise are: St Mary's Church, Camden (CFA<sub>1</sub>); St Aloysius Roman Catholic Church, Camden (CFA<sub>1</sub>); Shah Jalal Masjid Mosque, Camden (CFA<sub>1</sub>); St Luke's Church, Ealing (CFA<sub>4</sub>); The Church of Jesus Christ of Latter Day Saints, West Ruislip (CFA<sub>6</sub>); St Mary's Church, Wendover (Aylesbury Vale District, CFA<sub>10</sub>); St Leonard's Church, Grendon Underwood (CFA<sub>12</sub>); Church of the Assumption of the Blessed Virgin Mary, Twyford (CFA<sub>13</sub>); St Lawrence's Church, Radstone (CFA<sub>14</sub>); St John the Baptist Church, Thorpe Mandeville (CFA<sub>15</sub>); Carrs Lane Church, Washwood Heath (CFA<sub>26</sub>); St Michael's Church, Washwood Heath (CFA<sub>26</sub>); and Masjid Ali Mosque, Washwood Heath (CFA<sub>26</sub>).

3.3.21 In addition to the measures included in the draft CoCP, HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid noise effects for users of these facilities. In doing so HS2 Ltd will continue to engage with stakeholders to understand fully the places of worship, their use, and the benefit of mitigation measures.

### **Village Halls**

3.3.22 Although a general community resource, village and community halls are used in particular by older people (especially within rural Country South and Country North), women (especially young mothers), children, and religious groups, for community meetings, clubs and events.

3.3.23 Construction noise has the potential to affect village or community halls at the following locations: Community Hall, Witchell Road, Wendover (CFA<sub>10</sub>); Edgcott Village Hall (CFA<sub>12</sub>); Thorpe Mandeville Village Hall, South Northamptonshire (CFA<sub>15</sub>); British Legion club, Balsall Common (CFA<sub>23</sub>); Nechells Green Community

<sup>30</sup> New Economics Foundation, 2012, Well-being Evidence for Policy: A review

<sup>31</sup> URS, 2012, EQIA of the Revised London Housing Strategy, Greater London Authority

Centre (CFA26); and Madrasa Anjuman-I-Naqeeb-al-Islam community centre, Washwood Heath (CFA26).

3.3.24 Construction noise may disproportionately affect older people, younger people, women and members of faith groups as protected groups who are likely to use these facilities regularly. However, this will vary by location and the nature of use of the affected halls and centres.

3.3.25 HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid noise effects for users of these facilities. In doing so HS2 Ltd will continue to engage with stakeholders to understand fully the facilities, their use, and the benefit of mitigation measures.

### **Equestrian Centres**

3.3.26 Construction of the Proposed Scheme will affect a number of equestrian centres across the route. Nationally, 3.5 million people ride horses<sup>32 33</sup>, and 73% of users of equestrian centres are female, with 48% of riders aged 24 and under. Of these users, 8% report having some form of disability. A recent study by the Riding for the Disabled Association found that new disabled riders report physical improvements (80% of riders surveyed); improvements in their confidence and enjoyment (90%); communication skills (82%) and the ability to build relationships (70%) over a 12 week period<sup>34</sup>. Given the profile of equestrian centre users nationally, there is potential for disproportionate effects on women, children and young people, particularly girls and young women. Disabled people who use the affected equestrian centres may also be differentially affected, where the impacts limit their opportunities to continue to go riding at a centre that caters for their needs.

3.3.27 Ballabeg Stables, Turweston (CFA14) will not be able continue to operate in its present location due to the extent of land required for the Proposed Scheme. The other equestrian facilities that will be affected in terms of their ability to function, as a result of loss of land required for the Proposed Scheme are: Chalfont Valley Equestrian Centre, Chalfont St Giles, Chiltern District (CFA8); Washbrook Farm Equestrian, Aston le Walls, South Northamptonshire District (CFA15); Culworth Grounds Farm Equestrian Centre, South Northamptonshire District (CFA15); and Horsepower Equestrian, Streethay, Lichfield District (CFA22).

3.3.28 Dunton Stables, Curdworth, North Warwickshire District (CFA20) will experience isolation effects for up to three years during construction as a result of both visual barriers associated with construction activity, and the closure of Marston Lane to

<sup>32</sup> British Horse Society (2012) Equestrian Statistics [online] available at: <http://www.bhs.org.uk/our-charity/press-centre/equestrian-statistics> (accessed 07/07/2013)

<sup>33</sup> British Equestrian Trade Association (2011) Equestrian Industry Market Information [online] available at: <http://www.beta-uk.org/pages/trade/equestrian-industry-information/market-information.php> (accessed 18/07/2013)

<sup>34</sup> Riding for the Disabled Association (2013) Pilot RDA Tracker: The Results [online] available at: <http://www.rda.org.uk/assets/PilotReportFinal.pdf> (accessed 21/10/2013)

vehicles, pedestrians and riders during construction. A number of riding routes used by the stables will also be affected during construction.

- 3.3.29 Of the above facilities, Dunton Stables and Horsepower Equestrian are known to cater for disabled riders.
- 3.3.30 HS2 Ltd will work closely with owners of the affected equestrian centres to assist them to reconfigure their operations or identify suitable compensatory land in order to promote their continued operation, on the basis that they will be eligible for compensation under the National Compensation Code.
- 3.3.31 Furthermore, HS2 Ltd is mindful of its obligation under the Equalities Act and will continue to speak to the owners of these facilities to ensure it gains a more thorough understanding of how these stables cater for disabled riders and what reasonable further measures it can take to remove any potential disadvantage to these users.

### **Loss and severance of access to public open spaces and playgrounds**

- 3.3.32 There are effects on public open spaces, playgrounds and their associated facilities at various points along the length of the route. The facilities permanently lost due to construction related activities are: Hampstead Road public open space and playground, Camden (CFA1); Eskdale play area, Camden (CFA1); and Park Street Gardens, Birmingham City (CFA26).
- 3.3.33 The facilities which are partially occupied due to construction related activities are: St James's Gardens and sport courts, Camden (CFA1); Camden Gardens, Camden (CFA2); Victoria Gardens and playground, Ealing (CFA4); Cerebos Gardens, Ealing (CFA4); Northolt Village open space, Hillingdon (CFA5); Turweston playing fields, Turweston, Aylesbury Vale District (CFA14); Heath Park, Solihull (CFA24); and Eastside City Park, Birmingham City (CFA26).
- 3.3.34 There will be severance of access to Farnborough Road Park (CFA23) as the entrance road into the park will be used as a local construction traffic route, potentially also affecting the character and quality of the facility. Offchurch Greenway (CFA17) will also experience access severance due to construction traffic.
- 3.3.35 Children and young people, for whom public open space and play space are important for play, health, fitness and social interaction<sup>35 36 37</sup> will be differentially and disproportionately affected by the temporary and permanent loss or severance of the public open spaces as above, though this will vary for individual sites, according to the extent to which they are used by children and young people. BAME people will be disproportionately affected by the loss of public open space and playgrounds, particularly those in Camden, Solihull and Birmingham as BAME people comprise a considerable proportion of the local populations. Older people and disabled people

<sup>35</sup> MoL (2008) Providing for Children and Young People's Play and Informal Recreation, GLA

<sup>36</sup> MoL (2008) Providing for Children and Young People's Play and Informal Recreation, GLA

<sup>37</sup> Birmingham City Council (2007) Birmingham's Play Strategy, 2007-2012

may also be differentially and disproportionately affected by the loss of these spaces, where this reduces their access to local outdoor recreation areas<sup>38 39 40 41</sup>.

### **Bus transport**

- 3.3.36 Public transport, and in particular bus transport, is important for those without access to a car, to facilitate access to everyday services such as shops, schools and healthcare. The Proposed Scheme requires the relocation of bus stops by 290m at Adelaide Road (CFA3) and 500m at Fleet Marston (CFA12). This has the potential to disproportionately affect young people, older people, disabled people and women; and differentially affect those with limited mobility including disabled people, older people, and mothers with young children, owing to the additional distance to the bus stop.

### **Traffic, transport and physical accessibility - loss of pedestrian circulation routes**

- 3.3.37 There will be a loss of pedestrian circulation routes at various points along the length of the Proposed Scheme. Locations where there is potential for users to experience disproportionate or differential effects associated with loss of circulation routes for protected groups include: Euston Square Gardens, Camden (CFA1) for 10 years; Saltley Viaduct, Washwood Heath (CFA26) for three years; and Curzon Street, Birmingham (CFA26) for varied durations and at different points during the Proposed Scheme construction.
- 3.3.38 Children and young people, older people and disabled people may be required to make a longer and possibly more complex journey on foot. They may also experience greater difficulties than other users when making use of alternative pedestrian routes, which may result in differential effects for these groups.

### **Construction Traffic**

- 3.3.39 Construction traffic using local roads to access compounds and worksites may increase congestion at some junctions, resulting in delays to other road users, and increase the difficulties of crossing some roads. The latter is deemed in the ES to be significant if the increase on the roads is more than 30%. These effects may result in differential effects for children, older people and disabled people.
- 3.3.40 The draft CoCP and LEMP contain a number of measures (including those described in Section 3.1) 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.

<sup>38</sup> RA (2010) Walking facts and figures 2

<sup>39</sup> MoL (2008) Supplementary Planning Guidance: Providing for Children and Young People's Play, GLA

<sup>40</sup> See for example Spencer, B. (2013) Playful public places 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.

<sup>41</sup> Sugiyama, T., Ward Thompson, C. and Alves, S. 2009. Associations between neighbourhood open space attributes and quality of life for older people in Britain. *Environment and Behavior*, 41(1), 3-21.

### **Crime, safety and personal security**

- 3.3.41 Members of protected groups can have greater-than-average levels of concern about crimes and anti-social behaviour<sup>42 43</sup>. It is possible that they will have concerns that change to the street-scape, such as around construction sites, may create opportunities for increased incidences of crime and anti-social behaviour (including hate crimes and hate incidents, which are of particular relevance to protected groups)<sup>44 45</sup>. This, and other general measures set out in the draft CoCP will contribute to addressing concerns about personal security and minimising risks of crime and anti-social behaviour associated with the construction activities. These measures will reduce risks that members of protected groups will experience differential effects in terms of heightened concerns or actual vulnerability to greater risks of crime or anti-social behaviour associated with the presence of construction activities.

### **Isolation in rural areas**

- 3.3.42 In small settlements within rural areas with little community infrastructure, residents are reliant on transport to nearby settlements to meet their day-to-day needs such as education and access to healthcare and services. In the ES, isolation effects relate to barriers local communities face in making their usual journeys both to other residential communities and/or community facilities. The magnitude of the impact depends on the frequency with which the journeys are typically made.
- 3.3.43 Isolation effects may arise from the following impacts experienced individually or in combination:
- Significant delays to journeys (as reported in ES Section 12 - Traffic and transport);
  - A change in ease of access for non-motorised users due to, for example, a change in travel distance or travel time or a change in traffic levels on a route that makes it harder for non-motorised users to cross - referred to as severance effects in the ES);
  - Visual barriers resulting from construction activity or operation of the Proposed Scheme on a community or a community facility; and
  - The physical islanding of a community.
- 3.3.44 Isolation effects will arise for residents of Burton Green (Warwick District, CFA18 for 6 months); Gilson and Water Orton (North Warwickshire District, CFA19 in excess of 5 years); Curdworth (North Warwickshire District, CFA20) and Hints (Lichfield District,

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<sup>42</sup> W. Smith and M. Torstenson (1997) Gender differences in risk perception and neutralising fear of crime; toward resolving the paradoxes, British Journal of Criminology

<sup>43</sup> CIVITAS (2012) Hate Crime

<sup>44</sup> A hate crime is defined as any criminal offence perceived by the victim or any other person to be motivated by hostility or prejudice based on the victim's disability, race, religion or belief, sex, sexual orientation, or transgender identity. CIVITAS Institute for the Study of Civil Society (2012) Crime Factsheets - Hate Crime

<sup>45</sup> The term 'hate crime' covers a wide variety of offences, from verbal abuse to harassment, criminal damage, graffiti and assault. See [http://www.btp.police.uk/advice\\_and\\_information/how\\_we\\_tackle\\_crime/hate\\_crime.aspx](http://www.btp.police.uk/advice_and_information/how_we_tackle_crime/hate_crime.aspx), Accessed 23/10/2013

CFA21 for 10 months). This will affect the entire community, and children, older people, disabled people and women who have particular needs to access services and/or use public transport to reach them have the potential to be differentially affected by isolation effects.

### 3.4 Assessment of impacts and effects during operation

#### Operational employment

- 3.4.1 The Proposed Scheme will create an estimated 2,200 direct operational jobs at locations along the route including stations and maintenance depots, as well as employment associated with train crew facilities, including train crews on the 'classic compatible trains'. It is estimated that a further 830 jobs will be created route-wide through indirect effects as a result of the operational phase.
- 3.4.2 The key locations of employment will be the four railway stations (London Euston, Old Oak Common, Birmingham Interchange and Birmingham Curzon Street); at the Washwood Heath rolling stock maintenance depot in Birmingham; and the Calvert infrastructure maintenance depot north-east of Bicester. The Proposed Scheme may also create employment at other stations located north of Birmingham on the existing classic rail network namely Manchester, Preston, Liverpool and Glasgow. Table 1 presents the demand for operational jobs by location.

Table 1: Proposed Scheme: direct operational employment<sup>46</sup>

Location of operational employment	Total employment (estimated)
London Euston	500
Old Oak Common	100
Calvert infrastructure maintenance depot	300
Birmingham Interchange	100
Birmingham Washwood Heath rolling stock maintenance depot	500
Birmingham Curzon Street	200
North of Handsacre to Glasgow (classic route network)	500
Total	2,200

- 3.4.3 London Euston, Old Oak Common and Birmingham Curzon Street correspond to or are close to existing areas of employment disadvantage and large local BAME and faith communities, including minority ethnic groups with below average rates of economic activity. London Euston, Old Oak Common and Birmingham Curzon Street also correspond to areas with large numbers of young people.

<sup>46</sup> Operational employment is estimated to the nearest 100 jobs and the figures are indicative and subject to change.

### **Noise effects at residential areas**

- 3.4.4 People living in residential areas at various locations close to the Proposed Scheme 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 Proposed Scheme is operational. The composition of groups affected in these residential areas is unknown however, and this means that it is not possible to assess that there is a disproportionate effect. Within the wide demographic potentially affected there may be people that are more or less sensitive to noise. However, there is limited evidence to suggest that any particular demographic group within these residential areas is differentially affected by noise. It is therefore not possible to assess whether any protected group experiences disproportionate effects as a result of noise.

### **Schools - noise**

- 3.4.5 The outdoor learning environment at a limited number of schools and educational facilities close to the route may be subject to operational noise effects. Children, in particular younger children, are generally considered to be more sensitive than adults to the potential adverse effects of noise on their concentration and ability to learn, with implications for educational attainment. This will have a differential and disproportionate effect for children engaging in outdoor learning at Booker Park School, Stoke Leys (CFA11), which may be subject to adverse effects due to operational noise.
- 3.4.6 These effects have the potential to affect the concentration of pupils and their ability to learn which could also result in a disproportionate and differential effect for children engaging in indoor learning at these schools.
- 3.4.7 HS2 Ltd will continue to seek reasonably practicable measures to further reduce significant noise impacts. In doing so HS2 Ltd will continue to engage with the schools to fully understand their use and the benefit of mitigation measures.

### **Places of worship**

- 3.4.8 Operational noise has the potential to affect a number of churches along the route, potentially disturbing their use for quiet prayer or contemplation or for social and cultural uses. The following places of worship may be subject to operational noise effects: St. Mary's Church, Wendover (CFA10); Church of the Assumption of the Blessed Virgin Mary, Twyford (CFA13); and St Lawrence's Church, Radstone (CFA14). These effects have the potential to result in a disproportionate effect on Christians who regularly use these places of worship.
- 3.4.9 The Church of St Mary the Virgin may be subject to beneficial effects due to a decrease in road traffic noise in the operational phase of the Proposed Scheme. This is a result of permanent changes to the road network, and may result in a disproportionate effect on Christians who worship there.

### Disability access, safety and secure design at railway stations

- 3.4.10 The new or reconfigured layout and design of new and existing railway stations will be designed to be accessible for all users, secure by design and supportive of passenger safety<sup>47</sup>. Accessibility features, such as lifts and moving walkways, will enable disabled people to use stair-free options to transfer between the high speed service and other services. New rolling stock will be designed to enable accessible travel for disabled people. This will deliver access improvements, differentially benefitting disabled people, women, mothers of new babies, children, and young people; protected groups who are potentially vulnerable users of public transport<sup>48 49 50 51</sup>. The benefits of design that discourages crime and anti-social behaviour and supports passenger safety are of particular importance to members of protected groups who have greater-than-average levels of concern about crimes and anti-social behaviour or are more at risk of being victims of some forms of crimes<sup>52 53 54</sup>.

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<sup>47</sup> The most-up-to-date equivalent of Network Rail (2011) Guide to Station Planning and Design - Design Guidelines. <http://www.networkrail.co.uk/aspx/6368.aspx> or other comparable standards; Accessed 23.10.2013

<sup>48</sup> DfT (2012) Transport for everyone

<sup>49</sup> Department for Transport (2011) National Travel Survey: 2010; Scottish Executive (2002) Women and transport guidance and checklist

<sup>50</sup> Campaign for Better Transport and the Intergenerational Foundation (2013) No Entry! Transport barriers facing young people

<sup>51</sup> DfT (2011) National Travel Survey, 2010

<sup>52</sup> British Transport Police website <http://crimemaps.btp.police.uk/data/?q=51.5285,-0.132415#station>, Accessed 23/10/2013

<sup>53</sup> W. Smith and M. Torstenson (1997) Gender differences in risk perception and neutralising fear of crime; toward resolving the paradoxes, British Journal of Criminology

<sup>54</sup> CIVITAS (2012) Hate Crime



## 4 Euston

- 4.1.1 The main equality issues arising across the Proposed Scheme are assessed in Section 3. This section addresses key issues affecting the Euston area (CFA 1) and does not repeat the general issues which may also occur in this location and which have been considered previously.

### 4.2 Overview

- 4.2.1 The issues potentially arising in Euston are:

- Loss of social rented housing and market housing (see 4.3);
- Loss of Old Tenant's Hall (see 4.3);
- Increased noise levels at schools and education facilities (see Section 3);
- Increased noise levels at places of worship (see Section 3);
- Temporary and permanent loss of public open spaces and playgrounds (see Section 3);
- Severance of pedestrian circulation routes (see 4.3); and
- Construction and operational employment generation (see Section 3).

### 4.3 Specific potential effects

#### *Construction*

##### **Regent's Park Estate**

- 4.3.1 Three social housing blocks on the Regent's Park Estate will be demolished as part of the construction phase, comprising: Silverdale (69 dwellings); Ainsdale (39 dwellings); and Eskdale (60 dwellings). Residents in social rented accommodation to be demolished will require rehousing before demolition takes place.
- 4.3.2 Bangladeshi people are reported to make up 16.0% of the tenants in the affected blocks, with Black African people comprising 10.0% and Somali people comprising 6.5% of tenants<sup>55</sup> (see Table 6 for a breakdown of the reported ethnicity of residents within the Regent's Park Estate). There is 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 are likely to be more sensitive to relocation due to potential language barriers, and strong ties with the existing local ethnic community.
- 4.3.3 Twenty per cent of tenanted households are over 65 years old, of which half are over 75 years old<sup>55</sup>. Older people have the potential to experience differential effects due to

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<sup>55</sup> London Borough of Camden (2012) Regents Park Estate HS2 Proposals Regeneration Profile

potential difficulties with the physical aspect of relocation, or emotional and mental distress as a result of the requirement to relocate.

- 4.3.4 Above average rates of child poverty in the Euston area indicate that children in low income households living in social rented housing may be differentially affected by the need to relocate. Children living in poverty experience higher rates of low educational attainment and poor health<sup>56</sup>. Their existing disadvantage makes them potentially more vulnerable to negative effects of the need to move house. However, there is the potential that LB Camden will be able to identify and offer to affected overcrowded households with children, housing that better meets their needs, with potential longer term benefits for affected children.
- 4.3.5 Households headed by women are more likely to be overcrowded or substandard than those headed by men, and overcrowding is most pronounced among female-headed households with children<sup>56</sup>. Female-headed households can be particularly reliant on social-rented housing, and there is therefore the potential for differential effects on women who have difficulty affording private rental or home ownership<sup>57</sup>.
- 4.3.6 There is also the potential for disabled people to experience differential effects as a result of the requirement to relocate. Overcrowding and poor housing quality are not particular problems affecting households headed by those with limiting long-term illness or disability, but it is likely that many disabled people live in unsuitable accommodation that does not meet their needs and prevents them from living independently<sup>57</sup>. In London in 2009/10, only 35% of wheelchair user households moving into social housing were allocated wheelchair accessible accommodation<sup>58</sup>.
- 4.3.7 The Secretary of State for Transport is working in partnership with the LB of Camden to replace the social rented housing that will be lost. Where reasonably practicable, this will be in the Euston area. Options for the provision of replacement social rented housing continue to be developed with the LB of Camden. This could include both the provision of new purpose built housing, and the provision of alternative existing housing, which will be owned and managed by the council. Funding for replacement social housing will be made available by the government.

### **Old Tenant's Hall, Harrington Street**

- 4.3.8 The Old Tenant's Hall on Harrington Street will be demolished during the construction phase. It serves residents of the Regent's Park Estate and wider surrounding area for community and tenants' association meetings. The Hall is also used 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

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<sup>56</sup> Equality and Human Rights Commission (2010) How fair is Britain? Equality, Human Rights and Good Relations in 2010

<sup>57</sup> EHRC (2010) How Fair is Britain?

<sup>58</sup> MoL (2012) Housing in London

institutions. The Project also provides outreach services for young people in the Regent's Park Estate<sup>59</sup>.

- 4.3.9 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 CFA aged 15-29 years old (35.0%) compared with the LB of Camden (27.4%) as a whole. There is therefore the 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 the Project is no longer able to continue operation.
- 4.3.10 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. There is therefore the potential for disproportionate effects on the local Bangladeshi community as a result of the loss of a venue which offers the opportunity for gatherings with family and friends.
- 4.3.11 HS2 Ltd recognises the importance of this facility locally and will work with the LB of Camden to find suitable land or premises for a replacement facility to be provided through financial compensation.

#### **Euston Station and Bus Station pedestrian access**

- 4.3.12 Euston Station and Bus Station will undergo considerable redevelopment and reconfiguration during the construction phase (for a period of approximately 10 years). Passenger routes will be disrupted for periods during the construction works and alternative pedestrian access arrangements will be in place at these times. There is the potential for children, young people and disabled people to be disproportionately affected by the closure and diversion of circulation routes.
- 4.3.13 A small number of older pupils based in the Maria Fidelis Upper School are required to use the facilities at the lower school; and move between the two school sites. The current preferred access route is across the front of the existing 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. There is the potential for disabled people to experience disproportionate effects. The proportion of disabled adult households within CFA1 is notably higher than the Borough rate. Local disabled residents may also experience greater difficulties than others in and around the station and streets affected by construction-phase where this affects their usual pedestrian routes.

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<sup>59</sup> Camden Council, (2012), Silverdale Motorcycle Project. Available at: <http://search3.openobjects.com/kb5/camden/cd/service.page?id=uCsY6w7dBhc>

- 4.3.14 HS2 Ltd commits to maintain public access where reasonably practicable, as well as to implement measures in the draft CoCP regarding the safety of children, and to provide safe crossing places.

### *Operation*

#### **Euston Station and Bus Station**

- 4.3.15 Permanent alterations to pedestrian circulation routes within Euston Station and Bus Station 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. To ensure this positive outcome, the new station design will include expert input on inclusive access.

## 5 London Corridor

5.1.1 The main equality issues arising across the Proposed Scheme are assessed in Section 3. This section addresses key issues affecting the London area: Camden Town and HS1 Link, Camden (CFA2); Primrose Hill to Kilburn, Camden (CFA3); Kilburn (Brent) to Old Oak Common (CFA4); Northolt Corridor (CFA5); and South Ruislip to Ickenham (CFA6), and does not repeat the general issues which may also occur in this location and which have been considered previously.

### 5.2 Overview

5.2.1 The main issues identified as potentially arising in London are:

- Increased noise levels at an education facility (see Section 3);
- Temporary loss of public open spaces and playgrounds (see Section 3);
- Construction and operational employment generation (see Section 3);
- Effects in Wells House Road (see 5.3); and
- Effects at James Town Mental Health Centre (see 5.3).

### 5.3 Specific potential effects

#### *Wells House Road and Wells House Road Care Home*

5.3.1 Wells House Road forms a triangular shaped crescent off Old Oak Common Lane. People living in dwellings at Wells House Road are likely to experience noise effects due to a change in the acoustic environment, including at shared community open areas near their homes, during construction. The composition of groups affected in these residential areas is unknown however, and this means that it is not possible to assess that there is a disproportionate effect. However, there is limited evidence to suggest that any particular demographic group within residences at Wells House Road is differentially affected by noise. It is therefore not possible to assess whether any protected group experiences disproportionate effects as a result of noise. A residential care home which accommodates adults with mental health and learning difficulties is also situated on Wells House Road.

5.3.2 As a result of its situation, Wells House Road will be surrounded by construction works on all sides for a period of approximately 10 years during the construction phase. There will also be limited road access during the construction works, resulting in Wells House Road only being accessible from the north and sharing the road with construction traffic. This will effectively create a one way entry and exit into Wells House Road, and limit access to the care home, and over 100 dwellings (see ES Volume 2 for further detail)<sup>60</sup>.

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<sup>60</sup> Volume 2 Report: 2 - Community Forum Area Report, Camden Town and HS1 Link

- 5.3.3 Older and disabled residents could be particularly affected by the severance of access during the construction works, potentially limiting their daily routines, including going out to meet with friends or participate in social activities. Older people and disabled people may be reluctant to use the one way access road and pavement due to concerns about their safety using temporary crossings and footways, and may therefore feel cut off from friends or family if they cannot easily navigate out of the street<sup>61</sup>. Residents of the care home, with learning impairments or mental health issues, could be particularly affected by the severance of access and change in the local neighbourhood. The presence of construction workers, machinery and vehicles within close proximity to the care home has the potential to adversely affect residents' quality of life<sup>62</sup> and lead to differential effects for disabled residents at the care home and differential effects for older and disabled residents on Wells House Road.
- 5.3.4 The draft CoCP commits the Nominated Undertaker and its contractors to produce and implement a stakeholder engagement framework and provide appropriately experienced community relations personnel to implement it. The Nominated Undertaker will take reasonable steps to engage with the community, particularly focusing on those that may be affected by construction impacts. Where applicable this will include residents of Wells House Road. HS2 Ltd will work with the local community and the LB of Ealing to review mitigation measures to determine the most effective mitigation methods to implement at Wells House Road. Such measures will be aimed at providing access to community facilities to the south accessed by Old Oak Common Lane.

### *James Town Mental Health Centre*

- 5.3.5 There is the potential for daytime noise impacts to occur at the James Town Mental Health Centre on Adelaide Road due to the construction of the Adelaide Road Vent Shaft. Effects have been identified on users in the noise assessment, due to the specific nature of the Centre, as a noise sensitive medical facility. Noise impacts can exacerbate mental health conditions and it is thought that vulnerable people (particularly disabled people, older people and children) are less able to cope with the effects of noise exposure, and may be at greater risk of harmful effects<sup>63 64</sup>.
- 5.3.6 Although the specific characteristics of people that attend the mental health centre are not known, there is the potential for differential effects on older people, children and disabled people who may attend. HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid significant noise effects. In doing so HS2 Ltd will continue to engage with the centre to fully understand its use. The

<sup>61</sup> Department for Transport, (2011), National Travel Survey: 2010

<sup>62</sup> World Health Organisation, (2012), Guidelines for Community Noise: A complete, authoritative guide on the effects of noise pollution on health - Adverse health effects of noise

<sup>63</sup> World Health Organisation (2009) Night noise guidelines for Europe (foreword VII)

<sup>64</sup> WHO (2009) Guidelines for Community Noise: A complete, authoritative guide on the effects of noise pollution on health 3. Adverse health effects of noise

outcome of these activities will be reflected in the Environmental Minimum Requirements.

## 6 Country South

- 6.1.1 The main equality issues arising across the Proposed Scheme are assessed in Section 3. This section addresses key issues affecting the Country South area: Colne Valley (CFA7); The Chalfonts and Amersham (CFA8); Central Chilterns (CFA9); Dunsmore Wendover and Halton (CFA10); Stoke Mandeville and Aylesbury (CFA11); Waddesdon and Quainton (CFA12); Calvert, Steeple Claydon, Twyford and Chetwode (CFA13); Newton Purcell to Brackley (CFA14); and Greatworth to Lower Boddington (CFA15), and does not repeat the general issues which may also occur in this location and which have been considered previously.

### 6.2 Overview

- 6.2.1 The main issues identified as potentially arising in Country South are:
- Construction noise at schools and education facilities (see 6.3 and Section 3);
  - Temporary loss of land at equestrian centres (see Section 3);
  - Construction noise at places of worship (see Section 3);
  - Construction noise at village and community halls (see Section 3);
  - Construction and operational employment generation (see Section 3);
  - Temporary loss of land at public open space and play areas (see Section 3);
  - Relocation of bus stops (see Section 3); and
  - Effects at Hillingdon Outdoor Activity Centre (see 6.3).

### 6.3 Specific potential effects

#### Hillingdon Outdoor Activity Centre

- 6.3.1 Construction of the Proposed Scheme within the vicinity of the Hillingdon Outdoor Activity Centre (HOAC) will take 5 years and will involve demolishing three ancillary buildings, constructing a viaduct across the lakes and works to electricity infrastructure. The land required for construction of the Proposed Scheme will result in temporary closure of the lakes and impair the land-based activities of HOAC during the construction period. During the operational stage, the land required permanently will result in both the current water-based and land-based operations of HOAC being impaired, and has the potential to result in operational noise effects on users.
- 6.3.2 HOAC provides water-based and land-based outdoor activities all year round. It has a sub-regional catchment and users include local people, education groups, community groups and those with disabilities for whom specific facilities are in place. The activity centre also provides training for new and existing instructors. There are no other centres similar to HOAC in neighbouring local authority areas. Community infrastructure and public open spaces enable people to sustain social networks, with



benefits for well-being and community cohesion<sup>65</sup>. Many children in deprived and urban areas, in particular from BAME groups, do not have adequate access to public open space<sup>66</sup>. For disabled children, lack of adaptations to enable them to enter and move around is a significant barrier to their use of play spaces and leisure facilities<sup>67</sup>. Access to facilities such as outdoor education centres that provide activities suitable for disabled users have been shown to improve confidence, well-being, and communication skills for disabled children<sup>68</sup>.

- 6.3.3 Due to the lack of comparable alternatives in the region, closure (temporary or permanent) of HOAC is likely, and this will disproportionately affect the ability of disabled people, young and disadvantaged people to enjoy equal opportunities to participate in outdoor activities which contribute to their development. It will also affect the ability to train instructors to teach and care for these groups, which has the potential to affect a wider catchment. The effect is considered to be differential for disabled people for whom access to specialist leisure and outdoor facilities is a particular issue.
- 6.3.4 HS2 Ltd has, and will continue to engage with HOAC regarding the effects of the Proposed Scheme and the options for HOAC during construction. These could include for example, continuing to explore potential refinements to the construction approach during detailed design, combined with restrictions on activities during the construction period. HS2 Ltd is aware that it is HOAC's preference is to be relocated from their existing location and this is being discussed as part of on-going dialogue. HS2 Ltd will continue to work closely with HOAC, and other relevant stakeholders, and remains committed to seeking to agree a solution with HOAC to allow the facility to continue to operate during the construction period.

### **Stoke Mandeville Combined School**

- 6.3.5 No significant transport effects have been identified at Stoke Mandeville Combined School; however a construction route passes the school along Riseborough Road, which will experience approximately 10-20 LGV movements per day. The school contains an Additionally Resourced Provision for Hearing Impaired Children (ARP-HI) department and subsequently has a number of hearing impaired children on the school roll. Construction traffic poses a particular potential risk to some groups of disabled people, including the deaf and hard of hearing. Whilst no significant effects are predicted in terms of large goods vehicle movements and congestion; it is considered that there is the potential for hearing impaired children to be differentially affected by construction traffic travelling past the school.
- 6.3.6 HS2 Ltd will ensure that measures within the draft CoCP and LEMP designed to ensure safety of pedestrians is taken into account in the provision of diversion routes.

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<sup>65</sup> New Economics Foundation (2012) Well-being Evidence for Policy: A review

<sup>66</sup> MoL (2008) Providing for Children and Young People's Play and Informal Recreation, GLA

<sup>67</sup> MoL (2008) Supplementary Planning Guidance: Providing for Children and Young People's Play, GLA

<sup>68</sup> The Outward Bound Trust (2011) Social Impact Report

The draft CoCP provides for the avoidance of large goods vehicles operating adjacent to schools during drop off and pick up periods.

- 6.3.7 In the operational phase, the A4010 Stoke Mandeville bypass will result in a reduction in traffic flow at the Risborough Road/Lower Road junction, which should reduce intermittent traffic congestion and delay at this location. There is therefore the potential for a differential effect on children at the school.

### **Booker Park School**

- 6.3.8 Operational noise impacts have been identified to occur in the outdoor environment at the south western part of the community at Aylesbury, where Booker Park School is located. On a worst case basis, a significant noise effect has been identified on Booker Park School. There is a minor risk that noise from the Proposed Scheme will disturb outdoor teaching activities, or teaching activities inside when the windows are open.
- 6.3.9 Booker Park School is a special school which caters for children aged 5-11 years old who have learning and behavioural difficulties. The school caters for children on the autistic spectrum, who are particularly sensitive to noise; which can affect their concentration and ability to learn during lessons<sup>69</sup>. Children on the autistic spectrum can be particularly sensitive to sensory impacts and the wider environment, in particular noise and visual impacts<sup>70</sup>. It is considered that noise impacts at the school have the potential to differentially affect children with special needs (including autism and Asperger's syndrome) due to their increased sensitivity, which may have implications for their learning and development.
- 6.3.10 HS2 Ltd will continue to seek reasonably practicable measures to further reduce significant noise impacts. In doing so HS2 Ltd will continue to engage with the school to fully understand its use and the benefit of mitigation measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements.

<sup>69</sup> M. Haines, S. Stansfeld, S. Brentnall, J. Head, B. Berry, M. Jiggins, S. Hygge (2001) The West London Schools Study: the effects of chronic aircraft noise exposure on child health, *Psychological Medicine*, 2001, 31:8

<sup>70</sup> Autism Education Trust (2008) Educational provision for children and young people on the autism spectrum living in England: a review of current practice, issues and challenges; The National Autistic Society (2006) Make School Make Sense. Autism and Education: The realities for families today

## 7 Country North

- 7.1.1 The main equality issues arising across the Proposed Scheme are assessed in Section 3. This section addresses key issues affecting the Country North area: Offchurch and Cubbington (CFA 17); Stoneleigh, Kenilworth and Burton Green (CFA 18); Coleshill Junction (CFA 19); Curdworth to Middleton (CFA 20); Drayton Bassett, Hints and Weeford (CFA 21); and Whittington to Handsacre (CFA 22), and does not repeat the general issues which may also occur in this location and which have been considered previously.

### 7.2 Overview

- 7.2.1 The main issues identified as potentially arising in Country North are:
- Noise effects and journey times at schools and educational facilities (see Section 3);
  - Temporary loss of land and isolation at equestrian centres see Section 3);
  - Construction and operational employment generation (see Section 3);
  - Severance of access to PRow (see Section 3);
  - Isolation of rural communities (see Section 3);
  - Effects at Kenilworth Greenway (see 7.3); and
  - Demolition of Burton Green Village Hall (see 7.3).

### 7.3 Specific potential effects

#### **Kenilworth Greenway**

- 7.3.1 The Kenilworth Greenway, which runs along the route of the dismantled railway line, is a well-used recreational route connecting Kenilworth with Burton Green and onwards to Balsall Common. It is managed as a country park and provides the only public open space within Burton Green. Therefore, it is likely to be particularly valued by the local community.
- 7.3.2 The route of the Proposed Scheme will run in a green tunnel directly on the same alignment as the Kenilworth Greenway, through the centre of Burton Green. The Greenway will be reinstated on top of the tunnel structure once the works are completed; however during construction there will be a temporary diversion of the Greenway route for 4-5 years and the loss of an access point to the Greenway from the centre of the village. Approximately 2km of the Greenway lies within the boundary of land required for the construction and operation of the Proposed Scheme.
- 7.3.3 As the Greenway is the only public open space in Burton Green, its temporary diversion and reduced access has the potential to differentially affect children, disabled people, older people and those with limited mobility.

- 7.3.4 During construction the Greenway will be diverted and users will have to negotiate traffic at the junction with Red Lane and Hob Lane where a significant increase in large goods vehicle construction traffic is predicted. The diversion will result in the need for users to cross the Red Lane/Cromwell Lane junction and Waste Lane, both of which will be construction routes used by large goods vehicles
- 7.3.5 Public open space is particularly important for young people and children, and a lack of safe road crossing points and poorly maintained pedestrian routes may be barriers preventing children, young people and older people from accessing the public open space for recreation<sup>71</sup>. Disabled users may experience similar barriers to access. Across to the Greenway via roads with a significant increase in large goods vehicle traffic has the potential to differentially affect these groups.
- 7.3.6 HS2 Ltd will ensure that measures within the draft CoCP and LEMP designed to ensure safety of pedestrians is taken into account in the provision of diversion routes.
- 7.3.7 Once the Greenway has been restored, the introduction of signalised crossings could improve accessibility for older people and those with limited mobility due to installation of safer access points in Burton Green, and an improved gradient compared to the existing sloping pathway. This will potentially result in a differential effect for these groups.

### **Burton Green village hall**

- 7.3.8 The Burton Green village hall will need to be demolished to facilitate construction of the Proposed Scheme.
- 7.3.9 The hall is a well-used and valued community resource that is used for a range of private and group events, including use by the Burton Green Congregation as a place of Christian worship on a monthly basis.
- 7.3.10 There are no other community halls or meeting venues in the village. The demolition of the Hall will therefore leave Burton Green without any facilities available for community use, for events and opportunities to meet or participate in social gatherings, including religious worship. The demolition of the hall will disproportionately affect Christians and has the potential to affect other groups which may include older people, children or women that may also make greater use of the facility.
- 7.3.11 The limits of land identified in the Bill make provision to acquire an area of land adjacent to the primary school in the village on which a replacement village hall could be provided. HS2 Ltd is willing to work with the village hall trustees to assist them with the provision of a replacement facility in another location if this is their preferred option.

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<sup>71</sup> English Nature, Rural Development Service and Defra (2005) By all reasonable means: Inclusive access to the outdoors for disabled people, Countryside Agency

## 8 West Midlands corridor

- 8.1.1 The main equality issues arising across the Proposed Scheme are assessed in Section 3. This section addresses key issues affecting the West Midlands area: CFA23 Balsall Common and Hampton-in-Arden; CFA24 Birmingham Interchange and Chelmsley Wood; and CFA25 Castle Bromwich and Bromford, and does not repeat the general issues which may also occur in this location and which have been considered previously.

### 8.2 Overview

- 8.2.1 The main issues identified as potentially arising in West Midlands are:
- Temporary loss of public open space (see Section 3);
  - Severance of access to public open space (see Section 3);
  - Noise effects on schools and education facilities (see Section 3 and 8.3);
  - Noise effects on village halls and community centres (see Section 3);
  - Severance of access to recreational PRow (see Section 3);
  - Construction and operational employment generation (see Section 3);
  - Effects at the Castle Bromwich Gypsy and Traveller Site (see 8.3); and
  - Effects on the Olympia Motorcycle Track (see 8.3).

### 8.3 Specific potential effects

#### *The Island Project School, Diddington Hall*

- 8.3.1 The Island Project School at Diddington Hall is a special school for children with severe autism from ages 5 to 19 years. The school includes surrounding outdoor space, which is integral to the school and used for learning and play activities throughout the day. Diddington Lane is a road regularly used by pupils of the Island Project School at Diddington Hall as a pedestrian route to visit Hampton-in-Arden village as part of their life skills education, which respond to the specific learning needs of children with autism. It is also used daily as far as Diddington Farm for relaxation, also in response to the specific needs of children with autism.
- 8.3.2 Increased noise levels from construction activities for 4 months (this will not necessarily be consecutive) will be experienced. The school fields to the south west of the site will be particularly sensitive to construction impacts as they are exposed and closest to the Proposed Scheme. These temporary noise effects will also be experienced along Diddington Lane.
- 8.3.3 During the construction period, pedestrian access will be retained from Diddington Hall as far as the farm. However, the remainder of Diddington Lane from Diddington Farm to Hampton-in-Arden village will be closed, impeding safe pedestrian access to Hampton-in-Arden. During the construction period, access between Hampton-in-

Arden from Diddington Hall will require pupils to walk via a diversion route along the outside of the construction fence line to the B4102 Meriden Road.

- 8.3.4 As pupils at the school are on the autistic spectrum, they are highly sensitive to changes in their environment including changes in noise levels, and, because of their greater difficulty in adapting to change, are likely to be particularly vulnerable to the disruptive effects of such impacts, with potential negative outcomes for their learning of life skills, their well-being, and their educational outcomes. Consequently, the construction-phase changes described above, affecting pupils' journeys along Diddington Lane, and potentially disturbing pupils at the school, in the school grounds and whilst using Diddington Lane, will differentially affect disabled children with autism who attend the Island School.
- 8.3.5 HS2 Ltd has been liaising throughout the process with the School, and mitigation measures incorporated into the design of the Proposed Scheme mean that access to the rear of the Island Project School will be retained, as will pedestrian use of the track by pupils as far as Diddington Farm during construction. HS2 Ltd will continue to work closely with the School to identify further measures to mitigate noise effects, where reasonably practicable, including discretionary measures identified in the draft CoCP. The outcome of these activities will be reflected in the Environmental Minimum Requirements. Where appropriate, HS2 Ltd will set out specific working practices in the LEMP to provide further mitigation.
- 8.3.6 When the Proposed Scheme is operational, the rest of Diddington Lane will be closed to vehicles permanently, with a permanent PRow proposed for the full length of Diddington lane. This will provide pupils with a safer and more tranquil pedestrian route to Hampton-in-Arden once construction activities near the school have been completed.

### *Gypsy and Traveller site*

- 8.3.7 The area of land required for the Proposed Scheme will potentially include the Castle Bromwich Business Park, including the traveller site on Tameside Drive, which includes approximately 15 'transit pitches'. The site will be within the area of land required permanently for potential future reconfiguration works. This will result in the loss of some pitches at the site and may result in some pitches having to be moved.
- 8.3.8 The same traveller site will also be affected by nearby construction activities for approximately 5 years. Construction traffic routes are proposed on the roads surrounding the site on Langley Drive, Orton Way, and Tameside Drive. The presence of construction traffic routes and movement of large goods vehicles adjacent to the traveller site has the potential to disrupt residents' access, and impede use of transit site pitches by Gypsies and Travellers for up to six years during the construction period. As mitigation is yet to be agreed, effects during construction may require temporary relocation of the pitches, including the resident extended family living onsite.

- 8.3.9 English Gypsies and Irish Travellers are recognised as racial groups, afforded protection under the Equality Act 2010. It is not confirmed whether the affected resident families are English Gypsies or Irish Travellers. Gypsies and Travellers face a range of barriers to finding authorised sites to live on or stay for short periods whilst travelling, including shortages of authorised and transit pitches. Gypsies and Travellers experience a range of inequalities, including in relation to their accommodation situation<sup>72</sup>.
- 8.3.10 The potential loss of pitches at the site and/or need for pitches to be relocated within the business park has the potential for differential negative effects for affected ethnic Gypsy and Traveller families. The disruption and potential impeded use of transit sites during construction will also have a differential negative effect for affected ethnic Gypsy and Traveller families.
- 8.3.11 In developing the Proposed Scheme, HS2 Ltd has incorporated sufficient flexibility to enable reconfiguration of the business park and industrial estate as necessary to reduce the socio-economic and community effects upon the businesses, residents and local infrastructure to allow the majority to stay in the area. This will be subject to discussion with residents, land and business owners and relevant authorities.

#### *Olympia Motorcycle Track*

- 8.3.12 The Olympia Motorcycle Track on Middle Bickenhill Lane is within an area of land required for the construction and operation of the Proposed Scheme, which will result in the permanent loss of the facility. This will include the demolition of the buildings within the facility.
- 8.3.13 The Olympia Motorcycle Track provides a recreational and sporting facility with one track especially for beginners and children. Stakeholder minutes indicate that the main user groups consist of children and young men in their 20s<sup>73</sup>. Although there are other tracks available locally<sup>74</sup>, these are more expensive and offer more restricted use/limited provision. Closure of the track has the potential to differentially disadvantage children and young men, for financial reasons and due to limited alternative opportunities.
- 8.3.14 HS2 Ltd will continue to work with the owners of affected community resources to assist them with the identification of suitable compensatory land or premises, to which the affected resource could relocate their operations on the basis that they will be eligible for financial compensation under the National Compensation Code.

<sup>72</sup> Cemlyn, S., M. Greenfields, S. Burnett, Z. Matthews and C. Whitwell (2009) *Inequalities Experienced by Gypsy and Traveller Communities*, London: Equality and Human Rights Commission

<sup>73</sup> URS phone call to Olympia Motorcycle Track 26/6/13

<sup>74</sup> There are 86 motocross tracks within a 75 mile radius of Solihull, and two other tracks nearby.

## 9 Washwood Heath to Curzon Street

- 9.1.1 The main equality issues arising across the Proposed Scheme are assessed in Section 3. This section addresses key issues affecting the Washwood Heath to Curzon Street area (CFA26), and does not repeat the general issues which may also occur in this location and which have been considered previously.

### 9.2 Overview

- 9.2.1 The main issues identified as potentially arising in Washwood Heath to Curzon Street are:

- Loss of market housing (see Section 3);
- Increased journey times to schools and education facilities (see Section 3);
- Noise effects at schools and education facilities and loss of student accommodation (see Section 3 and 9.3);
- Noise effects at places of worship (see Section 3);
- Noise effects at village halls and community centres (see Section 3);
- Bus diversions (see Section 3 and 9.3);
- Temporary and permanent loss of public open spaces (see Section 3);
- Diversion of PRoW (see Section 3);
- Construction and operational employment generation (see Section 3); and
- Loss of places of worship (see 9.3).

### 9.3 Specific potential effects

#### *Hasanat College*

- 9.3.1 The land required for the Washwood Heath depot is located to the immediate rear of the Hasanat College site on Leigh Road, in the Washwood Heath area of Birmingham. Noise effects will be experienced at the college for approximately five years and two months during the construction of the Washwood Heath depot. The college offers students the opportunity to study in an Islamic environment and teaches management and Islamic studies degree-level courses. Washwood Heath has a significantly higher proportion of Muslims (67.0%) than the Birmingham average (21.8%)<sup>75</sup>. There is therefore the potential for noise impacts at the college to disproportionately affect Muslim students.

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<sup>75</sup> Source – ONS, (2012), Census 2011 - KS209EW



- 9.3.2 HS2 Ltd will work closely with Hasanat College to identify reasonably practicable measures to mitigate noise effects which may arise, including discretionary measures identified in the draft CoCP.

#### *Arya Samaj Vedic Mission*

- 9.3.3 The Arya Samaj Vedic Mission will be demolished during construction of the Proposed Scheme, resulting in the permanent loss of a local worship facility. The Mission serves a branch of the Hindu faith, with approximately 200 registered members (and a newsletter circulation of approximately 1,000 people). Hindus are the third most populous religious group within the Curzon Street area (amounting to 8.6% of the local population), behind Christians (32.9%) and Muslims (10.6%)<sup>76</sup>. As there are no other similar worship facilities within the local area, loss of the Mission will disproportionately affect Hindus that regularly attend. In addition to general mitigation, HS2 Ltd is committed to working with the Mission to identify a suitable equivalent replacement resource for the Mission building.

#### *Jennens Court student accommodation*

- 9.3.4 During construction, noise effects will occur for approximately one year and eight months at Jennens Court; a private student accommodation block associated with Birmingham City University, providing accommodation for 350 undergraduate and post-graduate students. Students resident there are likely to experience noise effects due to a change in the residential acoustic environment, including in shared community open areas during construction. The composition of groups affected in Jennens Court is unknown, particularly as resident students are likely to be transient and may only occupy the accommodation for one academic year. Within the demographic potentially affected there may be people that are more or less sensitive to noise. However, there is limited evidence to suggest that any particular demographic group within Jennens Court is differentially affected by noise.

#### *Curzon Gateway student accommodation*

- 9.3.5 The Curzon Gateway student residence on Curzon Street comprises 752 flats which will be demolished as part of construction of the Proposed Development. The dwellings provide private annual leases for students at universities within Birmingham.
- 9.3.6 While the composition of groups affected is unknown, loss of the student accommodation has the potential to disproportionately affect young people and disabled residents. Demolition will reduce the choice and availability of student accommodation and could force students to live further away from the campus, potentially requiring residents to make longer journeys to access university.
- 9.3.7 HS2 Ltd will work with Unite, the owners of Curzon Gateway, to assist with the identification of suitable alternative land or premises prior to the demolition of the

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<sup>76</sup> Source – ONS, (2012), Census 2011 - KS209EW

existing buildings, on the basis that they will be eligible for financial compensation under the National Compensation Code. It is acknowledged that the exact make up of residents at Curzon Gateway is unknown and that there is the potential for other protected groups to be affected; therefore HS2 Ltd will continue to keep under review the demographic composition of the residence as far as possible, taking account of any additional groups which may be affected.

### *The Polish Centre*

- 9.3.8 The Polish Centre is located south of the proposed Curzon Street station and adjacent to associated utility works and construction traffic routes, resulting in noise effects at the centre during the construction phase. The Polish Centre is regularly used by the local Polish community, as a place to practice Polish traditions, language and culture. Many members of the Polish Centre are of the Catholic faith. Reduced access to the Polish Centre and noise effects have the potential disproportionately affect the ability of Polish people to socialise and celebrate their culture, and will also disproportionately affect Polish Catholics.

### *Pedestrian movement around Curzon Street Station*

- 9.3.9 There will be temporary and permanent land required for the Proposed Scheme from public footpaths and severance effects on pedestrian circulation routes due to construction and operational traffic flows. Passenger routes will be disrupted for periods during the construction works and alternative pedestrian access arrangements will be in place at these times. This will affect the ability of pedestrians to move around the street network at Curzon Street Station during construction and operation and there is the potential for children, older people and disabled people to be differentially affected by the closure and diversion of circulation routes.
- 9.3.10 Children may experience greater difficulties in navigating a diverted footpath; they may find the alternative route difficult to understand, and are particularly susceptible to road traffic accidents<sup>77</sup>. There are considerable proportions of younger people in the area around Curzon Street Station, and severance and traffic impacts have the potential to disproportionately affect them. Older people and disabled people are also likely to experience greater difficulties in navigating a diverted footway than other users<sup>78</sup>.
- 9.3.11 HS2 Ltd will maintain public access where reasonably practicable, as well as to implement measures in the draft CoCP regarding the safety of children, and to provide safe crossing places. HS2 Ltd will ensure that measures within the draft CoCP and LEMP designed to ensure safety of pedestrians is taken into account in the provision of diversion routes.

<sup>77</sup> The AA Motoring Trust (2003) AA Foundation for road safety research

<sup>78</sup> Department for Transport (2011) National Travel Survey: 2010

### *Bus delay around Curzon Street Station*

- 9.3.12 During construction of the Proposed Scheme there will be a number of effects on the operation of the bus network around Curzon Street, including temporary delays and the relocation of bus stops (both temporary and permanent).
- 9.3.13 Relocation of bus stops will potentially increase the distance necessary to walk to onward destinations. In Curzon Street there is a greater prevalence of younger people and BAME groups than the regional average. While Curzon Street has fewer people aged 60 and above (2.4%) than the Birmingham and England averages (17.2% and 22.3% respectively)<sup>79</sup>, and fewer households with one or more people with a long term health problem or disability<sup>80</sup>, older people and disabled people have a considerably greater reliance on public transport to access facilities<sup>81</sup>; as do women with children<sup>82</sup> and young people<sup>83</sup>.
- 9.3.14 The combination of increased journey times to various bus services around Curzon Street with the relocation of bus stops therefore has the potential to disproportionately affect younger people, and could differentially affect disabled people, older people, and mothers with children. However, where protected groups are only affected by short increases in journey times and their walking distances do not increase, the effect may be less severe.

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<sup>79</sup> ONS, (2012), Census 2011 - KS102Ew

<sup>80</sup> ONS, (2012), Census 2011 - KS106Ew

<sup>81</sup> EHRC (2010) How Fair is Britain?

<sup>82</sup> Department for Transport (2011) National Travel Survey: 2010; Scottish Executive (2002) Women and transport guidance and checklist

<sup>83</sup> DfT (2011) National Travel Survey: 2010

# Glossary and abbreviations

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

AoS	Appraisal of Sustainability
autism	Autism is a life-long developmental disability that affects how a person communicates with, and relates to, other people. It also affects how they make sense of the world around them. It is a spectrum condition, which means that, while all people with autism share certain difficulties, their condition will affect them in different ways. <sup>84</sup>
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).
DCA	Demographic Characteristic Area. Areas used to collect baseline data below community forum area level. The purpose of the demographic characteristic area is to build up a descriptive, contextual profile of local communities (e.g. number of people living in villages, towns, neighbourhoods).
DfT	Department for Transport. Government department responsible for transport issues in the UK (where not devolved).
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	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
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.
gender reassignment (as a protected characteristic)	Process of transitioning from male to female or from female to male gender identity
GLA	Greater London Authority

<sup>84</sup> Source: The National Autistic Society website <http://www.autism.org.uk/about-autism/autism-and-asperger-syndrome-an-introduction/what-is-autism.aspx>

High Speed One (HS1)	High Speed One. High speed rail link from St Pancras International Station in London, to the Channel Tunnel (formerly known as the Channel Tunnel Rail Link). High speed rail link from St Pancras International station to the Channel Tunnel (formerly known as the Channel Tunnel Rail Link).
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). 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.
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.
JSA	Job Seekers' Allowance
LB	London Borough
LSOA	Lower Layer 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 Proposed Scheme.
protected groups	Protected groups - groups of people identified on the basis of their possessing shared protected characteristics, as defined in the Equality Act 2010
person years (of employment)	Construction labour is reported in construction person years, where one construction person year represents the work done by one person in a year composed of a standard number of working days.
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 one of the proposed Y 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 four high speed rail stations at London Euston, Old Oak Common (West London), Birmingham Airport (Birmingham Interchange) and Birmingham (Curzon Street).
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.
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, riding a horse and cycling), or a byway that is open to all traffic (include motor vehicles).
PSED	Public Sector Equality Duty – this is defined in section 149 of the Equality Act 2010
receptor	A component of the natural, created or built environment such as human being, water, air,

	a building, or a plant that is affected by an impact.
TA	Transport Assessment

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# Literature review

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

## Housing

### *BAME groups*

Certain BAME groups, particularly the Pakistani and Bangladeshi populations, are more likely than others to experience barriers to affordable housing, as well as problems of poor quality housing and overcrowding<sup>85</sup>. Levels of overcrowding are markedly high amongst Asian and Black British households<sup>86</sup>. Associated with barriers of affordability and supply of housing as well as large household size, BAME households are more likely to rely on social housing and to face the risks of homelessness.

English Gypsies and Irish Travellers are recognised racial groups and have distinct housing needs. While many Gypsies and Travellers live in bricks and mortar housing, others express a cultural aversion, preferring to live in trailers on traveller sites. However, there is a shortage of good quality sites. Sites can be found in very poor locations, such as adjacent to motorways, railways and sewage works. Some sites have poor services. Shortage of authorised sites is a factor in illegal encampments or unauthorised sites<sup>87</sup>.

### *Women*

Households headed by women are more likely to be overcrowded or substandard than those headed by men. Overcrowding is most pronounced among households with children, especially female headed households with children<sup>88</sup>. Due to differences in employment rates and the pay gap between men and women, women-headed households can be particularly reliant on social-rented housing, due to difficulty affording private rental or home ownership<sup>89</sup>.

### *Older people*

Social housing is of particular importance to older people with four times as many older households (those headed by someone aged 55 or over) living in social rented housing than private rental housing in London<sup>90</sup>. Older people living in social housing or private rented accommodation are twice as likely to be living in poverty as those in owner-occupied housing<sup>91</sup>.

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<sup>85</sup> London Health Commission (2011) Fair London Healthy Londoners

<sup>86</sup> Greater London Authority (2010) Housing in London 2010

<sup>87</sup> S. Cemlyn, M. Greenfields, S. Burnett, Z. Matthew and C. Whitwell (2009) Inequalities experienced by Gypsy and Traveller communities

<sup>88</sup> Equality and Human Rights Commission (2010) How Fair is Britain? Equality, Human Rights and Good Relations in 2010

<sup>89</sup> EHRC (2010) How Fair is Britain?

<sup>90</sup> Mayor of London (2012) Housing in London: The Evidence Base for the London Housing Strategy, GLA

<sup>91</sup> Department for Work and Pensions (2011) Households below Average Income Reports

For owner-occupiers, housing is an important financial asset which can be converted into cash and used to boost income and reduce poverty<sup>92</sup>.

### *Young people*

Young people face significant affordability barriers to home-ownership<sup>93</sup>. For young people from disadvantaged backgrounds, there is a significant risk of homelessness. In 2006/07, at least 75,000 young people experienced homelessness<sup>94</sup>.

### *Disabled people*

Many disabled people live in unsuitable accommodation that does not meet their needs and prevents them from living independently<sup>95</sup>. This is particularly the case for older disabled people. In London in 2009/10, only 35% of wheelchair user households moving into social housing were allocated wheelchair accessible accommodation<sup>96</sup>.

### *LGBT*

There is a paucity of evidence on the specific housing needs of LGBT people. However, research by Stonewall suggests that these groups can experience risks of housing crisis and homelessness arising from abuse and harassment, particularly where homophobia or rejection by family members leads young people to leave the family home<sup>97</sup>.

### **Community infrastructure and open spaces**

Community infrastructure and open spaces enable people to sustain social networks, to socialise and to participate in their community, with benefits for well-being and community cohesion<sup>98</sup>.

### *Disabled people*

Disabled people have specific access needs, and are more likely to rely on public transport to access services, facilities, family and friends<sup>99</sup>. Social isolation can be particularly significant for some groups of disabled people, including disabled women and BAME disabled people<sup>100</sup>.

Disabled people can experience barriers to their use of public rights of ways (PROW) and open spaces for recreational purposes, particularly in rural areas. For disabled children, lack of adaptations to enable them to enter and move around is a significant barrier to their use of play spaces, as well as existing lack of facilities, such as disabled parking and accessible toilet facilities<sup>101</sup>.

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<sup>92</sup> Birmingham University (2009) Briefing 1: How would housing wealth perform as a pension? European Union DEMHOW (Demographic Chance and Housing Wealth) Project

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<sup>97</sup> Stonewall Cymru (2006) The Housing Needs of Lesbian, Gay and Bisexual (LGB) People in Wales

<sup>98</sup> New Economics Foundation (2012) Well-being Evidence for Policy: A review

<sup>99</sup> Department for Transport (2012) Transport for Everyone: An action plan to improve accessibility for all

<sup>100</sup> Equalities National Council (2012) Over-looked Communities, Over-due Change: how services can better support BME disabled people, Scope

<sup>101</sup> MoL (2008) Supplementary Planning Guidance: Providing for Children and Young People's Play, GLA

Well designed and managed routes can support inclusive use of footpaths and open spaces for exercise and recreation, with benefits for health and well-being<sup>102</sup>. Around 8% of the 3.5 million regular horse-riders in Britain describing themselves as disabled in some way, and a recent study by the Riding for the Disabled Association found that 90% of new disabled riders report improvements in their confidence and communication skills<sup>103,104</sup>.

### *Children and young people*

Children and young people need access to play and recreational facilities which are safe, accessible and close to home. Many children in urban areas, in particular from BAME groups, do not have adequate access to open space<sup>105,106</sup>. Lack of safe road crossing points and poorly maintained pedestrian routes are barriers preventing children and young people from accessing open spaces and areas for recreation<sup>107</sup>.

Around 79% of primary school children live within walking distance of their schools, but only around 49% regularly walk to school, partly due to fears about children's safety and parental concerns about traffic as well as 'stranger danger'.<sup>108</sup> Evidence shows health and social benefits for children who walk to school<sup>109</sup>.

It is estimated that 7.3% of children in the UK are disabled, including around 1.1% who are on the autistic spectrum. Around 18% of school pupils have a Special Educational Need (SEN), and between 44% and 52% of people with autism also have learning difficulties<sup>110</sup>.

While many disabled children, autistic children, and those with SEN attend mainstream schools, some have more specialist learning needs, and there is a significant gap in attainment between disabled and non-disabled children: 23% of disabled people currently leave school with no qualifications compared with 9% of non-disabled people<sup>111</sup>. It is important that access to specialist schools is maintained, and that disabled children have equal access to facilities such as outdoor education centres that provide activities that have been shown to improve confidence, well-being, and communication skills<sup>112</sup>.

### *Older people*

Access to services such as local shops, post offices and healthcare centres can be difficult for older people, particularly in rural areas. Older households who do not have access to their own car are

<sup>102</sup> English Nature, Rural Development Service and Defra (2005) By all reasonable means: Inclusive access to the outdoors for disabled people, Countryside Agency

<sup>103</sup> British Horse Society, Equestrian Statistics, <http://www.bhs.org.uk/our-charity/press-centre/equestrian-statistics>, accessed 17th July 2013

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<sup>106</sup> Birmingham City Council (2007) Birmingham's Play Strategy, 2007-2012

<sup>107</sup> English Nature, Rural Development Service and Defra (2005) By all reasonable means: Inclusive access to the outdoors for disabled people, Countryside Agency

<sup>108</sup> Ramblers' Association (2010) Walking facts and figures 2: participation in walking

<sup>109</sup> RA (2010) Walking facts and figures 1: the benefits of walking

<sup>110</sup> The National Autistic Society, Statistics: How many people have autism spectrum disorders? <http://www.autism.org.uk/about-autism/myths-facts-and-statistics/statistics-how-many-people-have-autism-spectrum-disorders.aspx>, accessed 16th July 2013

<sup>111</sup> English Federation of Disability Sport, Facts and Statistics, [http://www.efds.co.uk/resources/facts\\_and\\_statistics](http://www.efds.co.uk/resources/facts_and_statistics), accessed 16th July 2013

<sup>112</sup> The Outward Bound Trust (2011) Social Impact Report

particularly vulnerable to social isolation in rural areas, where services, such as GP surgeries, are too far away to reach on foot, and public transport can be limited<sup>113,114</sup>.

In terms of recreation, walking is more likely to be maintained in later life than participation in sport: sports participation drops from 16% in the 35-54 age group to 7.6% in over 55s, while 22.3% of those in the 55-65 age category still take at least one 30 minute walk every four weeks<sup>115</sup>.

Access to places of worship is important for many older people: the average age of church attendees in 2010 was 51, while 18% of those aged 55-75 were regular church-goers, compared to 11% in the 25-34 age group<sup>116</sup>.

### *BAME groups*

Access to places of worship is also an important consideration for some BAME groups. Nearly 1 million people attend ethnic majority churches, and "regular churchgoing is particularly high among adults of Black ethnic origin at 48% - over three times the proportion among white adults (15%)"<sup>117</sup>. Places of worship are also important to other religious groups, providing an important function in terms of support networks and community cohesion<sup>118</sup>.

## **Employment and regeneration**

Certain protected groups experience low socio-economic status and poor standards of living due to differences in economic activity, employment rates, type of work and remuneration. Income poverty particularly affects groups such as women with children, ethnic minority groups, and families with disabled members. Nearly three-quarters of Bangladeshi children and half of Black African children in Britain grow up in poverty, while ethnic minorities, disabled people, and religious minority groups are overrepresented in the most deprived neighbourhoods in England<sup>119</sup>.

### *BAME groups*

National evidence suggests that school pupils from Black and Pakistani ethnic backgrounds experience gaps in attainment relative to pupils from Asian, Indian and White ethnic backgrounds<sup>120</sup>.

This is reflected in persistent ethnic segregation in the labour market: unskilled jobs are most likely to be taken by African (23%) and Bangladeshi men (21%). Nearly a third of Bangladeshi men and a quarter of Pakistani men have no qualifications compared to 1 in 8 white men<sup>121</sup>. Between a quarter and a third of mixed race women, black Caribbean women and Muslim women have no qualifications, in comparison to 1 in 8 white women<sup>122</sup>.

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<sup>113</sup> Help the Aged (2008) Unequal Ageing Briefing 2 – Place

<sup>114</sup> Defra Commission for Rural Communities (2012) Social isolation experienced by older people in rural communities: executive summary

<sup>115</sup> RA (2010) Walking facts and figures 2

<sup>116</sup> WhyChurch, Why so many elderly in church? <http://www.whychurch.org.uk/age.php>, accessed 9th July 2013

<sup>117</sup> Tearfund (2007) Churchgoing in the UK

<sup>118</sup> ENC (2012) Over-looked Communities, Over-due Change

<sup>119</sup> EHRC (2010) How Fair is Britain?

<sup>120</sup> EHRC (2010) How Fair is Britain?

<sup>121</sup> D. Smeaton, M. Hudson, D. Radu, and K. Vowden (2010) The EHRC Triennial Review: Developing the Employment Evidence Base

<sup>122</sup> EHRC (2010) How Fair is Britain?

With the exception of Indian men, “ethnic minority unemployment has consistently remained higher than the rate for white people since records began”<sup>123</sup>. Employment gaps between ethnic groups are narrowing over time, but there are still considerable differences, notably for the Bangladeshi and Pakistani populations<sup>124</sup>. This is the case for both men and women: around 20% of Pakistani and Bangladeshi women are unemployed, compared to 6.8% of white women, while Pakistani and Bangladeshi men are least likely to be employed (66% and 62% respectively, in comparison with 80% for Indian, Other White, and White British men)<sup>125,126</sup>.

There are around 66,000 BAME-owned businesses in London, employing 560,000 people and turning over £90 billion<sup>127</sup>. The majority of these businesses are small – 53% employ fewer than five people – and concentrated in traditional niche sectors such as catering, food retailing, textiles, and in supplying personal services such as hairdressing and beauty to particular groups<sup>128</sup>.

Although younger BAME entrepreneurs are increasingly diversifying into new, high growth sectors such as technology and IT, many BAME businesses remain geographically concentrated in BAME communities, where they play an important role in providing employment and specialist services. In some BAME communities, notably the South Asian community, business creation is one of the main sources of employment<sup>129</sup>.

### *Young people*

As of June 2013, 20.5% of 16-24 year olds are unemployed, and 15.5% are unemployed and not in full-time education (NEETs)<sup>130</sup>. 39% of NEETs have low or no qualifications<sup>131</sup>.

Areas with particularly high rates of youth unemployment include the West Midlands and some parts of London, and some BAME groups are particularly badly affected<sup>132,133</sup>. Youth unemployment in the Indian, Pakistani and Bangladeshi communities is around 29%, while 45% of young African, Caribbean and Black British people are unemployed<sup>134</sup>.

The construction industry faces a skills shortage, and efforts are being made by charities such as the Prince's Trust and the Construction Youth Trust, as well as government and industry, to encourage young people into work, training and apprenticeships in the industry<sup>135,136,137,138</sup>.

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<sup>123</sup> All Party Parliamentary Group on Race and Community (2012) Ethnic Minority Female Unemployment: Black, Pakistani and Bangladeshi Heritage Women

<sup>124</sup> EHRC (2010) How Fair is Britain?

<sup>125</sup> All Party Parliamentary Group on Race and Community (2012) Ethnic Minority Female Unemployment

<sup>126</sup> J. Hills et al. (2010) An Anatomy of Economic Inequality in the UK: Report of the National Equality Panel

<sup>127</sup> MoL (2005) Redefining London's BME-owned Businesses, London Development Agency

<sup>128</sup> MoL (2005) Redefining London's BME-owned Businesses

<sup>129</sup> MoL (2005) Redefining London's BME-owned Businesses

<sup>130</sup> Department for Education,

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230393/Quarterly\\_Brief\\_NEET\\_Q2\\_2013\\_FINAL\\_pdf.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230393/Quarterly_Brief_NEET_Q2_2013_FINAL_pdf.pdf)

<sup>131</sup> Department for Business, Innovation and Skills (2013) Youth Unemployment: Review of Training for Young People with Low Qualifications

<sup>132</sup> DBIS (2013) Youth Unemployment

<sup>133</sup> ONS (2012) Characteristics of Young Unemployed People

<sup>134</sup> TUC (2012) Youth Unemployment and Ethnicity

<sup>135</sup> HM Government (2011) Building Engagement, Building Futures: Our Strategy to Maximise the Participation of 16-24 Year Olds in Education, Training and Work

<sup>136</sup> The Prince's Trust, Get into Construction, [http://www.princes-trust.org.uk/support\\_us/industry\\_leadership\\_groups/construction\\_business\\_services/get\\_into\\_construction.aspx](http://www.princes-trust.org.uk/support_us/industry_leadership_groups/construction_business_services/get_into_construction.aspx), accessed 16/7/2013

## *Disabled people*

"The employment rates of disabled adults are very low with only around 50% employed compared to 79% of non-disabled adults"<sup>139</sup>. Of those disabled people in employment, they are more likely than their non-disabled counterparts to work part-time, although it is unclear if this is down to personal choice or other, potentially discriminatory, reasons. 35% of disabled people work in low-paid, part-time or temporary work, and disabled people are also less likely to be in highly paid work<sup>140</sup>.

Such a low rate of employment indicates that disabled people continue to face barriers, and although many of these are attitudinal, a practical lack of access to appropriate transport can also make it harder to find work<sup>141</sup>. Construction projects such as Crossrail are committed to eliminating disability discrimination in the industry, and 6% of those employed on the construction of the London 2012 Olympic Park were disabled<sup>142,143</sup>.

## *Women, pregnant women and mothers of new-born babies*

Occupational segregation is a key factor in explaining pay differences, particularly in the private and voluntary sectors where at age 40 men are earning, on average, 27% more than women. This is thought to be partly explained by the large proportion of women working in part-time jobs: "women of all ages are significantly more likely to be in part-time employment than men and less likely to be self-employed"<sup>144</sup>.

In the past, inflexible working practices have been a barrier to female employment in the construction industry. However, women now make up between 10 and 12% of the construction workforce and, with the industry facing a severe skills gap and initiatives being taken forward to encourage women into construction, this is likely to increase in future<sup>145</sup>. Women accounted for 17% of those recruited to work on the construction of the London 2012 Olympic park<sup>146</sup>.

## *Older people*

With regards to age, the over 50s have the lowest employment rate for any age group. People aged over fifty, once unemployed, find it harder to gain new jobs, and experience the longest period of unemployment. Census 2011 reports that 22.9% of men aged 55-64 and 35.9% of women aged 55-59 were economically inactive<sup>147</sup>.

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<sup>137</sup> Construction Youth Trust, <http://www.constructionyouth.org.uk/index.php?id=13396>, accessed 16/7/2013

<sup>138</sup> Department for Work and Pensions (2012) Youth Contract – key initiatives, <http://www.dwp.gov.uk/youth-contract/key-initiatives/> accessed 16/7/2013

<sup>139</sup> EHRC (2010) How Fair is Britain?

<sup>140</sup> EHRC (2010) How Fair is Britain?

<sup>141</sup> EHRC (2010) How Fair is Britain?

<sup>142</sup> EHRC (2011) Equality and Diversity: Good Practice for the Construction Sector

<sup>143</sup> Department for Culture, Media and Sport (2012) Meta-Evaluation of the Impacts and Legacy of the London 2012 Olympic Games and Paralympic Games: Report 4: 'Interim Evaluation'

<sup>144</sup> EHRC (2010) How Fair is Britain?

<sup>145</sup> L. Worrall, K. Harris, R. Stewart, A. Thomas, P. McDermott (2010) Barriers to Women in the UK Construction Industry, Engineering, Construction and Architectural Management, 17:3

<sup>146</sup> DCMS (2012) Meta-Evaluation of the Impacts and Legacy

<sup>147</sup> Nomis, (2013), Annual Population Survey 2012-13

## Traffic, transport and physical accessibility

The availability of transport is of particular importance to certain protected groups, especially where access to a car is limited. A persistent barrier to employment for various disabled groups, for example, is the lack of appropriate transport<sup>148, 149</sup>. In addition, some groups are particularly sensitive to the effects of road traffic, which disproportionately affect socially excluded areas and individuals through “pedestrian accidents, air pollution, noise and the effect on local communities of busy roads cutting through residential areas”<sup>150</sup>.

### *Disabled people*

Disabled people have specific access needs. The National Transport Survey defines someone with mobility difficulties as someone who has difficulties travelling on foot, by bus, or both. “The proportion of adults with mobility difficulties increases greatly with age. In 2010, 38% of individuals aged 70+ had problems walking or using a bus, compared with 4% of those aged 16-49”<sup>151</sup>.

Disabled people are less likely to travel compared to non-disabled people, but make more frequent trips by bus and taxi. Disabled people rely on public transport to access jobs, services, facilities, family and friends. In 2011, it was found that 22% of disabled people have experienced problems in using public transport services<sup>152</sup>. Only about two thirds of buses and taxis are currently fully accessible, and under half of trains<sup>153</sup>. Inclusive design at trains can enable equal access for disabled people at stations, interchanges, and on the associated transport network.

Cluttered and multi-level station layouts cause difficulties for people with mobility difficulties<sup>154</sup>. Blind people, Deaf people, and people with learning difficulties can also encounter particular problems in stations. Difficulties in negotiating physical obstacles can affect those with impaired sight, while those with learning difficulties can have problems in understanding travel information. The availability of information in visual form and through well-trained staff can aid the mobility of those who are Deaf or hard of hearing<sup>155</sup>.

Around 2.5 million people have disabled people’s parking badges which are generally used for people who are unable to walk or have considerable difficulty walking<sup>156</sup>.

### *Women and mothers of new-born babies*

Women’s trips are more likely to relate to caring and family responsibilities, while men are more likely to travel for business and leisure. Women also make more journeys using public transport with children, or “otherwise encumbered”<sup>157</sup>. Many women with children rely on the use of public

<sup>148</sup> EHRC (2010) How Fair is Britain?

<sup>149</sup> Office for National Statistics (2012) Life Opportunities Survey – Wave Two Report, Part 1

<sup>150</sup> Social Exclusion Unit (2002) Making the Connections: Final Report on Transport and Social Exclusion

<sup>151</sup> DfT (2011) National Travel Survey: 2010

<sup>152</sup> DfT (2012) Transport for everyone

<sup>153</sup> DfT (2012) Transport for everyone

<sup>154</sup> DfT (2011) Accessible train and station design for disabled people

<sup>155</sup> DfT (2011) Accessible train and station design

<sup>156</sup> DfT (2011) Accessible train and station design

<sup>157</sup> Department for Transport (2011) National Travel Survey: 2010; Scottish Executive (2002) Women and transport guidance and checklist



transport and the lack of physical access can be a significant barrier to their use of it, particularly for single parents who are amongst those least likely to own a car<sup>158</sup>.

### *Children and young people*

Many young people rely on public transport in order to access education and employment. Young people make more journeys by bus and travel further by bus than any other group, with 17-20 year olds accounting for 15% of all bus trips in 2010. The number of under-20s with a driving licence has fallen in recent years as the cost of motoring has increased<sup>159,160</sup>.

Busy roads can divide and damage local communities and restrict walking, particularly for children and young people. The number of children that have been killed or seriously injured in traffic accidents has been decreasing overtime, and in 2009 it stood at 2,671, of which 1,660 were pedestrians. "In 2010, 6% of children had been involved in a road accident in the last 3 years, of which 1% had been injured"<sup>161</sup>.

### *Older people*

The over-60s make more trips by bus than those in middle age groups, reflecting the availability of concessionary bus travel and differing levels of car ownership and driving licences. Bus use is particularly high amongst older women, and the highest proportion of trips made by over-50s of both genders is for the purpose of shopping<sup>162</sup>. This reflects the importance of public transport in enabling older people to access essential services – including healthcare – as well as to socialise and participate in their local communities<sup>163</sup>.

### **Noise**

A poor quality local environment and differing ease of access to the environment can have a detrimental effect on the quality of life experienced by disadvantaged communities and socially excluded groups, and can reinforce deprivation<sup>164</sup>. It is thought that vulnerable people may be less "able to cope with the impacts of noise exposure, and be at greater risk of harmful effects"<sup>165</sup>.

### *BAME groups*

There is a link between socio-economic status and poorer neighbourhood quality, with those living in poor housing more likely to report concerns with the level of pollution and grime in their neighbourhood<sup>166,167</sup>. BAME and religious minority groups are highly represented in the most deprived neighbourhoods in England: 70% of those in income poverty in inner London are from ethnic minority groups<sup>168,169</sup>.

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<sup>158</sup> Scottish Executive (2002) Women and transport guidance and checklist

<sup>159</sup> Campaign for Better Transport and the Intergenerational Foundation (2013) No Entry! Transport barriers facing young people

<sup>160</sup> DfT (2011) National Travel Survey: 2010

<sup>161</sup> DfT (2011) National Travel Survey: 2010

<sup>162</sup> DfT (2012) National Travel Survey: 2011

<sup>163</sup> Age UK (2012) Missed opportunities: the impact on older people of cuts to rural bus services

<sup>164</sup> World Health Organisation (2009) Night noise guidelines for Europe (foreword VII)

<sup>165</sup> WHO (2009) Guidelines for Community Noise: A complete, authoritative guide on the effects of noise pollution on health 3. Adverse health effects of noise

<sup>166</sup> EHRC (2010) How Fair is Britain?

<sup>167</sup> R. Lupton and A. Power (2004) What we know about neighbourhood change; A literature review

<sup>168</sup> EHRC (2010) How Fair is Britain?

### *Children, young people, pregnant women, and older people*

Exposure to noise can be a particular problem around schools, leading to cognitive impairment for children during lessons<sup>170</sup>. Autistic children can be particularly sensitive to their environment, and in some cases can be extremely distressed by loud noise<sup>171</sup>. Children with hearing difficulties also benefit from a quiet learning environment, and background noise can reduce the effectiveness of hearing aids.<sup>172</sup>

### **Crime, safety and personal security**

#### *Black, Asian and Minority Ethnic (BAME) groups, and religious groups*

A hate crime is defined as any criminal offence perceived by the victim or any other person to be motivated by hostility or prejudice based on the victim's disability, race, religion or belief, sexual orientation, or transgender identity<sup>173</sup>. Racially and religiously motivated crimes are by far the most common form of hate crime, though both the Metropolitan Police and the West Midlands police force recorded a decline in reported incidents over the period 2006/7 to 2010/11<sup>174</sup>.

#### *Lesbian, Gay, Bisexual and Trans people (LGBT)*

The incidence of hate crime against the LGBT community is similarly high. Offences against the person and public order offences are the most common form of crime motivated or aggravated by sexual orientation or gender. According to the British Crime Survey, 12 per cent of incidents reported by lesbian, gay and bisexual respondents between 2007 and 2010 were regarded as motivated by the victim's sexuality<sup>175</sup>.

#### *Women*

Women perceive themselves to be at higher risk of crime than men, particularly when travelling at night or in isolated areas, in spite of evidence that shows that men are most likely to be affected<sup>176</sup>. Disruption to existing public transport networks, including increases in waiting time at bus stops and stations, may exacerbate these safety concerns and discourage women from travelling.

#### *Disabled people*

Although higher proportions of older people have disabilities, evidence suggests that within each age group, disabled people are more likely to be victims of crime<sup>177</sup>. Hate crimes are more likely

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<sup>169</sup> Department of Communities and Local Government (2008) Transforming Places; Changing Lives: taking forward the regeneration framework Equality Impact Assessment

<sup>170</sup> M. Haines, S. Stansfeld, S. Brentnall, J. Head, B. Berry, M. Jiggins, S. Hygge (2001) The West London Schools Study: the effects of chronic aircraft noise exposure on child health, *Psychological Medicine*, 2001, 31:8

<sup>171</sup> Autism Education Trust (2008) Educational provision for children and young people on the autism spectrum living in England: a review of current practice, issues and challenges; The National Autistic Society (2006) Make School Make Sense. Autism and Education: The realities for families today

<sup>172</sup> The National Deaf Children's Society (2003) Deaf-friendly Teaching: Practical guidance for teachers working with deaf children

<sup>173</sup> CIVITAS Institute for the Study of Civil Society (2012) Crime Factsheets - Hate Crime

<sup>174</sup> CIVITAS (2012) Hate Crime

<sup>175</sup> CIVITAS (2012) Hate Crime

<sup>176</sup> W. Smith and M. Torstenson (1997) Gender differences in risk perception and neutralising fear of crime; toward resolving the paradoxes, *British Journal of Criminology*

<sup>177</sup> CIVITAS (2012) Hate Crime

to affect some groups of disabled people than others, particularly those with learning difficulties, visual impairments, or mental health difficulties<sup>178</sup>.

Recent research in London has found a lack of awareness in the construction industry of the road risks associated with large goods vehicles and other construction traffic. Large goods vehicles often have 'blind spots' which make it difficult for drivers to see pedestrians and other road-users, and are associated with a disproportionate number of accidents involving construction vehicles<sup>179</sup>. Construction traffic poses a particular potential risk to some groups of disabled people, including Deaf people and people who are hard of hearing – children with hearing difficulties are ten times more likely to be involved in road accidents while walking or playing than other children<sup>180</sup> – and people with mental disabilities, who may be less able to judge safety risks.

### Children

Children could also be affected disproportionately by heavy traffic around construction sites. Of 2,671 children killed or seriously injured in traffic incidents in 2009, 1,660 were pedestrians<sup>181</sup>. As well as children with hearing difficulties, those from ethnic minorities or from low income families are most likely to be involved in road accidents while walking or playing<sup>182</sup>.

### Community Cohesion

Community cohesion refers to relations of trust, neighbourliness, shared sense of belonging or a sense of enjoying equal opportunities between people from different backgrounds or circumstances. Some population groups are believed to be at particular risk of social exclusion, and establishing social and support networks is therefore likely to be particularly important for groups including BAME groups, faith groups, disabled people, older people, pregnant women and mothers of new-born babies, young people and children<sup>183</sup>. Communities which are especially diverse, and those that are particularly transient, face greater difficulties in terms of tensions between different sections of the community<sup>184</sup>.

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<sup>178</sup> CIVITAS (2012) Hate Crime

<sup>179</sup> Transport Research Laboratory (2013) Construction logistics and cyclist safety, Transport for London

<sup>180</sup> The AA Motoring Trust (2003) AA Foundation for Road Safety Research

<sup>181</sup> DfT (2011) National Travel Survey: 2010

<sup>182</sup> The AA Motoring Trust (2003) AA Foundation for Road Safety Research

<sup>183</sup> London Health Commission (2002) Culture and Health: Making the Link, London Health Commission

<sup>184</sup> G. Blake, J. Diamond, J. Foot, B. Gidley, M. Mayo, K. Shukra and M. Yarnit (2008) Community engagement and community cohesion, JRF

# Euston profile

## Introduction

This part of the Proposed 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 CFA1 area falls entirely within the London Borough (LB) of Camden. For further information see ES Volume 2<sup>185</sup>.

The data produced for this section of the EQIA report uses CFA boundaries, with the definition: 'CFAs 1-6 are buffered by 500m and CFAs 7-15 by 1km. These are split by the CFA lines (with the exception of CFA06/07 boundary which is split by the contract boundary)'.

The ES reports a CFA figure based on a collection of DCAs. The data therefore are not always comparable between the ES and this document.

## Population and deprivation

Table 2 details the proportion of Lower Layer Super Output Areas (LSOA) falling within the top 5%, 10% and 20% most deprived (according to the Index of Multiple Deprivation), relative to the borough and London rates.

Table 2: Percentage of LSOAs in the top 5%, 10% and 20% most deprived,

	CFA1 (%)	Camden (%)	London (%)
Top 5% Most Deprived	0.0	0.0	2.4
Top 10% Most Deprived	5.6	2.3	8.4
Top 20% Most Deprived	50.0	24.1	26.2

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

## Age

There are relatively few elderly people in CFA1 (12.4% aged over 60 years old compared to 15.1% in Camden and 15.3% in London). By contrast, a notable proportion of people in the CFA are aged 15-29 years old (35.0%) compared with 27.4% in Camden, and 23.7% in London. The majority of 15-29 year olds in CFA1 are in the 20-24 year old age group and combined with the high levels of economic inactivity within the study area among this group, this is indicative of a large student population, as identified in the Euston Community Profile Study.

The proportion of children aged 0-14 in the CFA (16.0%) is broadly in line with the LB of Camden average (15.3%) and slightly lower than the proportion of children in London overall (18.7%).

Table 3 details the size of the usual resident population by broad age groups in CFA1, relative to the borough, London and England averages.

<sup>185</sup> Volume 2 Report: 1 - Community Forum Area Report, Euston Station and Approach

Table 3: Age composition of resident population

	Euston Station and Approach (CFA1) (%)	Camden (%)	London (%)	England (%)
0-14	16.0	15.3	18.7	17.7
15-29	35.0	27.4	23.7	20.0
30-44	22.5	27.0	25.3	20.6
45-59	14.1	15.2	17.0	19.4
60-74	7.6	10.1	10.0	14.6
75 and over	4.8	5.0	5.3	7.7

Source – ONS, (2012), Census 2011 - KS101EW

The proportions of children living in poverty in the CFA are significantly higher: 43.6%, compared with 35.3% in Camden and 28.0% in London. In CFA1 therefore, the proportion of children in poverty is more than double the England average (20.6%). Table 4 details the proportion of children living in poverty in CFA1, relative to the borough, London and England averages.

Table 4: Child poverty

	CFA1 (%)	Camden (%)	London (%)	England (%)
Proportion of children living in poverty	43.6	35.3	28.0	20.6

Source – Department for Work and Pensions (DWP), (2010), Proportion of children living in poverty

## Race

The study area includes notable concentrations of ethnic groups as follows:<sup>186</sup>

- 35.1% White British residents; somewhat lower than both the LB of Camden (44.0%) and Greater London (44.9%) levels;
- 12.8% Asian/Asian British Bangladeshi residents; over twice the proportion than within LB of Camden (5.7%) and higher still than the London population (2.7%); and
- 7.5% Black or Black British African residents, somewhat higher than within the LB of Camden (4.7%) but broadly in line with the London average of 7.0%.

Table 5 details the proportion of the usual resident population by ethnic group for CFA1, relative to the borough, London and England averages.

<sup>186</sup> Office of National Statistics (2011), Census 2011 table KS102EW

Table 5: Proportion of resident population by ethnic group

Ethnic group		CFA1 (%)	Camden (%)	London (%)	England (%)
White	British	35.1	44.0	44.9	79.8
	Irish	2.5	3.2	2.2	1.0
	Gypsy	0.1	0.1	0.1	0.1
	Other	15.1	19.0	12.6	4.6
Mixed	White & Black Caribbean	0.9	1.1	1.5	0.8
	White & Black African	1.1	0.8	0.8	0.3
	White & Asian	1.3	1.8	1.2	0.6
	Other Mixed	1.9	1.9	1.5	0.5
Asian or Asian British	Indian	2.8	2.8	6.6	2.6
	Pakistani	0.8	0.7	2.7	2.1
	Bangladeshi	12.8	5.7	2.7	0.8
	Chinese	4.6	2.9	1.5	0.7
	Other Asian	4.7	4.0	4.9	1.5
Black or Black British	African	7.5	4.9	7.0	1.8
	Caribbean	1.8	1.6	4.2	1.1
	Other Black	2.4	1.7	2.1	0.5
Arab or other ethnic group	Arab	2.1	1.6	1.3	0.4
	Other ethnic group	2.5	2.3	2.1	0.6

Source – ONS, (2012), Census 2011 - KS201EW

Of note is the predominately Bangladeshi community to the west and northwest of Euston Station; known to be particularly concentrated within the Regent's Park Estate area. Table 6 gives the ethnicity of social rented tenants of 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

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

Source: London Borough of Camden (LBC) (2012) Regents Park Estate HS2 Proposals Regeneration Profile

Reflecting this diverse ethnic profile, the proportion of pupils who have a first language other than English in primary schools in the LB of Camden is 61.9% and in London is 47.5%, compared with 18.1% in England as a whole. At secondary school level, the proportion of pupils in Camden whose first language is not English is 47%, compared with 38.9% in London<sup>187</sup>. In the schools within the study area, all have large proportions (up to 95%) of children from BAME groups<sup>188</sup>.

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 London and England averages<sup>189</sup>.

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

	Camden (%)	London (%)	England (%)
Primary school pupils (%)	61.9	47.5	18.1
Secondary school pupils (%)	47.0	38.9	13.6

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<sup>190</sup>.

<sup>187</sup> National Association for Language Development in the Curriculum, (2011), School Census

<sup>188</sup> Social Research Associates Ltd, (2013), Euston Community Profile Study

<sup>189</sup> This data is unavailable at CFA or Borough level.

Table 8: Proportions 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 suffer from a long term health problem or disability, with and without dependent children, relative to CFA1, and the borough, London and England averages.

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

	CFA1 (%)	Camden (%)	London (%)	England (%)
Households that have one or more people with a long term health problem or disability, with dependent children	5.3	4.0	5.0	4.6
Households that have one or more people with a long term health problem or disability, without dependent children	21.4	18.3	17.4	21.0

Source – ONS, (2012), Census 2011 - KS106EW

## Sex

Table 10 details the proportion of households with lone parents and dependent children in CFA1, relative to the borough, London and England averages.

Table 10: Lone parent households with dependent children

	CFA1 (%)	Camden (%)	London (%)	England (%)
Lone parent households with dependent children	8.5	6.4	8.5	7.1

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

<sup>190</sup> This data is unavailable at CFA level.



Table 11 details the proportion of lone parent households headed by women in CFA1, relative to the borough, London and England averages.

Table 11: Lone parent households headed by women

	CFA1 (%)	Camden (%)	London (%)	England (%)
Lone parent households headed by women	93.9	93.6	92.5	90.3

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

## Religion or belief

Christians are the largest single religious group within the Euston area (32.8%) compared with 34.0% in the LB of Camden and 48.4% in London. Muslims are the second largest group, with 21.3% in the CFA; almost twice the proportion within the LB of Camden (12.1%) and London (12.4%). All other major religions are represented to some extent within the CFA, however they comprise less than 5% of the population overall<sup>191</sup>.

Table 12 details the religion of the resident population in CFA1, relative to the borough, London and England averages.

Table 12: Religion of the resident population

	CFA1 (%)	Camden (%)	London (%)	England (%)
Christian (%)	32.8	34.0	48.4	59.4
Buddhist (%)	1.3	1.3	1.0	0.5
Hindu (%)	1.6	1.4	5.0	1.5
Jewish (%)	1.0	4.5	1.8	0.5
Muslim (%)	21.3	12.1	12.4	5.0
Sikh (%)	0.3	0.2	1.5	0.8
Other religions (%)	0.5	0.6	0.6	0.4
No religion (%)	21.1	25.5	20.7	24.7
Religion not stated (%)	20.2	20.5	8.5	7.2

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

## Housing

Table 13 details dwelling stock by tenure and condition in CFA1, relative to the borough, London and England averages.

<sup>191</sup> Office of National Statistics (2011), Census 2011 table KS201EW

Table 13: Dwelling stock by tenure

	<b>CFA1 (%)</b>	<b>Camden (%)</b>	<b>London (%)</b>	<b>England (%)</b>
Owned	17.2	32.2	48.3	63.3
Shared Ownership	0.9	0.7	1.3	0.8
Rented from council	37.4	23.0	13.5	9.4
Other social rented	16.0	10.1	10.6	8.3
Private rented	24.8	32.2	25.1	16.8
Living Rent Free	3.7	1.8	1.3	1.3

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

## Employment and economy

Table 14 shows the proportion of those who are economically active by gender (amongst the working age population) in CFA1, relative to the borough, London and England averages.

Table 14: Proportion of labour force economically active by gender

	<b>CFA1 (%)</b>	<b>Camden (%)</b>	<b>London (%)</b>	<b>England (%)</b>
Male	67.4	74.8	80.6	81.9
Female	51.6	62.6	65.8	67.1

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

Table 15 shows the proportion of those who are economically active by age group (amongst the working age population) in CFA1, relative to the borough, London and England averages.

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

	<b>CFA1 (%)</b>	<b>Camden (%)</b>	<b>London (%)</b>	<b>England (%)</b>
16 and over	53.9	64.7	67.3	63.6
16-49	58.3	72.0	77.5	79.8
50 and over	40.3	46.8	45.4	41.6

Source – ONS (2013) Census 2011, LC6201EW

Table 16 details employment rates by age group (amongst the working age population) in CFA1, relative to the borough, London and England averages.

Table 16: Employment rates by working age group

	<b>CFA1 (%)</b>	<b>Camden (%)</b>	<b>London (%)</b>	<b>England (%)</b>
16 and over	47.5	59.6	61.4	58.9
16-49	50.9	65.9	70.1	72.9
50 and over	37.4	44.1	42.8	39.8

Source – ONS (2013) Census 2011, LC6201EW

Table 17 details the qualifications of the resident workforce in the CFA1, relative to the borough, regional and national averages.

Table 17: Resident workforce qualifications - CFA1, borough, regional and national

<b>NVQ Level</b>	<b>CFA1 (%)</b>	<b>Camden (%)</b>	<b>London (%)</b>	<b>England (%)</b>
Level 4 and above	33.5	50.5	37.7	27.4
Level 3	19.3	12.1	10.5	12.4
Level 2	8.9	7.8	11.8	15.2
Level 1	8.9	6.8	10.7	13.3
Apprenticeship	0.9	0.8	1.6	3.6
Other qualifications	9.9	9.2	10.0	5.7
No qualifications	18.5	12.7	17.6	22.5

Source – ONS, (2012), Census 2011 - KS501EW

Table 18 details Jobseekers' Allowance (JSA) claimants by age group (amongst the working age population) in CFA1, relative to borough, regional and national averages.

Table 18: Working age JSA claimants

	<b>CFA1 (%)</b>	<b>Camden (%)</b>	<b>London (%)</b>	<b>England (%)</b>
16-24	2.4	3.3	5.1	5.9
25 - 49	4.0	3.4	3.9	3.9
50-64	3.2	3.0	3.2	2.2

Source – ONS (Claimant Count, May 2012), JSA Claimants

## London corridor profile

The study area is urban in character and falls within the boroughs of Camden (CFA2 and CFA3), Ealing (CFA5), and Hillingdon (CFA6). CFA4 falls within the boroughs of Brent, City of Westminster, Ealing, Hammersmith and Fulham and Kensington and Chelsea.

The data produced for this section of the EQIA report uses CFA boundaries, with the definition: 'CFAs 1-6 are buffered by 500m and CFAs 7-15 by 1km from the line of the proposed route. These are split by the CFA lines.'

The ES reports a CFA figure based on a collection of DCAs. The data for CFAs covered in the London profile therefore are not always comparable between the ES and this document.

## Population and deprivation

Table 19 and Table 20 detail the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived, in CFA2-6, relative to the borough and London averages.

Table 19: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
Top 5% Most Deprived	6.7	0.0	12.1	3.2	0.0
Top 10% Most Deprived	6.7	0.0	33.3	3.2	0.0
Top 20% Most Deprived	60.0	24.2	54.5	12.9	0.0

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

Table 20: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)
Top 5% Most Deprived	0.0	1.5	0.0	2.4
Top 10% Most Deprived	2.3	6.7	0.6	8.4
Top 20% Most Deprived	24.1	20.0	6.7	26.2

Source – DCLG, (2010), Index of Multiple Deprivation

## Age

Proportions of children aged 0-14 at a London and England level (18.7% and 17.7% respectively) are broadly similar to all CFAs, except CFA2, which has the lowest proportion of children aged 0-14 in all the London Corridor CFAs (15.7%)<sup>192</sup>. The proportions of young adults aged 15-29 within London (23.7%) and England (20.0%) are also broadly similar to proportions within the London Corridor CFAs, with the exception of CFA2, where 32.6% people are aged 15-29 years old. Table

<sup>192</sup> Office of National Statistics, (2013), Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

21 and Table 22 detail the size of the usual resident population by age in CFA2-6, relative to borough, London and England averages.

Table 21: Age composition of resident population - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
0-14	15.7	17.1	18.7	19.5	18.7
15-29	32.6	21.0	23.9	22.7	19.3
30-44	25.1	29.4	28.9	26.0	25.0
45-59	14.9	15.5	16.5	16.3	17.8
60-74	8.3	11.1	8.4	10.4	11.8
75 and over	3.5	5.9	3.6	5.1	7.3

Source – ONS, (2012), Census 2011 - KS102EW

Table 22: Age composition of resident population - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
0-14	15.3	19.2	19.5	18.7	17.7
15-29	27.4	22.8	22.6	23.7	20.0
30-44	27.0	25.8	22.3	25.3	20.6
45-59	15.2	17.3	18.0	17.0	19.4
60-74	10.1	9.9	11.3	10.0	14.6
75 and over	5.0	5.0	6.2	5.3	7.7

Source – ONS, (2012), Census 2011 - KS102EW

Table 23 and Table 24 detail the proportion of children who experience poverty in CFA2-6, relative to the borough, London and England averages. Notably, considerable proportions of children in CFA2, CFA3 and CFA4 experience poverty compared with London levels.

Table 23: Proportion of children in poverty - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
Children in poverty	44.8	32.9	39.8	24.9	13.9

Source – Department for Work and Pensions (DWP), (2010), Proportion of children in poverty

Table 24: Children who experience poverty - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
Children in poverty	35.3	26.6	23.4	28.0	20.6

Source – DWP, (2010), Proportion of children in poverty

## Race

Table 25 and Table 26 detail the size of the usual resident population by ethnic group in CFA2-6, relative to the borough, London and England averages.

Of the non-White ethnic groups, notable concentrations are:

- A higher than average proportion of African residents in CFA<sub>4</sub> (8.9%) compared with 7.0% in London as a whole;
- Indian residents in CFA<sub>5</sub> (9.8%) where proportions are notably higher than the London average (6.6%); and
- Bangladeshi residents in CFA<sub>2</sub> (6.5%), over twice the London average (2.7%).

The ethnic mix is changing in London, and areas are becoming more ethnically diverse. This is particularly notable in CFA<sub>2</sub>, CFA<sub>4</sub> and CFA<sub>5</sub>.

Table 25: Proportion of resident population by ethnic group - CFA2-6

Ethnic group		CFA <sub>2</sub> (%)	CFA <sub>3</sub> (%)	CFA <sub>4</sub> (%)	CFA <sub>5</sub> (%)	CFA <sub>6</sub> (%)
White	British	43.6	42.3	31.7	26.9	67.9
	Irish	3.6	3.0	3.8	2.8	3.4
	Gypsy	0.1	0.1	0.1	0.1	0.1
	Other	16.7	22.2	15.8	21.1	6.3
Mixed	White & Black Caribbean	1.6	0.9	2.1	1.0	0.9
	White & Black African	0.9	0.7	1.6	0.6	0.3
	White & Asian	1.4	1.7	1.5	1.2	1.2
	Other Mixed	2.0	1.6	2.0	1.5	1.0
Asian or Asian British	Indian	1.7	3.1	2.5	9.8	6.9
	Pakistani	0.5	0.8	1.1	3.3	1.3
	Bangladeshi	6.5	3.5	2.4	0.5	0.2
	Chinese	2.8	2.3	1.2	1.7	1.0
	Other Asian	3.2	4.9	4.9	10.6	3.8
Black or Black British	African	6.9	5.0	8.9	4.6	1.4
	Caribbean	2.6	1.4	7.9	4.3	1.7
	Other Black	2.6	1.6	3.5	1.7	0.7
Arab or other ethnic group	Arab	1.2	2.4	5.4	5.1	0.7
	Other ethnic group	2.2	2.7	3.5	3.0	1.2

Source – ONS, (2012), Census 2011 - KS201EW

Table 26: Proportion of resident population by ethnic group - borough, London and England

Ethnic group		Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
White	British	44.0	30.4	52.2	44.9	79.8
	Irish	3.2	3.1	2.2	2.2	1.0
	Gypsy	0.1	0.1	0.1	0.1	0.1
	Other	19.0	15.4	6.1	12.6	4.6
Mixed	White & Black Caribbean	1.1	1.2	1.0	1.5	0.8
	White & Black African	0.8	0.6	0.5	0.8	0.3
	White & Asian	1.8	1.4	1.3	1.2	0.6
	Other Mixed	1.9	1.3	1.0	1.5	0.5
Asian or Asian British	Indian	2.8	14.3	13.4	6.6	2.6
	Pakistani	0.7	4.3	3.4	2.7	2.1
	Bangladeshi	5.7	0.5	1.0	2.7	0.8
	Chinese	2.9	1.2	1.1	1.5	0.7
	Other Asian	4.0	9.3	6.5	4.9	1.5
Black or Black British	African	4.9	5.1	4.1	7.0	1.8
	Caribbean	1.6	3.9	1.7	4.2	1.1
	Other Black	1.7	1.9	1.5	2.1	0.5
Arab or other ethnic group	Arab	1.6	2.9	1.1	1.3	0.4
	Other ethnic group	2.3	3.1	1.9	2.1	0.6

Source – ONS, (2012), Census 2011 - KS201EW

Table 27 details the proportion of pupils within primary and secondary schools who speak a first language other than English, in London and England<sup>193</sup>.

Table 27: Primary school pupils with a first language that is known or believed to be other than English - London and England

	London (%)	England (%)
Primary school pupils (%)	47.5	18.1
Secondary school pupils (%)	38.9	13.6

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

<sup>193</sup> This data is not available at borough level in relation to primary schools.

## Disability

Table 28 and Table 29 detail the proportion of households that have one or more person with a long term health problem or disability, with and without dependent children, in CFA2-6, relative to the borough, London and England averages.

Table 28: Households that have one or more people with a long term health problem or disability, with and without dependent children - CFA2-6

	<b>CFA2 (%)</b>	<b>CFA3 (%)</b>	<b>CFA4 (%)</b>	<b>CFA5 (%)</b>	<b>CFA6 (%)</b>
Households that have one or more people with a long term health problem or disability, with dependent children	5.0	3.8	5.7	6.0	4.1
Households that have one or more people with a long term health problem or disability, without dependent children	19.4	17.4	18.9	15.9	16.0

Source – ONS, (2012), Census 2011 - KS106EW

Table 29: Households that have one or more people with a long term health problem or disability, with and without dependent children - borough, London and England

	<b>Camden (%)</b>	<b>Ealing (%)</b>	<b>Hillingdon (%)</b>	<b>London (%)</b>	<b>England (%)</b>
Households that have one or more people with a long term health problem or disability, with dependent children	4.0	5.5	5.8	5.0	4.6
Households that have one or more people with a long term health problem or disability, without dependent children	18.3	17.4	18.0	17.4	21.0

Source – ONS, (2012), Census 2011 - KS106EW

## Religion or belief

The largest religious group in all London Corridor CFAs is Christian. Muslims are the second most highly represented group in all CFAs, and all have disproportionately more Muslims than both the London (12.4%) and England (5.0%) averages, except CFA6. CFA5 has a somewhat higher proportion of Hindus than the London and England levels. Notably there is a locally significant Jewish population in CFA3. Table 30 and Table 31 detail the religion of the resident population in CFA2-6, relative to the borough, London and England averages.

Table 30: Religion of the resident population - CFA2-6

	<b>CFA2 (%)</b>	<b>CFA3 (%)</b>	<b>CFA4 (%)</b>	<b>CFA5 (%)</b>	<b>CFA6 (%)</b>
Christian (%)	34.5	34.8	48.0	51.2	61.3
Buddhist (%)	1.2	1.4	1.0	1.8	0.7
Hindu (%)	1.0	1.8	1.9	9.1	5.7
Jewish (%)	1.3	7.6	1.3	0.2	0.4
Muslim (%)	14.0	12.7	18.8	16.0	4.0



	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
Sikh (%)	0.1	0.2	0.2	2.2	1.6
Other religions (%)	0.5	0.5	0.6	0.5	0.2
No religion (%)	28.3	22.7	20.1	11.8	19.7
Religion not stated (%)	19.0	18.3	8.3	7.1	6.4

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

Table 31: Religion of the resident population - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
Christian (%)	34.0	43.7	49.2	48.4	59.4
Buddhist (%)	1.3	1.2	0.9	1.0	0.5
Hindu (%)	1.4	8.5	8.0	5.0	1.5
Jewish (%)	4.5	0.3	0.6	1.8	0.5
Muslim (%)	12.1	15.7	10.6	12.4	5.0
Sikh (%)	0.2	7.9	6.7	1.5	0.8
Other religions (%)	0.6	0.6	0.6	0.6	0.4
No religion (%)	25.5	15.0	17.0	20.7	24.7
Religion not stated (%)	20.5	6.9	6.4	8.5	7.2

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

## Housing

Table 32 and Table 33 detail housing stock by tenure in CFA2-6, relative to the borough, London and England averages.

Table 32: Dwelling stock by tenure - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
Owned	24.5	35.8	26.5	56.6	71.9
Shared Ownership	1.6	0.6	2.2	1.9	0.7
Rented from council	28.3	20.6	23.1	7.3	3.9
Other social rented	13.9	7.4	21.4	5.0	1.8
Private rented	30.5	33.8	25.6	27.6	21.0
Living Rent Free	1.2	1.8	1.1	1.6	0.7

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

Table 33: Dwelling stock by tenure - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
Owned	32.2	51.1	62.9	48.3	63.3
Shared Ownership	0.7	1.8	1.3	1.3	0.8
Rented from council	23.0	10.5	10.5	13.5	9.4
Other social rented	10.1	7.6	6.3	10.6	8.3
Private rented	32.2	27.5	18.1	25.1	16.8
Living Rent Free	1.8	1.5	1.0	1.3	1.3

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

## Employment and economy

Table 34 and Table 35 show the proportion of those who are economically active by gender in CFA2-6, relative to the borough, London and England averages.

Table 34: Proportion of labour force economically active by gender - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
Male	70.9	78.4	74.7	63.6	83.4
Female	62.1	66.9	66.9	55.9	71.5

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

Table 35: Proportion of labour force economically active by gender - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
Male	80.5	84.4	85.4	82.6	82.6
Female	66.0	68.2	66.9	67.1	69.9

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

Table 36 details economic activity by age group (amongst the working age population) by borough, relative to London and England averages.

Table 36: Proportion of labour force economically active by age group - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
16 and over	64.7	67.4	65.5	67.3	63.6
16 - 49	72.0	77.3	76.8	77.5	79.8
50 - and over	46.8	46.2	45.4	45.4	41.6

Source - ONS (2012) Census 2011: LC6201EW

Table 37 and Table 38 detail employment rates by age group (amongst the working age population) at CFA level, relative to borough, regional and national averages.

Table 37: Employment rates by age group - CFAs 2-6

	<b>CFA2 (%)</b>	<b>CFA3 (%)</b>	<b>CFA4 (%)</b>	<b>CFA5 (%)</b>	<b>CFA6 (%)</b>
All categories: Age 16 and over	57.8	62.4	60.5	62.5	67.4
Age 16 to 49	63.0	71.6	68.1	71.2	81.4
Age 50 and over	42.1	43.2	39.9	44.2	43.5

Source – ONS (2011), Census 2011: LC6201EW

Table 38: Employment rates by age group - borough, regional and national

	<b>Camden (%)</b>	<b>Ealing (%)</b>	<b>Hillingdon (%)</b>	<b>London (%)</b>	<b>England (%)</b>
All categories: Age 16 and over	59.6	61.5	60.3	61.4	58.9
Age 16 to 49	65.9	69.9	69.9	70.1	72.9
Age 50 and over	44.1	43.5	43.3	42.8	39.8

Source – ONS (2011), Census 2011: LC6201EW

Table 39 and Table 40 detail the qualifications of the resident workforce in the seven DCAs, relative to the local authority, regional and national averages.

Table 39: Resident workforce qualifications - CFAs 2-6

<b>NVQ Level</b>	<b>CFA2 (%)</b>	<b>CFA3 (%)</b>	<b>CFA4 (%)</b>	<b>CFA5 (%)</b>	<b>CFA6 (%)</b>
Level 4 and above	43.2	54.4	38.3	33.0	30.3
Level 3	13.0	7.9	9.6	9.1	12.3
Level 2	8.9	7.6	10.4	11.1	15.9
Level 1	8.4	6.4	9.8	10.5	14.2
Apprenticeship	0.9	0.8	1.1	1.8	3.9
Other qualifications	9.1	10.6	12.5	17.8	6.6
No qualifications	16.4	12.2	18.3	16.7	16.8

Source – ONS, (2012), Census 2011 - KS501EW

Table 40: Resident workforce qualifications - local authority, regional and national

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
Level 4 and above	50.5	37.0	28.0	37.7	27.4
Level 3	12.1	9.6	12.5	10.5	12.4
Level 2	7.8	10.5	14.2	11.8	15.2
Level 1	6.8	9.9	14.0	10.7	13.3
Apprenticeship	0.8	1.4	2.9	1.6	3.6
Other qualifications	9.2	15.1	9.2	17.6	22.5
No qualifications	12.7	16.5	19.1	10.0	5.7

Source – ONS, (2012), Census 2011 - KS501EW

Table 41 and Table 42 detail JSA claimants amongst the working age population, by age group, in CFA2-6, relative to the borough, London and England averages.

Table 41: Working age JSA claimants - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
16-24	4.5	3.4	8.6	5.6	2.4
25 - 49	3.8	2.6	6.7	3.5	2.0
Over 50	3.6	2.7	5.5	3.0	1.2

Source – ONS (2012), Department for Work and Pensions - Benefit Claimants/ working age client group May 2012

Table 42: Working age JSA claimants - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
16-24	3.6	6.1	3.7	6.5	6.2
25 - 49	3.0	4.0	3.1	4.1	3.8
Over 50	3.1	3.1	1.9	3.2	2.1

Source – ONS (2012), Department for Work and Pensions - Benefit Claimants/ working age client group May 2012

## Country South profile

The data produced for this section of the EQIA report uses CFA boundaries, with the definition: 'CFAs 1-6 are buffered by 500m and CFAs 7-15 by 1km. These are split by the CFA lines (with the exception of CFA06/07 boundary which is split by the contract boundary).'

The ES reports a CFA figure based on a collection of DCAs. The data therefore are not always comparable between the ES and this document.

### Population and deprivation

Table 43 and Table 44 detail the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived at district and regional level. Data is not available at CFA level for route sections outside of London, as there are too few LSOAs in each CFA to produce meaningful data.

Table 43: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
Top 5% Most Deprived	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Top 10% Most Deprived	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Top 20% Most Deprived	6.7	0.0	1.9	0.0	0.0	0.0	5.5	0.0

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

Table 44: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)
Top 5% Most Deprived	2.4	1.1	0.9	2.9
Top 10% Most Deprived	8.4	2.3	2.8	7.4
Top 20% Most Deprived	26.2	7.1	7.5	16.8

Source – DCLG, (2010), Index of Multiple Deprivation

### Age

CFA9, CFA10 and CFA 12 have the highest populations of people aged 60 or older (at 30.7%, 34.3% and 33.7% respectively), substantially higher than the regional (23.3%) and national (22.3%) averages<sup>194</sup>. There are high populations of very elderly people aged 75 and over in CFA7 (13.1%) and CFA10 (14.9%), and also fairly high proportions in CFA8 (10.3%) and CFA9 (9.9%) compared

<sup>194</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

to the regional and national averages (8.3% and 7.7% respectively)<sup>195</sup>. The proportion of children is high across the route, and particularly in CFA13 (25.4%), CFA11 (20.6%) and CFA14 (20.3%). Table 45, Table 46 and Table 47 detail the size of the usual resident population by age in CFA7-15, relative to the district, regional and national averages.

Table 45: Age composition of resident population - CFA7-15

	<b>CFA7 (%)</b>	<b>CFA8 (%)</b>	<b>CFA9 (%)</b>	<b>CFA10 (%)</b>	<b>CFA11 (%)</b>	<b>CFA12 (%)</b>	<b>CFA13 (%)</b>	<b>CFA14 (%)</b>	<b>CFA15 (%)</b>
0-14	14.9	18.8	18.0	17.1	20.6	18.0	25.4	20.3	18.1
15-29	15.1	12.4	11.4	10.4	19.1	17.0	12.1	11.9	11.0
30-44	20.2	17.9	15.2	17.2	28.6	21.1	23.7	18.1	19.3
45-59	20.1	23.0	24.7	20.9	18.6	23.3	21.4	26.5	23.1
60-74	16.5	17.6	20.8	19.4	9.4	13.0	13.1	16.2	21.7
75 and over	13.1	10.3	9.9	14.9	3.7	7.7	4.2	7.0	6.7

Source – ONS, (2012), Census 2011 - KS102EW

Table 46: Age composition of resident population - district

	<b>Hillingdon (%)</b>	<b>South Buckinghamshire (%)</b>	<b>Three Rivers (%)</b>	<b>Chiltern (%)</b>	<b>Aylesbury Vale (%)</b>	<b>Wycombe (%)</b>	<b>Cherwell (%)</b>	<b>South Northamptonshire (%)</b>
0-14	19.5	17.7	18.7	19.1	19.0	19.0	18.8	18.2
15-29	22.6	15.6	16.5	14.0	17.0	18.6	18.0	14.3
30-44	22.3	19.0	20.9	18.5	21.3	21.2	21.8	20.5
45-59	18.0	21.9	21.0	22.3	21.5	19.6	20.1	22.7
60-74	11.3	16.2	14.5	16.8	14.3	14.3	14.1	16.9
75 and over	6.2	9.6	8.5	9.3	6.8	7.3	7.2	7.4

Source – ONS, (2012), Census 2011 - KS102EW

Table 47: Age composition of resident population - regional and national

	<b>London (%)</b>	<b>South East (%)</b>	<b>East (%)</b>	<b>East Midlands (%)</b>	<b>England (%)</b>
0-14	18.7	17.8	17.7	17.3	17.7
15-29	23.7	18.6	18.4	19.5	20.0
30-44	25.3	20.4	20.2	19.8	20.6
45-59	17.0	19.9	19.8	20.0	19.4

<sup>195</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
60-74	10.0	15.0	15.5	15.6	14.6
75 and over	5.3	8.3	8.4	7.9	7.7

Source – ONS, (2012), Census 2011 - KS102EW

Table 48 and Table 49 detail the proportion of children living in poverty in CFA7-15, relative to the Borough, London and England averages.

Table 48: Proportion of children experiencing poverty, CFAs 7-15

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
Proportion of children living in poverty	21.3	6.0	7.1	4.5	12.4	4.8	8.6	5.4	5.8

Source – Department for Work and Pensions (DWP), (2010), Proportion of children living in poverty

Table 49: Proportion of children experiencing poverty, regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
Proportion of children living in poverty	28.0	15.0	16.5	18.7	20.6

Source – Department for Work and Pensions (DWP), (2010), Proportion of children living in poverty

## Race

The population of the Country South Corridor is largely White British, with the next largest group 'Other White'. 3.6% of CFA7 and 2.6% of CFA8 are Indian (compared to 1.8% in the South East and 2.6% in England); whilst in CFA11 3.4% of the population is Pakistani (compared to 1.1% in the South East and 2.1% in England)<sup>196</sup>.

Table 50, Table 51 and Table 52 detail the proportion of the usual resident population by ethnic group, relative to CFA7-15, and the district, regional and national averages. Over time the racial mix is changing and areas are becoming more ethnically diverse, particularly nearer to London<sup>197</sup>. For example, although 80.9% of the population of CFA7 is classed as 'White British', at the 2001 census this figure was 85.9%. All minority ethnic groups have grown over this period, some doubling or trebling. The Asian community is the only one strongly represented locally.

<sup>196</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

<sup>197</sup> As evidenced by the increase in ethnic diversity between the 2001 and 2011 Censuses.

Table 50: Proportion of resident population by ethnic group - CFA7-15

Ethnic group		CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
White	British	80.9	86.6	93.4	93.7	80.8	92.2	93.9	94.6	96.2
	Irish	1.9	1.5	0.6	1.2	0.8	0.9	0.3	0.6	0.5
	Gypsy	0.5	0.1	0.2	-	0.1	0.1	0.1	0.1	-
	Other	5.5	4.5	2.6	2.3	4.0	2.6	2.5	1.8	2.0
Mixed	White & Black Caribbean	1.0	0.5	0.2	0.5	1.4	0.4	0.3	0.6	-
	White & Black African	0.3	0.1	-	0.3	0.4	0.1	0.1	-	0.2
	White & Asian	0.5	1.1	1.1	0.4	0.6	0.3	0.5	0.3	0.2
	Other Mixed	0.7	0.5	0.6	0.2	0.7	0.3	0.2	0.9	0.1
Asian or Asian British	Indian	3.6	2.6	0.3	0.3	1.6	0.7	0.2	0.1	0.1
	Pakistani	0.2	0.2	-	0.2	3.4	0.4	0.3	-	0.1
	Bangladeshi	0.4	0.1	0.1	-	0.1	0.3	0.2	-	-
	Chinese	0.8	0.5	0.2	0.2	0.4	0.4	0.1	0.1	0.1
	Other Asian	0.8	1.1	0.2	0.4	1.8	0.3	0.4	0.5	0.1
Black or Black British	African	1.0	0.1	-	0.1	1.6	0.5	0.1	0.2	-
	Caribbean	0.6	0.2	0.2	0.2	1.4	0.2	0.4	0.1	0.1
	Other Black	0.3	0.1	-	0.1	0.4	0.3	-	-	0.1
Arab or other ethnic group	Arab	0.5	-	-	-	0.3	0.2	0.2	0.1	-
	Other ethnic group	0.4	0.2	0.3	-	0.3	-	0.3	-	-

Source – ONS, (2012), Census 2011 - KS201EW



Table 51: Size of resident population by ethnicity - district

Ethnic group		Hillingdon (%)	South Buckinghamshire (%)	Thames Valley (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
White	British	52.2	77.1	79.7	85.9	85.2	75.9	86.3	94.1
	Irish	2.2	1.7	2.0	1.2	0.9	0.9	0.8	0.7
	Gypsy	0.1	0.4	0.1	0.1	0.1	0.1	0.1	0.0
	Other	6.1	5.1	4.5	4.2	3.5	4.4	5.0	2.2
Mixed	White & Black Caribbean	1.0	0.6	0.6	0.4	0.9	1.3	0.6	0.3
	White & Black African	0.5	0.2	0.2	0.2	0.3	0.2	0.3	0.2
	White & Asian	1.3	1.1	0.9	1.1	0.6	0.8	0.5	0.4
	Other Mixed	1.0	0.5	0.6	0.5	0.5	0.5	0.4	0.3
Asian or Asian British	Indian	13.4	7.1	6.0	1.9	1.1	1.7	1.2	0.7
	Pakistani	3.4	1.4	0.7	1.9	3.1	7.6	1.7	0.1
	Bangladeshi	1.0	0.3	0.2	0.1	0.1	0.3	0.1	0.1
	Chinese	1.1	0.8	0.7	0.5	0.4	0.6	0.5	0.2
	Other Asian	6.5	1.7	1.6	1.0	1.1	1.8	0.8	0.3
Black or Black British	African	4.1	0.5	1.0	0.3	1.0	1.0	0.7	0.2
	Caribbean	1.7	0.4	0.7	0.2	0.7	2.0	0.4	0.2
	Other Black	1.5	0.1	0.2	0.1	0.2	0.5	0.2	0.1
Arab or other ethnic group	Arab	1.1	0.3	0.1	0.1	0.2	0.2	0.1	0.0
	Other ethnic group	1.9	0.7	0.3	0.2	0.2	0.3	0.3	0.1

Source – ONS, (2012), Census 2011 - KS201EW

Table 52: Proportion of resident population by ethnicity - regional and national

Ethnic group		London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
White	British	44.9	85.2	85.3	85.4	79.8
	Irish	2.2	0.9	1.0	0.6	1.0
	Gypsy	0.1	0.2	0.1	0.1	0.1
	Other	12.6	4.4	4.5	3.2	4.6
Mixed	White & Black Caribbean	1.5	0.5	0.6	0.9	0.8
	White & Black African	0.8	0.3	0.3	0.2	0.3
	White & Asian	1.2	0.7	0.6	0.5	0.6
	Other Mixed	1.5	0.5	0.5	0.3	0.5
Asian or Asian British	Indian	6.6	1.8	1.5	3.7	2.6
	Pakistani	2.7	1.1	1.1	1.1	2.1
	Bangladeshi	2.7	0.3	0.6	0.3	0.8
	Chinese	1.5	0.6	0.6	0.5	0.7
	Other Asian	4.9	1.4	1.0	0.8	1.5
Black or Black British	African	7.0	1.0	1.2	0.9	1.8
	Caribbean	4.2	0.4	0.6	0.6	1.1
	Other Black	2.1	0.2	0.2	0.2	0.5
Arab or other ethnic group	Arab	1.3	0.2	0.2	0.2	0.4
	Other ethnic group	2.1	0.4	0.3	0.4	0.6

Source – ONS, (2012), Census 2011 - KS201EW

Table 53 details the proportion of pupils within primary schools who speak a first language other than English, relative to the London and England averages<sup>198</sup>.

Table 53: Primary school pupils with a first language that is known or believed to be other than English

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
Primary school pupils (%)	47.5	11.6	12.2	12.0	18.1
Secondary school pupils (%)	38.9	9.1	8.9	9.3	13.6

Source – School Census via National Association for Language Development in the Curriculum (2012) and DFE, (2013), State-funded Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

## Disability

Table 54, Table 55 and Table 56 detail the proportion of households that have one or more people who suffer from a long term health problem or disability (with and without dependent children) in CFA7-15, relative to the district, regional and national averages.

Table 54: Households that have one or more people with a long term health problem or disability, with and without dependent children - CFA7-15

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
Households that have one or more people with a long term health problem or disability, with dependent children	3.1	3.1	2.9	2.6	4.0	3.4	5.9	4.9	3.0
Households that have one or more people with a long term health problem or disability, without dependent children	24.6	18.4	18.2	23.1	14.1	19.0	12.8	12.5	18.7

Source – ONS, (2012), Census 2011 - KS106EW

<sup>198</sup> This data is unavailable at CFA level.

Table 55: Households that have one or more people with a long term health problem or disability, with and without dependent children - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)	Hillingdon (%)	South Buckinghamshire (%)
Households that have one or more people with a long term health problem or disability, with dependent children	5.8	3.7	4.1	3.4	4.1	4.0	4.1	3.6	5.8	3.7
Households that have one or more people with a long term health problem or disability, without dependent children	18.0	18.1	18.7	18.0	17.1	16.7	18.0	17.9	18.0	18.1

Source – ONS, (2012), Census 2011 - KS106EW

Table 56: Households that have one or more people with a long term health problem or disability, with and without dependent children - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
Households that have one or more people with a long term health problem or disability, with dependent children	5.0	4.1	4.3	4.6	4.6
Households that have one or more people with a long term health problem or disability, without dependent children	17.4	19.5	20.3	21.6	21.0

Source – ONS, (2012), Census 2011 - KS106EW

## Religion or belief

The majority of people in most Country South CFAs are either Christian or of 'no religion/not stated'<sup>199</sup>. There is a large Muslim community in the local authority of Aylesbury Vale with 3.9% Muslim residents, a figure higher than the regional average (2.3%) but lower than the English average (5.0%). A particularly high number of Muslims are resident in the wards of Southcourt (16.6% of total population), Quarrendon (10.3%) and Walton Court and Hawkslade (8.7%) to the south and west of Aylesbury<sup>200</sup>. The Muslim community in Aylesbury is therefore considered to be regionally significant.

Table 57, Table 58 and Table 59 detail the religion of the resident population in CFA7-15, relative to the district, regional and national averages.

Table 57: Religion of the resident population - CFA7-15

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
Christian (%)	64.9	67.5	68.3	67.6	57.2	66.7	69.2	71.5	71.8
Buddhist (%)	0.6	0.2	0.6	0.4	0.3	0.4	0.2	0.3	0.3
Hindu (%)	1.6	1.6	0.4	0.3	1.0	0.4	0.0	0.0	0.0
Jewish (%)	0.4	0.5	0.6	0.3	0.1	0.1	0.2	0.1	0.0
Muslim (%)	2.0	0.6	0.4	0.3	4.3	1.4	0.6	0.2	0.0
Sikh (%)	1.3	0.8	0.0	0.0	0.2	0.1	0.1	0.0	0.0
Other religions (%)	0.6	0.3	0.2	0.3	0.3	0.3	0.2	0.5	0.4
No religion (%)	21.5	21.4	22.5	23.2	29.7	24.4	23.1	21.4	20.0

<sup>199</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]<sup>200</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

	<b>CFA7 (%)</b>	<b>CFA8 (%)</b>	<b>CFA9 (%)</b>	<b>CFA10 (%)</b>	<b>CFA11 (%)</b>	<b>CFA12 (%)</b>	<b>CFA13 (%)</b>	<b>CFA14 (%)</b>	<b>CFA15 (%)</b>
Religion not stated (%)	7.2	7.0	7.0	7.7	6.9	6.3	6.4	6.0	7.5

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

Table 58: Religion of the resident population - district

	<b>Hillingdon (%)</b>	<b>South Buckinghamshire (%)</b>	<b>Three Rivers (%)</b>	<b>Chiltern (%)</b>	<b>Aylesbury Vale (%)</b>	<b>Wycombe (%)</b>	<b>Cherwell (%)</b>	<b>South Northamptonshire (%)</b>
Christian (%)	49.2	62.3	59.9	63.2	61.7	57.2	63.8	65.8
Buddhist (%)	0.9	0.5	0.4	0.4	0.4	0.5	0.4	0.2
Hindu (%)	8.0	2.5	4.5	1.3	0.8	1.2	0.4	0.4
Jewish (%)	0.6	0.4	1.8	0.5	0.2	0.2	0.1	0.1
Muslim (%)	10.6	2.5	2.2	2.5	3.9	8.8	2.3	0.3
Sikh (%)	6.7	4.7	0.5	0.5	0.1	0.4	0.3	0.2
Other religions (%)	0.6	0.3	0.7	0.4	0.3	0.4	0.4	0.3
No religion (%)	17.0	19.8	22.8	23.6	25.6	24.2	25.4	25.5
Religion not stated (%)	6.4	6.9	7.0	7.6	7.0	7.1	6.9	7.1

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

Table 59: Religion of the resident population - regional and national

	<b>London (%)</b>	<b>South East (%)</b>	<b>East (%)</b>	<b>East Midlands (%)</b>	<b>England (%)</b>
Christian (%)	48.4	59.8	59.7	58.8	59.4
Buddhist (%)	1	0.5	0.4	0.3	0.5
Hindu (%)	5	1.1	0.9	2	1.5
Jewish (%)	1.8	0.2	0.6	0.1	0.5
Muslim (%)	12.4	2.3	2.5	3.1	5
Sikh (%)	1.5	0.6	0.3	1	0.8
Other religions (%)	0.6	0.5	0.4	0.4	0.4
No religion (%)	20.7	27.7	27.9	27.5	24.7
Religion not stated	8.5	7.4	7.3	6.8	7.2

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
(%)					

Source – ONS (2012) Census 2011 - KS209EW

## Housing

Table 60, Table 61 and Table 62 detail housing stock by tenure in CFA2-6, relative to the borough, London and England averages.

Table 60: Dwelling stock by tenure - CFA7-15

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
Owned	62.3	80.0	81.7	75.4	69.6	63.4	79.3	78.6	77.2
Shared Ownership	0.3	0.7	0.2	0.2	0.7	0.8	1.7	0.2	0.2
Rented from council	7.9	1.4	1.6	3.1	3.6	4.1	1.5	1.0	1.5
Other social rented	17.2	8.2	8.5	9.4	7.8	14.5	7.9	3.5	5.8
Private rented	11.0	8.6	6.0	10.2	17.6	14.1	8.9	14.2	12.7
Living Rent Free	1.3	1.1	2.0	1.8	0.7	3.1	0.8	2.5	2.6

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

Table 61: Dwelling stock by tenure - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
Owned	62.9	73.4	72.7	76.9	71.6	69.7	69.3	76.2
Shared Ownership	1.3	1.5	0.6	0.7	0.9	1.0	0.8	1.0
Rented from council	10.5	1.0	4.8	1.8	3.4	8.5	2.6	2.6
Other social rented	6.3	11.3	10.4	10.6	9.6	4.2	9.6	7.5
Private rented	18.1	11.4	10.6	8.9	13.3	15.2	16.2	11.1
Living Rent Free	1.0	1.4	1.0	1.0	1.3	1.4	1.6	1.5

Table 62: Dwelling stock by tenure - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
Owned	48.2	67.6	67.6	67.3	63.4
Shared Ownership	1.3	1.1	0.7	0.7	0.8
Rented from council	13.5	5.8	7.8	10.1	9.4
Other social rented	10.6	7.9	7.9	5.7	8.3
Private rented	25.0	16.3	14.7	14.9	16.8
Living Rent Free	1.3	1.3	1.3	1.3	1.3

## Employment and economy

Table 63 and Table 64 show the proportion of those who are economically active by gender by borough, relative to regional and national averages.

Table 63: Proportion of labour force economically active by gender - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell	South Northamptonshire
Male	77.0	80.0	80.0	79.0	81.0	80.0	81.0	82.0
Female	65.0	65.0	68.0	65.0	70.0	67.0	71.0	71.0

Table 64: Proportion of labour force economically active by gender - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
Male	78.0	78.0	78.0	74.0	75.0
Female	66.0	67.0	66.0	64.0	65.0

Table 65 and Table 66 show the proportion of those who are economically active by age group (amongst the working age population) at district, regional and national level.

Table 65: Proportion of labour force economically active by age group - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
16 and over	65.5	64.4	66.8	64.0	69.1	67.2	69.3	69.6
16 - 49	76.8	82.5	83.2	82.5	84.1	82.3	84.9	88.0
50 and over	45.4	45.4	46.4	45.7	49.4	46.6	47.6	49.4



Source – ONS (2011), Census 2011: LC6201EW

Table 66: Proportion of labour force economically active by age group - regional and national

	<b>London (%)</b>	<b>South East (%)</b>	<b>East (%)</b>	<b>East Midlands (%)</b>	<b>England (%)</b>
16 and over	67.3	65.1	64.5	62.9	63.6
16 - 49	77.5	81.7	82.0	80.1	79.8
50 and over	45.4	43.9	42.8	41.1	41.6

Source – ONS (2011), Census 2011: LC6201EW

Table 67, Table 68 and Table 69 detail employment rates by age group (amongst the working age population) at CFA, district, regional and national level.

Table 67: Employment rates by age group - CFAs 7-15

	<b>CFA7 (%)</b>	<b>CFA8 (%)</b>	<b>CFA9 (%)</b>	<b>CFA10 (%)</b>	<b>CFA11 (%)</b>	<b>CFA12 (%)</b>	<b>CFA13 (%)</b>	<b>CFA14 (%)</b>	<b>CFA15 (%)</b>
16 and over	57.0	60.3	61.1	55.4	74.7	68.0	72.0	69.1	65.6
16 - 49	78.6	78.2	80.2	80.1	83.8	82.0	83.5	84.6	83.5
50 and over	35.5	44.5	47.6	37.5	54.5	49.8	54.1	54.4	49.9

Source – ONS (2011), Census 2011: LC6201EW

Table 68: Employment rates by age group - district

	<b>Hillingdon (%)</b>	<b>South Buckinghamshire (%)</b>	<b>Three Rivers (%)</b>	<b>Chiltern (%)</b>	<b>Aylesbury Vale (%)</b>	<b>Wycombe (%)</b>	<b>Cherwell (%)</b>	<b>South Northamptonshire (%)</b>
16 and over	60.3	61.7	63.5	61.3	65.9	63.5	66.3	67.1
16 - 49	69.9	78.5	78.4	78.4	79.5	77.1	80.8	84.5
50 and over	43.3	44.1	45.1	44.5	47.9	45.1	46.3	48.1

Source – ONS (2011), Census 2011: LC6201EW

Table 69: Employment rates by age group - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
16 and over	61.4	61.3	60.5	58.4	58.9
16 - 49	70.1	76.2	76.1	73.4	72.9
50 and over	42.8	42.4	41.2	39.5	39.8

Source – ONS (2011), Census 2011: LC6201EW

Table 70 and Table 71 detail the qualifications of the resident workforce in the seven DCAs, relative to the local authority, regional and national averages.

Table 70: Resident workforce qualifications - CFAs 7-15

NVQ Level	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
Level 4 and above	25.0	43.1	44.5	41.8	28.5	27.5	34.5	39.6	33.1
Level 3	10.0	10.8	11.2	9.9	13.7	13.4	12.7	13.3	12.4
Level 2	15.3	14.9	14.5	13.9	17.5	17.6	17.7	15.5	16.4
Level 1	13.0	9.1	9.7	10.6	16.0	13.2	13.8	10.2	13.9
Apprenticeship	4.2	3.4	3.4	3.0	3.5	4.3	3.0	2.7	4.6
Other qualifications	5.6	4.1	3.1	4.1	4.7	4.2	3.6	2.9	3.9
No qualifications	26.8	14.7	13.6	16.6	16.1	19.8	14.7	15.7	15.8

Source – ONS, (2012), Census 2011 - KS501EW

Table 71: Resident workforce qualifications - local authority, regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
Level 4 and above	29.9	27.4	25.7	23.6	27.4
Level 3	12.8	12.4	11.8	12.9	12.4
Level 2	15.9	15.2	16.2	15.6	15.2
Level 1	13.5	13.3	14.6	13.9	13.3
Apprenticeship	1.6	3.6	4.0	3.7	3.6
Other qualifications	10.0	5.2	5.4	5.3	5.7
No qualifications	17.6	19.1	22.5	24.7	22.5

Source – ONS, (2012), Census 2011 - KS501EW

Table 72, Table 73 and Table 74 detail JSA claimants by age group (amongst the working age population) in CFA7-15, relative to district, regional and national averages.

Table 72: Working age JSA claimants - CFA7-15

	<b>CFA7 (%)</b>	<b>CFA8 (%)</b>	<b>CFA9 (%)</b>	<b>CFA10 (%)</b>	<b>CFA11 (%)</b>	<b>CFA12 (%)</b>	<b>CFA13 (%)</b>	<b>CFA14 (%)</b>	<b>CFA15 (%)</b>
16-24	2.7	2.9	1.5	3.2	3.0	1.8	1.6	3.6	3.8
25 - 49	2.6	1.0	0.5	0.7	1.5	1.6	1.1	1.2	1.0
50-64	0.9	0.6	0.7	0.7	1.7	1.8	0.1	0.3	0.7

Source – ONS (Claimant Count, Nov 2011), JSA Claimants

Table 73: Working age JSA claimants - district

	<b>Hillingdon (%)</b>	<b>South Buckinghamshire (%)</b>	<b>Three Rivers (%)</b>	<b>Chiltern (%)</b>	<b>Aylesbury Vale (%)</b>	<b>Wycombe (%)</b>	<b>Cherwell (%)</b>	<b>South Northamptonshire (%)</b>
16-24	3.3	2.5	3.4	2.7	3.1	3.6	2.7	2.7
25 - 49	3.1	1.5	2.0	1.6	1.9	2.3	1.8	1.3
50-64	1.9	0.9	1.3	1.1	1.3	1.6	1.0	0.9

Source – ONS (Claimant Count, May 2012), JSA Claimants

Table 74: Working age JSA claimants - regional and national

	<b>London (%)</b>	<b>South East (%)</b>	<b>East (%)</b>	<b>East Midlands (%)</b>	<b>England (%)</b>
16-24	5.1	3.9	5.1	6.3	5.9
25 - 49	3.9	2.6	3.2	3.9	3.9
50-64	3.2	1.6	1.9	2.0	2.2

Source – ONS (Claimant Count, May 2012), JSA Claimants

# Country North profile

## Population and deprivation

Table 75 details the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived at district and regional level. Data is not available at DCA level for route sections outside of London, as there are too few LSOAs in each DCA to produce meaningful data.

Table 75: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - district, regional and national

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)
Top 5% Most Deprived	0.0	0.0	0.0	8.0
Top 10% Most Deprived	0.0	0.0	0.0	16.0
Top 20% Most Deprived	0.0	1.2	3.5	27.9

Source – DCLG, (2010), Index of Multiple Deprivation

## Age

This section of the route is characterised by a disproportionately elderly population. With the exception of Stoneleigh, Warwick University, Fradley and Armitage and Handsacre, all DCAs have an above average proportion of over 60s compared to the regional (22.9%) and national averages (22.3%)<sup>201</sup>. Of particular note are Cubbington (34.2%), Middleton, Marston and Curdworth (31.0%) and Coleshill (30.2%) with proportions of older people significantly higher than national and regional comparators.

Across the route, the proportion of children in local communities is generally in line with or slightly lower than the national average (17.7%). The only exception to this is in Fradley, where 22.7% of the population is aged 0-14, well above the national average.

Table 76 and Table 77 detail the size of the usual resident population by age, in CFA16-22 and relative to the district, regional and national averages.

Table 76: Age composition of resident population - DCAs

	Southam	Cubbington	Stoneleigh	Kenilworth East	Warwick University	Tile Hill
0-14	17.8	15.2	8.3	17.5	9.6	13.9
15-29	15.6	13.2	53.5	14.4	57.6	17.0
30-44	19.3	18.2	11.9	19.5	10.0	16.3
45-59	21.2	19.2	11.6	22.7	12.9	21.7
60-74	17.3	19.5	9.6	17.2	6.9	18.7

<sup>201</sup> ONS Neighbourhood Statistics (2011) Resident Population Estimates by Broad Age Band [online] available at: <http://www.neighbourhood.statistics.gov.uk/dissemination/> (accessed 18/07/2013)

	Southam	Cubbington	Stoneleigh	Kenilworth East	Warwick University	Tile Hill
75 and over	8.8	14.7	5.1	8.7	3.0	12.3

Table 76: Age composition of resident population - DCAs - Continued

	Coleshill	Water Orton	Middleworth, Marston and Curdworth	Lichfield East and Whittington	Fradley	Armitage and Handsacre
0-14	13.1	15.5	12.9	15.1	22.7	18.0
15-29	16.6	17.7	14.1	15.2	16.9	17.2
30-44	18.5	20.5	16.1	18.6	26.6	22.5
45-59	21.6	22.3	25.7	21.8	19.1	21.1
60-74	18.8	15.8	22.5	20.4	11.9	16.1
75 and over	11.4	8.2	8.5	8.8	2.8	5.2

Source – ONS, (2012), Census 2011 - KS102EW

Table 77: Age composition of resident population - district, regional and national

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)	England (%)
0-14	15.8	16.1	16.3	18.3	17.7
15-29	14.4	21.0	16.0	19.9	20.0
30-44	18.0	21.0	19.1	19.8	20.6
45-59	22.0	19.2	20.9	19.2	19.4
60-74	19.6	14.6	19.4	15.0	14.6
75 and over	10.2	8.1	8.2	7.9	7.7

Source – ONS, (2012), Census 2011 - KS102EW

## Race

There are generally low levels of ethnic diversity in Country North, although all areas include people from a diverse range of ethnic backgrounds. The most ethnically diverse area is Warwick University. An exception to this is Warwick University DCA, where approximately 42% of the population is from an ethnic group other than White. In Warwick University DCA people sharing an Indian ethnic background account for 19.1% of the population, and people from a Chinese background 9.4%<sup>202</sup>.

Table 78 and Table 79 detail the proportion of the usual resident population by ethnicity, by DCAs, relative to the district, regional and national averages.

<sup>202</sup> ONS (2011) Census KS201EW - Ethnic Group [online] available at: <http://www.neighbourhood.statistics.gov.uk/dissemination/> (accessed 18/07/2013)

Table 78: Proportion of resident population by ethnic group - DCAs

Ethnic group		Southam (%)	Cubbington (%)	Stoneleigh (%)	Kenilworth East (%)	Warwick University (%)	Tile Hill (%)
White	British	95.6	91.8	63.2	91.9	50.4	88.6
	Irish	0.7	1.6	0.9	1.1	1.0	1.7
	Gypsy	0.0	0.0	0.1	0.0	0.0	0.0
	Other	1.3	2.1	8.5	2.8	6.5	1.8
Mixed	White & Black Caribbean	0.3	0.4	0.4	0.4	0.5	0.9
	White & Black African	0.0	0.1	0.3	0.0	0.3	0.0
	White & Asian	0.4	0.5	0.9	0.5	1.3	0.6
	Other Mixed	0.2	0.2	0.7	0.3	0.8	0.2
Asian or Asian British	Indian	0.4	1.9	7.6	1.3	19.1	2.0
	Pakistani	0.0	0.1	1.2	0.2	2.1	0.7
	Bangladeshi	0.0	0.0	0.2	0.0	0.2	0.0
	Chinese	0.3	0.3	8.6	0.5	9.4	1.7
	Other Asian	0.4	0.3	3.2	0.6	4.3	0.3
Black or Black British	African	0.0	0.0	1.9	0.1	1.9	0.2
	Caribbean	0.1	0.2	0.4	0.1	0.3	0.0
	Other Black	0.0	0.1	0.1	0.0	0.2	0.0
Arab or other ethnic group	Arab	0.0	0.2	0.5	0.0	0.5	0.0
	Other ethnic group	0.1	0.2	1.2	0.1	1.1	1.1

Table 78: Continued

Ethnic group		Coleshill (%)	Water Orton (%)	Middleworth, Marston and Curdworth (%)	Lichfield East and Whittington (%)	Fradley (%)	Armitage and Handsacre (%)
White	British	94.0	94.9	94.5	94.2	93.0	94.8
	Irish	1.4	1.3	1.0	0.6	0.5	0.7
	Gypsy	0.1	0.0	0.0	0.0	0.0	0.1
	Other	2.1	1.4	0.8	2.2	1.8	1.5
Mixed	White & Black Caribbean	0.8	0.8	0.3	0.3	0.9	0.5
	White & Black	0.0	0.1	0.0	0.1	0.2	0.1

Ethnic group		Coleshill (%)	Water Orton (%)	Middleworth, Marston and Curdworth (%)	Lichfield East and Whittington (%)	Fradley (%)	Armitage and Handsacre (%)
	African						
	White & Asian	0.2	0.2	0.5	0.3	0.7	0.0
	Other Mixed	0.1	0.1	0.3	0.1	0.1	0.1
Asian or Asian British	Indian	0.4	0.3	1.5	0.8	0.7	0.4
	Pakistani	0.0	0.0	0.2	0.2	0.3	0.1
	Bangladeshi	0.0	0.0	0.0	0.2	0.1	0.0
	Chinese	0.2	0.1	0.0	0.1	0.2	0.0
	Other Asian	0.2	0.3	0.2	0.3	0.5	0.2
Black or Black British	African	0.1	0.1	0.1	0.2	0.4	0.3
	Caribbean	0.4	0.3	0.5	0.2	0.3	1.2
	Other Black	0.0	0.1	0.1	0.1	0.1	0.0
Arab or other ethnic group	Arab	0.0	0.0	0.0	0.0	0.0	0.0
	Other ethnic group	0.1	0.0	0.2	0.1	0.2	0.2

Source – ONS, (2012), Census 2011 - KS201EW

Table 79: Proportion of resident population by ethnic group - district, regional and national

Ethnic group		Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)	England (%)
White	British	93.6	83.4	94.6	79.2	79.8
	Irish	0.7	1.6	0.6	1.0	1.0
	Gypsy	0.1	0.0	0.0	0.1	0.1
	Other	2.9	4.2	1.5	2.5	4.6
Mixed	White & Black Caribbean	0.3	0.6	0.5	1.2	0.8
	White & Black African	0.1	0.2	0.1	0.2	0.3
	White & Asian	0.4	0.8	0.3	0.6	0.6
	Other Mixed	0.2	0.5	0.2	0.4	0.5
Asian or Asian British	Indian	0.5	4.9	0.9	3.9	2.6
	Pakistani	0.1	0.3	0.2	4.1	2.1
	Bangladeshi	0.0	0.1	0.1	0.9	0.8
	Chinese	0.3	0.8	0.2	0.6	0.7
	Other Asian	0.4	1.1	0.3	1.3	1.5

Ethnic group		Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)	England (%)
Black or Black British	African	0.1	0.3	0.1	1.1	1.8
	Caribbean	0.1	0.3	0.3	1.5	1.1
	Other Black	0.0	0.1	0.1	0.6	0.5
Arab or other ethnic group	Arab	0.0	0.2	0.0	0.3	0.4
	Other ethnic group	0.1	0.7	0.1	0.6	0.6

Source – ONS, (2012), Census 2011 - KS201EW

Table 80 details the proportion of pupils within primary and secondary schools who speak a first language other than English, in the West Midlands and England<sup>203</sup>.

Table 80: Primary school pupils with a first language that is known or believed to be other than English

	West Midlands (%)	England (%)
Primary school pupils (%)	12.0	18.1
Secondary school pupils (%)	9.3	13.6

Source – School Census via National Association for Language Development in the Curriculum (2012) and DFE, (2013), State-funded Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

## Disability

Table 81 and Table 82 detail the proportion of households with one or more persons suffering from a long term health problem or disability (with and without dependent children) by DCA, relative to the district, regional and national averages.

Table 81: Households that have one or more people with a long term health problem or disability, with and without dependent children - DCA

	Southam (%)	Cubbington (%)	Stoneleigh (%)	Kenilworth East (%)	Warwick University (%)	Tile Hill (%)
Households that have one or more people with a long term health problem or disability, with dependent children	4.1	4.0	2.0	3.6	5.8	4.3
Households that have one or more people with a long term health problem or disability, without dependent children	20.2	21.2	18.0	17.5	12.8	21.8

<sup>203</sup> This data is unavailable at CFA level.



Table 73: Continued

	Coleshill (%)	Water Orton (%)	Middleton, Marston & Curdworth (%)	Lichfield East and Whittington (%)	Fradley (%)	Armitage and Handsacre (%)
Households that have one or more people with a long term health problem or disability, with dependent children	3.2	2.9	3.2	3.4	5.1	5.6
Households that have one or more people with a long term health problem or disability, without dependent children	23.5	19.1	21.6	18.8	14.1	17.1

Source – ONS, (2012), Census 2011

Table 82: Households that have one or more people with a long term health problem or disability, with and without dependent children - district, regional and national

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)	England (%)
Households that have one or more people with a long term health problem or disability, with dependent children	3.4	3.5	4.2	6.0	4.6
Households that have one or more people with a long term health problem or disability, without dependent children	20.7	18.5	21.1	22.1	21.0

Source – ONS, (2012), Census 2011

## Religion or belief

Table 83 and Table 84 detail the religion of the resident population relative to CFA16-22, and the district, regional and national averages.

Table 83: Religion of the resident population - DCA

	Southam	Cubbington	Stoneleigh	Kenilworth East	Warwick University	Tile Hill
Christian (%)	83.0	80.9	60.5	76.4	48.4	72.0
Buddhist (%)	0.2	0.1	1.7	0.4	1.9	0.0
Hindu (%)	0.0	0.2	1.4	0.3	5.1	1.8
Jewish (%)	0.0	0.1	0.1	0.2	0.5	0.0
Muslim (%)	0.3	0.3	1.8	0.2	2.6	1.3
Sikh (%)	0.5	1.4	0.6	0.3	4.0	0.6
Other religions (%)	0.2	0.1	0.6	0.3	0.7	0.4
No religion (%)	11.0	9.6	21.3	15.5	25.8	15.9

	Southam	Cubbington	Stoneleigh	Kenilworth East	Warwick University	Tile Hill
Religion not stated (%)	4.9	7.4	12.0	6.3	11.0	7.9

Table 83: Continued

	Coleshill	Water Orton	Middleton, Marston & Curdworth	Lichfield East and Whittington	Fradley	Armitage and Handsacre
Christian (%)	82.3	81.8	81.6	80.7	78.6	78.9
Buddhist (%)	0.1	0.2	0.0	0.1	0.0	0.0
Hindu (%)	0.3	0.2	0.4	0.3	0.0	0.2
Jewish (%)	0.1	0.0	0.2	0.1	0.4	0.1
Muslim (%)	0.1	0.4	0.4	0.5	0.7	0.0
Sikh (%)	0.2	0.2	0.6	0.2	0.4	0.3
Other religions (%)	0.1	0.0	0.0	0.3	0.0	0.2
No religion (%)	9.9	11.8	11.3	12.4	13.5	13.5
Religion not stated (%)	7.0	5.4	5.6	5.4	6.5	6.9

Source – ONS, (2012), Census 2011 - KS201EW

Table 84: Religion of the resident population - district, regional and national

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)	England (%)
Christian (%)	70.3	58.3	68.8	60.2	59.4
Buddhist (%)	0.3	0.4	0.2	0.3	0.5
Hindu (%)	0.2	1.2	0.3	1.3	1.5
Jewish (%)	0.1	0.2	0.1	0.1	0.5
Muslim (%)	0.2	0.9	0.4	6.7	5.0
Sikh (%)	0.2	3.9	0.5	2.4	0.8
Other religions (%)	0.3	0.4	0.3	0.5	0.4
No religion (%)	21.2	27.5	23.0	22.0	24.7
Religion not stated (%)	7.1	7.2	6.4	6.6	7.2

Source – ONS, (2012), Census 2011 - KS201EW

## Employment and economy

Table 85 and Table 86 show the proportion of those who are economically active by gender by DCA, relative to the borough, regional and national averages.

Table 85: Proportion of labour force economically active by gender - DCAs

	Southam	Cubbington	Stoneleigh	Kenilworth East	Warwick University	Tile Hill
Male	78.5	76.6	41.3	78.2	41.5	71.6
Female	68.8	66.5	39.6	69.7	39.9	62.9

Table 85: Continued

	Coleshill	Water Orton	Middleton, Marston & Curdworth	Lichfield East and Whittington	Fradley	Armitage and Handsacre
Male	75.9	80.4	77.3	74.8	81.6	79.3
Female	71.1	73.3	67.7	64.5	71.3	68.5

Table 86: Proportion of labour force economically active by gender - borough, London and England

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	West Midlands (%)	England (%)
Male	77.5	74.8	74.2	72.2	75.3
Female	67.0	67.5	64.6	60.3	64.7

Source – ONS (2012) Census 2011 - KS603EW

## West Midlands corridor profile

Balsall Common and Hampton in Arden (CFA 23) is rural in character. Birmingham Interchange (CFA 24) comprises an area with a cluster of regional and national facilities around Birmingham International Airport, including Birmingham International Railway Station and the National Exhibition Centre (NEC) and residential areas around Middle Bickenhill up to Chester Road and to the south of Coventry Road. Castle Bromwich in Solihull and Bromford in Birmingham (CFA 25) are mainly urban in character.

### Deprivation

Overall levels of deprivation vary significantly across this section of the route, with the most marked deprivation in Bromford, but also in Chelmsley Wood and Castle Vale. Table 87 details the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived, for the local authorities. Data is not available at DCA level for route sections outside of London, as there are too few LSOAs in each DCA to produce meaningful data.

Table 87: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)
Top 5% Most Deprived	1.5	22.5	8.0
Top 10% Most Deprived	11.3	39.2	16.0
Top 20% Most Deprived	16.5	54.8	27.9

Source – DCLG, (2010), Index of Multiple Deprivation

### Age

Balsall Common, Hampton in Arden and Castle Bromwich have high proportions of people aged 60 and over (27.8%, 29.3% and 28.0% respectively) compared with the Solihull, Birmingham and national averages (25.9%, 17.2% and 22.3%). Projections from Birmingham City Council's Sustainable Communities Strategy indicate significant growth in the number of over 85s during the Strategy period, with a 38% increase in their numbers projected by 2026, to 25,950 people<sup>204</sup>. Population projections to 2030 indicate significant growth in the numbers of people aged 65 and over for Solihull<sup>205</sup>.

Children (aged 0-14) comprise high proportions of the population in Bromford, Castle Vale and Chelmsley Wood (25.0%, 23.2% and 20.6%) compared with the Solihull, Birmingham and national averages (17.6%, 21.4% and 17.7% respectively)<sup>206</sup>. The 'Big City' Plan anticipates that 24,000 additional under-18 year olds will inhabit the city by 2026<sup>207</sup>.

<sup>204</sup> Be Birmingham Local Strategic Partnership; Birmingham City Council (2008); Birmingham 2026: Sustainable Communities Strategy

<sup>205</sup> Poppi (2012) Population aged 65 and over by age and gender, projected to 2030 by local authority

<sup>206</sup> ONS (2011) Census

<sup>207</sup> Birmingham City Council (2011); Birmingham Big City Plan

Young adults (aged 15-29) comprise slightly higher proportions of the population in Bromford and Chelmsley Wood (22.4% and 22.7%) compared with the Solihull and national averages (17.1% and 20.0%); however they are lower than the overall proportion of young people in Birmingham (24.2%)<sup>208</sup>.

Table 88 and Table 89 detail the size of the usual resident population by broad age group in the seven DCAs, relative to the local authority, regional and national averages.

Table 88: Age composition of resident population - DCA

	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
0-14	16.6	18.0	14.8	20.6	12.3	23.2	25.0
15-29	13.3	13.3	16.8	22.7	18.2	19.8	22.4
30-44	17.4	18.4	18.2	18.4	16.1	19.1	19.4
45-59	23.4	22.6	21.9	16.7	25.4	16.7	17.4
60-74	19.6	17.9	20.8	16.9	19.7	13.1	10.7
75 and over	9.7	9.9	7.4	4.7	8.3	8.1	5.1

Source – ONS, (2012), Census 2011 - KS102EW

Table 89: Age composition of resident population - local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
0-14	17.6	21.4	18.3	17.7
15-29	17.1	24.2	19.9	20.0
30-44	18.6	20.8	19.8	20.6
45-59	20.8	16.4	19.2	19.4
60-74	16.6	10.9	15.0	14.6
75 and over	9.3	6.3	7.9	7.7

Source – ONS, (2012), Census 2011 - KS102EW

## Race

In Bromford, the main minority ethnic groups include Pakistani (7.7%), African (7.0%), Caribbean (5.0%), and White and Black Caribbean (5.0%)<sup>209</sup>. Sizeable minority ethnic groups in Castle Vale include people of Caribbean heritage, both Black Caribbean (5.2%) and White and Black Caribbean (5.6%).

<sup>208</sup> ONS (2011) Census

<sup>209</sup> ONS (2011) Census

There are very high proportions of primary school children (41%) and secondary school children (34%) in Birmingham whose first language isn't English; and data shows that ethnic diversity is growing in Solihull with significant in-migration of BAME people from Birmingham since the 2001 Census<sup>210,211,212,213</sup>.

Table 90 and Table 91 detail the proportion of the usual resident population by ethnic group in the seven DCAs, relative to the local authority, regional and national averages.

Table 90: Proportion of resident population by ethnic group - DCA

Ethnic group		Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
White	British	90.5	92.3	92.1	89.1	89.0	81.5	57.4
	Irish	1.4	1.2	1.3	1.1	1.4	2.1	1.9
	Gypsy	0.2	0.0	0.4	0.0	0.1	0.0	0.0
	Other	2.2	1.5	1.0	1.2	0.7	1.0	1.4
Mixed	White & Black Caribbean	0.4	0.5	1.4	3.2	1.8	5.6	5.0
	White & Black African	0.1	0.1	0.0	0.3	0.1	0.3	0.4
	White & Asian	1.2	0.4	0.2	0.5	0.4	0.4	1.1
	Other Mixed	0.1	0.3	0.1	0.2	0.2	0.4	0.6
Asian or Asian British	Indian	1.2	2.4	0.6	0.2	0.6	0.5	1.4
	Pakistani	1.3	0.1	0.6	0.1	1.3	0.3	7.7
	Bangladeshi	0.3	0.0	0.0	0.0	0.5	0.2	1.9
	Chinese	0.3	0.5	0.7	0.1	0.8	0.3	0.6
	Other Asian	0.6	0.1	0.0	0.2	0.6	0.1	2.0
Black or Black British	African	0.0	0.1	0.4	1.0	0.1	0.8	7.0
	Caribbean	0.3	0.2	0.7	2.1	2.2	5.2	5.0
	Other Black	0.0	0.1	0.1	0.7	0.1	0.9	4.4
Arab or other	Arab	0.1	0.1	0.1	0.0	0.1	0.2	1.6

<sup>210</sup> Department for Education (2011), Maintained Primary and Secondary Schools: Number and Percentage of Pupils by First Language

<sup>211</sup> The Solihull Partnership; Solihull Metropolitan Borough Council (2008) One Borough: an equal chance for all, Solihull's Sustainable Community Strategy 2008-2018

<sup>212</sup> Department for Education (2011), Maintained Primary and Secondary Schools: Number and Percentage of Pupils by First Language

<sup>213</sup> Solihull MBC, Solihull Observatory (2012); Solihull People and Place

Ethnic group		Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
ethnic group	Other ethnic group	0.2	0.1	0.1	0.0	0.1	0.1	0.7

Source – ONS, (2012), Census 2011 - KS201EW

Table 91: Proportion of resident population by ethnic group - local authority, regional and national

Ethnic group		Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
White	British	85.8	53.1	79.2	79.8
	Irish	1.9	2.1	1.0	1.0
	Gypsy	0.0	0.0	0.1	0.1
	Other	1.4	2.7	2.5	4.6
Mixed	White & Black Caribbean	1.2	2.3	1.2	0.8
	White & Black African	0.1	0.3	0.2	0.3
	White & Asian	0.6	1.0	0.6	0.6
	Other Mixed	0.3	0.8	0.4	0.5
Asian or Asian British	Indian	3.4	6.0	3.9	2.6
	Pakistani	1.7	13.5	4.1	2.1
	Bangladeshi	0.3	3.0	0.9	0.8
	Chinese	0.4	1.2	0.6	0.7
	Other Asian	0.7	2.9	1.3	1.5
Black or Black British	African	0.4	2.8	1.1	1.8
	Caribbean	0.9	4.4	1.5	1.1
	Other Black	0.2	1.7	0.6	0.5
Arab or other ethnic group	Arab	0.2	1.0	0.3	0.4
	Other ethnic group	0.4	1.0	0.6	0.6

Source – ONS, (2012), Census 2011 - KS201EW

Table 92 details the proportion of pupils within primary and secondary schools who speak a first language other than English, in the West Midlands and England<sup>214</sup>.

Table 92: Primary school pupils with a first language that is known or believed to be other than English

	West Midlands (%)	England (%)
Primary school pupils (%)	12.0	18.1
Secondary school pupils (%)	9.3	13.6

Source – School Census via National Association for Language Development in the Curriculum (2012) and DFE, (2013), State-funded Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

## Disability

Over a quarter of households in Birmingham Interchange, Chelmsley Wood, Castle Vale, Castle Bromwich and Bromford have at least one person with a long term health problem or disability (27.6%, 28.8%, 34.9%, 27.2% and 30.9% respectively). This compares with 25.8% in Solihull and 28.0% in Birmingham. The numbers are highest amongst households without dependent children; however Bromford and Castle Vale also have high numbers of households with dependent children which also include one person with a long term health problem or disability (7.6% and 7.7% respectively)<sup>215</sup>.

Table 93 and Table 94 detail the proportion of households that have one or more person with a long term health problem or disability, with and without dependent children, in the seven DCAs, relative to the district, regional and national averages.

Table 93: Households that have one or more people with a long term health problem or disability, with and without dependent children - DCA

	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
Households that have one or more people with a long term health problem or disability, with dependent children	2.0	3.9	5.8	6.0	3.5	7.7	7.6
Households that have one or more people with a long term health problem or disability, without dependent children	18.8	19.4	21.8	22.8	23.7	27.2	23.3

Source – ONS, (2012), Census 2011 - KS106EW

<sup>214</sup> This data is unavailable at CFA level.

<sup>215</sup> ONS (2011) Census



Table 94: Households that have one or more people with a long term health problem or disability, with and without dependent children - local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
Households that have one or more people with a long term health problem or disability, with dependent children	4.4	6.7	6.0	4.6
Households that have one or more people with a long term health problem or disability, without dependent children	21.4	21.3	22.1	21.0

Source – ONS, (2012), Census 2011 - KS106EW

## Religion or belief

There is a notable concentration of Muslim people living in Bromford, comprising 15.9% of the local population. This is lower than the Birmingham average (21.8%) but higher than regional or national comparators.

Table 95 and Table 96 detail the religion of the resident population in the seven DCAs, relative to the local authority, regional and national averages.

Table 95: Religion of the resident population - DCA

Religion	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
Christian (%)	69.1	68.1	71.6	59.6	71.3	58.1	52.6
Buddhist (%)	0.2	0.1	0.4	0.1	0.4	0.5	0.5
Hindu (%)	0.5	0.6	0.4	0.2	0.5	0.2	0.5
Jewish (%)	0.3	0.3	0.1	0.1	0.0	0.2	0.0
Muslim (%)	1.7	0.3	0.7	0.4	1.9	1.1	15.9
Sikh (%)	0.6	1.6	0.4	0.0	0.5	0.2	0.5
Other religions (%)	0.4	0.5	0.6	0.2	0.2	0.2	0.1
No religion (%)	20.6	21.5	20.8	32.3	19.1	32.9	23.1
Religion not stated (%)	6.7	6.8	5.1	7.0	6.1	6.6	6.8

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

Table 96: Religion of the resident population - local authority, regional and national

Religion	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
Christian (%)	65.6	46.1	60.2	59.4
Buddhist (%)	0.2	0.4	0.3	0.5
Hindu (%)	1.8	2.1	1.3	1.5
Jewish (%)	0.2	0.2	0.1	0.5
Muslim (%)	2.5	21.8	6.7	5.0
Sikh (%)	1.7	3.0	2.4	0.8
Other religions (%)	0.3	0.5	0.5	0.4
No religion (%)	21.4	19.3	22.0	24.7
Religion not stated (%)	6.4	6.5	6.6	7.2

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

## Housing

Table 97 and Table 98 detail dwelling stock in the seven DCAs, relative to the local authority, regional and national averages.

Table 97: Dwelling stock by tenure - DCAs

Tenure	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
Owned	80.0	82.8	87.3	49.2	74.5	28.1	41.6
Shared Ownership	0.1	0.3	0.2	0.3	1.9	0.6	0.8
Rented from council	4.1	0.8	0.4	38.1	3.7	5.4	43.3
Other social rented	2.7	2.7	0.7	2.6	13.1	60.2	1.9
Private rented	12.0	12.3	10.4	9.1	6.2	4.3	10.0
Living Rent Free	1.1	1.1	1.1	0.6	0.6	1.4	2.3

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

Table 98: Dwelling stock by tenure - local authority, regional and national

Tenure	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
Owned	73.9	55.2	64.9	63.3
Shared Ownership	0.6	1.0	0.7	0.8
Rented from council	11.9	15.4	10.9	9.4
Other social rented	3.1	8.8	8.1	8.3
Private rented	9.9	17.9	14.0	16.8
Living Rent Free	0.7	1.7	1.5	1.3

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

## Employment and economy

According to the 2011 census, the employment rate in Birmingham City was 55.7% which was lower than for the West Midlands (62.4%) and England (64.7%). Employment rates were particularly low in Castle Vale (49.2%) and Bromford (49%).

In 2011, the Solihull White & Black Caribbean working-age people's JSA claimant rate was comparatively higher than that of the local white population and amongst White & Black Caribbean people nationally<sup>216</sup>. In Solihull, Chelmsley Wood's JSA rate (9.6%) is markedly higher than the borough-wide rate (3.6%); whilst in Birmingham, Castle Vale (10.7%) and Bromford (12.6%) have JSA rates above the city-wide rate (7.5%).

Table 99 shows the proportion of those who are economically active (amongst the working population) at DCA, local authority, regional and national level.

Table 99: Proportion of labour force economically active by gender- local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
Male	82.5	76.8	80.8	82.6
Female	71.1	56.2	66.8	69.9

Source – ONS (2011), Census 2011: KS601-603EW

Table 100 and Table 101 show the proportion of those who are economically active (amongst the working age population) at DCA, local authority regional and national level. Note that, due to data restrictions, the age bands used previously in the data tables are not available for this route section.

Table 100: Proportion of labour force economically active by age group - DCA

	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)	Hampton in Arden (%)
% of total working age population	72.0	73.2	72.6	65.0	71.3	59.3	61.0	72.0

Source – ONS (2011), Census 2011: LC6201EW

<sup>216</sup> Source: ONS (2012) JSA Claimants by Ethnicity

Table 101: Proportion of labour force economically active by age group - local authority, regional and national

	<b>Solihull (%)</b>	<b>Birmingham (%)</b>	<b>West Midlands (%)</b>	<b>England (%)</b>
16-24	60.6	51.4	58.5	62.7
25-49	87.8	76.4	83.3	85.1
50-64	70.2	57.0	66.5	68.1
Total (working age population)	70.8	64.2	68.3	69.9

Source – ONS (2011), Census 2011: LC6201EW

Table 102 and Table 103 give employment rates in the seven DCAs, relative to the local authority, regional and national averages.

Table 102: Employment rates, DCAs

	<b>Hampton in Arden (%)</b>	<b>Balsall Common and Berkswell (%)</b>	<b>Birmingham Interchange (%)</b>	<b>Chelmsley Wood (%)</b>	<b>Castle Bromwich (%)</b>	<b>Castle Vale (%)</b>	<b>Bromford (%)</b>
Employment rate	69.0	71.0	69.7	55.0	66.6	49.2	49.0

Source - ONS (2011), Census, as a proportion of working age population (16-74)

Table 103: Employment rates, local authority, regional and national

	<b>Solihull (%)</b>	<b>Birmingham (%)</b>	<b>West Midlands (%)</b>	<b>England (%)</b>
16-24	47.2	35.8	44.5	49.9
25-49	82.4	67.9	77.1	79.7
50-64	66.7	53.7	63.5	64.9
Total (working age population)	66.0	55.7	62.4	64.7

Source - ONS (2011), Annual population survey, as a proportion of working age population (16-74)

Table 104 and Table 105 detail the qualifications of the resident workforce in the seven DCAs, relative to the local authority, regional and national averages.

Table 104: Resident workforce qualifications - DCA

<b>NVQ Level</b>	<b>Hampton in Arden (%)</b>	<b>Balsall Common and Berkswell (%)</b>	<b>Birmingham Interchange (%)</b>	<b>Chelmsley Wood (%)</b>	<b>Castle Bromwich (%)</b>	<b>Castle Vale (%)</b>	<b>Bromford (%)</b>
Level 4 and above	45.1	40.8	21.8	8.1	18.1	7.6	10.7
Level 3	10.0	11.9	13.2	9.9	12.4	8.6	10.0
Level 2	16.5	14.0	15.4	15.7	16.1	15.9	16.0
Level 1	10.6	10.2	16.7	19.3	16.9	15.8	16.4

Apprenticeship	2.6	3.6	4.5	2.6	4.6	1.8	2.4
Other qualifications	2.7	3.3	4.2	4.5	4.2	3.5	6.1
No qualifications	12.5	16.1	24.1	39.8	27.7	46.9	38.4

Source – ONS, (2012), Census 2011 - KS501EW

Table 105: Resident workforce qualifications - local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
Level 4 and above	28.5	23.0	23.3	27.4
Level 3	11.7	13.0	12.3	12.4
Level 2	16.1	13.8	15.4	15.2
Level 1	13.6	13.3	13.7	13.3
Apprenticeship	3.4	2.1	3.3	3.6
Other qualifications	4.0	6.6	5.4	5.7
No qualifications	22.7	28.2	26.6	22.5

Source – ONS, (2012), Census 2011 - KS501EW

Table 106 and Table 107 detail the percentage of the working age population claiming JSA in the seven DCAs, relative to the local authority, regional and national averages.

Table 106: Working age JSA claimants - DCA

	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
16-24	2.3	3.5	3.4	12.0	5.3	16.1	15.2
25-49	0.8	0.6	1.2	11.1	3.3	10.4	13.9
Over 50	0.0	0.5	1.6	3.1	2.5	6.9	5.8

Source – ONS (2012), Department for Work and Pensions - Benefit Claimants/ working age client group, mid-2011

Table 107: Working age JSA claimants - local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
16-24	6.9	8.9	7.2	5.9
25-49	3.6	7.5	4.8	3.9
Over 50	1.7	4.7	2.5	2.2

Source – ONS (2012), Department for Work and Pensions - Benefit Claimants/ working age client group, May 2012



# Washwood Heath to Curzon Street profile

## Deprivation

The five LSOAs that comprise the Washwood Heath DCA all fall within the 5% most deprived LSOAs in England. Table 108 details the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived, at local authority and regional level. Data is not available at DCA level for route sections outside of London, as there are too few LSOAs in each DCA to produce meaningful data.

Table 108: Percentage of LSOAs in the top 5%, 10% and 20% most deprived

	Birmingham (%)	West Midlands (%)
Top 5% Most Deprived	22.2	7.4
Top 10% Most Deprived	15.3	7.4
Top 20% Most Deprived	15.8	11.6

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

## Age

The Washwood Heath area has a markedly young population; 31.6% residents are aged 0-14 years and 24.7% aged 15-29 years<sup>217</sup>. Curzon Street has a very high proportion of young people aged 15-29 (72.4%), but a much lower proportion of children (3.8% 0-14 years). Table 109 details the size of the usual resident population by broad age group of each DCA, relative to the local authority, regional and national averages.

Table 109: Age composition of resident population

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
0-14	31.6	3.8	21.4	18.3	17.7
15-29	24.7	72.4	24.2	19.9	20.0
30-44	20.9	16.1	20.8	19.8	20.6
45-59	12.4	5.3	16.4	19.2	19.4
60-74	6.7	1.9	10.9	15.0	14.6
75 and over	3.7	0.5	6.3	7.9	7.7

Source – ONS, (2012), Census 2011 - KS102Ew

<sup>217</sup> Neighbourhood Statistics (2010), Resident Population Estimates by Broad Age Band

High proportions of children in Washwood Heath and Curzon Street experience child poverty (45.5% and 47.7% respectively), higher than the Birmingham wide child poverty rate of 33.7%<sup>218</sup>. Table 110 details the proportion of children who experience poverty in each DCA, relative to local authority, regional and national averages.

Table 110: Proportion of children experiencing poverty

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Proportion of children experiencing poverty	45.5	47.7	33.7	23.3	20.6

Source – Department for Work and Pensions (2010), Child poverty statistics

## Race

Within Washwood Heath, notable concentrations of race groups are as follows<sup>219</sup>:

- 48.2% Asian/Asian British Pakistani residents, compared to 13.5% of the overall Birmingham population;
- 5.6% Asian/Asian British Bangladeshi residents, compared to 3% of the overall Birmingham population;
- 6.6% Asian/Other Asian residents; compared to 2.9% of the overall Birmingham population;
- 18.2% White British residents, compared to 53.1% of the overall Birmingham population; and
- 10.3% Black or Black British, compared to 8.9% of the overall Birmingham population.

Of particular note is the predominately Asian community within Washwood Heath, with 63.4% Asian or Asian British residents, compared with 26.6% in Birmingham as a whole.

Notable concentrations of race groups identified within the Curzon Street area include:<sup>220</sup>

- 15.8% Asian or Asian British Indian residents, compared to 6.0% of the overall Birmingham population;
- 11.5% Asian or Asian British Chinese residents, compared to 1.2% of the overall Birmingham population;
- 10.0% Black or Black British residents, compared to 8.9% of the overall Birmingham population; and

<sup>218</sup> Source: Department for Work and Pensions, Child poverty figures 2008-2011

<sup>219</sup> ONS (2011), Census

<sup>220</sup> ONS (2011), Census



- 9.0% Other White groups, compared to 2.7% of the Birmingham population.

While the predominant race within the Curzon Street area is White British (36.4%) there are also a considerable proportion of Asian British residents (35.1%).

Table 111 details the proportion of the usual resident population by ethnic group in each DCA, relative to local authority, regional and national averages.

Table 111: Proportion of resident population by ethnic group

Ethnic group		Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
White	British	18.2	36.4	53.1	79.2	79.8
	Irish	0.8	1.1	2.1	1.0	1.0
	Gypsy	0.0	0.1	0.0	0.1	0.1
	Other	1.4	9.0	2.7	2.5	4.6
Mixed	White & Black Caribbean	1.4	1.6	2.3	1.2	0.8
	White & Black African	0.3	0.4	0.3	0.2	0.3
	White & Asian	1.1	1.4	1.0	0.6	0.6
	Other Mixed	0.8	1.0	0.8	0.4	0.5
Asian or Asian British	Indian	2.5	15.8	6.0	3.9	2.6
	Pakistani	48.2	2.8	13.5	4.1	2.1
	Bangladeshi	5.6	0.6	3.0	0.9	0.8
	Chinese	0.4	11.5	1.2	0.6	0.7
	Other Asian	6.6	4.3	2.9	1.3	1.5
Black or Black British	African	4.3	5.5	2.8	1.1	1.8
	Caribbean	3.4	2.7	4.4	1.5	1.1
	Other Black	2.5	1.7	1.7	0.6	0.5
Arab or other ethnic group	Arab	1.2	2.2	1.0	0.3	0.4
	Other ethnic group	1.0	1.9	1.0	0.6	0.6

Source – ONS, (2012), Census 2011 - KS201EW

Table 112 details the proportion of pupils within primary and secondary schools who speak a first language other than English, in the West Midlands and England<sup>221</sup>.

<sup>221</sup> This data is not available at borough level in relation to primary schools.

Table 112: Primary school pupils with a first language that is known or believed to be other than English

	West Midlands (%)	England (%)
Primary school pupils (%)	19.9	18.1
Secondary school pupils (%)	14.9	13.6

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

## Disability

Table 113 details the proportion of households that have one or more people with a long term health problem or disability, with and without dependent children, in each DCA, relative to local authority, regional and national averages.

Table 113: Households that have one or more people with a long term health problem or disability, with and without dependent children

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Households that have one or more people with a long term health problem or disability, with dependent children	11.9	0.7	6.7	6.0	4.6
Households that have one or more people with a long term health problem or disability, without dependent children	20.2	9.1	21.3	22.1	21.0

Source – ONS, (2012), Census 2011 - KS106Ew

## Religion or belief

The majority of residents in Washwood Heath identify themselves as Muslim (67.0%), over three times more than the Birmingham average (21.8%). At Curzon Street, Hindus comprise 8.6% of the population, significantly higher than within Birmingham as a whole (2.1%). Table 114 details the religion of the resident population in each DCA, relative to local authority, regional and national averages.

Table 114: Religion of the resident population

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Christian (%)	18.7	32.9	46.1	60.2	59.4
Buddhist (%)	0.1	2.3	0.4	0.3	0.5
Hindu (%)	0.3	8.6	2.1	1.3	1.5
Jewish (%)	0.0	0.3	0.2	0.1	0.5
Muslim (%)	67.0	10.6	21.8	6.7	5.0
Sikh (%)	0.4	4.3	3.0	2.4	0.8

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Other religions (%)	0.2	0.9	0.5	0.5	0.4
No religion (%)	6.9	33.7	19.3	22.0	24.7
Religion not stated (%)	6.3	6.4	6.5	6.6	7.2

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

## Housing

Table 115 details housing stock by tenure relative to the DCA, local authority, regional and national averages.

Table 115: Dwelling stock by tenure

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Owned	44.2	15.4	55.2	64.9	63.3
Shared Ownership	0.8	1.1	1.0	0.7	0.8
Rented from council	21.7	8.1	15.4	10.9	9.4
Other social rented	14.8	11.5	8.8	8.1	8.3
Private rented	16.1	62.2	17.9	14.0	16.8
Living Rent Free	2.5	1.7	1.7	1.5	1.3

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

## Employment and economy

Table 116 shows the proportion of those who are economically active by gender, in each DCA, relative to local authority, regional and national averages.

Table 116: Proportion of labour force economically active by gender

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Male	66.0	55.0	71.0	74.0	75.0
Female	40.5	51.4	58.0	63.0	65.0

Source – ONS, (2012), Census 2011 - KS601-603EW

Table 117 gives the overall employment rate in each DCA, relative to local authority, regional and national averages.

Table 117: Employment rate

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Total employment	40.1	45.0	55.7	62.4	64.7

Source - ONS (2012) Census 2011 - employment rate as a percentage of working age population

Table 118 details the proportion of the workforce who hold qualifications, in each DCA, relative to local authority, regional and national averages.

Table 118: Resident workforce qualifications

NVQ level	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
Level 4 and above	10.9	39.8	23.0	23.3	27.4
Level 3	8.7	32.8	13.0	12.3	12.4
Level 2	12.6	8.6	13.8	15.4	15.2
Level 1	15.8	5.7	13.3	13.7	13.3
Apprenticeship	1.0	0.5	2.1	3.3	3.6
Other qualifications	9.4	7.7	6.6	5.4	5.7
No qualifications	41.7	5.0	28.2	26.6	22.5

Source – ONS, (2012), Census 2011 - KS501Ew

Table 119 details the percentage of the working age population claiming JSA in November 2011, in each DCA, relative to local authority, regional and national averages.

Table 119: JSA claimants by gender - DCA, LA, regional and national

	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
16-24	15.3	0.8	8.9	7.2	5.9
25-49	10.8	6.9	7.5	4.8	3.9
Over 50	9.6	8.3	4.7	2.5	2.2

Source – ONS (2012), Department for Work and Pensions - Benefit Claimants/ working age client group for small areas, May 2012