

# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Equality impact assessment update:  
CFA2 Camden Town - CFA26 Washwood Heath  
to Curzon Street

December 2015



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## Department for Transport

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

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# Public consultation on this document

## About this consultation

HS2 Ltd is seeking views on this route-wide update of the EQIA (2013) covering all potential equality effects arising from the construction and operation of the Phase One route (CFA2–CFA26), excluding Euston (CFA1).

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

## How to respond and next steps

### Closing date and further copies

The consultation on this EQIA will close on 22 January 2016, 23:45. All responses must be submitted by that date in order for them to be included in our analysis and consideration. All of our documents are available to view or download and print from our website: [www.gov.uk/hs2](http://www.gov.uk/hs2). If you are unable to access the documents online, please contact the HS2 enquiries team on 0207 944 4908 or [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk). If you require a translated document or an alternative format – for example, large print – please also contact the team. HS2 Ltd will consider all requests for alternative formats and, wherever possible and reasonable, endeavour to fulfil your request.

### How to respond

You can respond to the consultation in the following ways:

- Online: please visit the EQIA consultation section at [www.gov.uk/hs2](http://www.gov.uk/hs2) and follow the instructions;
- Email: you can email your response to:  
[HS2PhaseOneEqualitiesUpdate@dialoguebydesign.co.uk](mailto:HS2PhaseOneEqualitiesUpdate@dialoguebydesign.co.uk)
- Freepost: you can post your response and any additional material to the following freepost address. You do not need to use a stamp. Please be sure to use UPPER CASE when writing this address.

**FREEPOST HS2 PHASE ONE EQUALITIES UPDATE**

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

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

For a response to be considered valid, and therefore included in our analysis, it must include your name and, if applicable, the name of the organisation that you are representing. (Please see the confidentiality and data protection section on p53 of this document).



# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Background	1
1.2	This EQIA update	1
1.3	The Public Sector Equality Duty	3
1.4	Relationship to the Environmental Statements	5
<b>2</b>	<b>EQIA approach</b>	<b>6</b>
2.1	Introduction	6
2.2	Identifying potential equality effects	6
2.3	Baseline context	6
2.4	Commitments and mitigation measures	6
2.5	Assessment of impacts and effects	13
<b>3</b>	<b>Summary of changes to effects</b>	<b>14</b>
3.1	Summary of additional, different or removed equality effects	14
3.2	Corrections	21
<b>4</b>	<b>Assessment of effects of the revised scheme</b>	<b>24</b>
4.1	Introduction	24
4.2	Potential impacts and effects during construction	24
4.3	Potential impacts and effects during operation	32
<b>5</b>	<b>London Corridor</b>	<b>34</b>
5.1	Introduction	34
5.2	Specific potential effects	34
<b>6</b>	<b>Country South</b>	<b>37</b>
6.1	Introduction	37
6.2	Specific potential effects	37
<b>7</b>	<b>Country North</b>	<b>42</b>
7.1	Introduction	42
7.2	Specific potential effects	42
<b>8</b>	<b>West Midlands Corridor</b>	<b>45</b>
8.1	Introduction	45

8.2	Specific potential effects	45
<b>9</b>	<b>Washwood Heath to Curzon Street</b>	<b>48</b>
9.1	Introduction	48
9.2	Specific potential effects	48
<b>10</b>	<b>Off-route</b>	<b>52</b>
10.1	Heathrow Express (HEX) depot site	52
	<b>Confidentiality and data protection</b>	<b>53</b>
	<b>Glossary and abbreviations</b>	<b>54</b>
	<b>Appendix 1: London Corridor profile</b>	<b>57</b>
	<b>Appendix 2: Country South profile</b>	<b>66</b>
	<b>Appendix 3: Country North profile</b>	<b>85</b>
	<b>Appendix 4: West Midlands Corridor profile</b>	<b>94</b>
	<b>Appendix 5: Washwood Heath to Curzon Street profile</b>	<b>106</b>

### List of tables

Table 1:	List of additional, changed or removed equality effects due to design changes or amendments to the original scheme and/or assurances	14
Table 2:	Effects not reported in EQIA (2013)	21
Table 3:	Revised scheme: direct operational employment	32
Table 4:	Percentage of LSOAs in the top 5%, 10% and 20% most deprived – borough and London	57
Table 5:	Age composition of resident population - CFA2-6	57
Table 6:	Age composition of resident population - borough, London and England	58
Table 7:	Children who experience poverty – borough, London and England	58
Table 8:	Proportion of resident population by ethnic group - CFA2-6	59
Table 9:	Proportion of resident population by ethnic group - borough, London and England	60
Table 10:	Primary school pupils with a first language that is known or believed to be other than English - London and England	61
Table 11:	Households that have one or more people with a long term health problem or disability, with and without dependent children - CFA2-6	61
Table 12:	Households that have one or more people with a long term health problem or disability, with and without dependent children - borough, London and England	61
Table 13:	Religion of the resident population - CFA2-6	62
Table 14:	Religion of the resident population - borough, London and England	62
Table 15:	Dwelling stock by tenure - CFA2-6	63
Table 16:	Dwelling stock by tenure - borough, London and England	63
Table 17:	Proportion of labour force economically active by gender - CFA2-6	63
Table 18:	Proportion of labour force economically active by gender - borough, London and England	64
Table 19:	Proportion of labour force economically active by age group - borough, London and England	64

## HS2 London-West Midlands EQIA update report

Table 20: Employment rates by age group - CFAs 2-6	64
Table 21: Employment rates by age group - borough, regional and national	64
Table 22: Resident workforce qualifications - CFAs 2-6	65
Table 23: Resident workforce qualifications - local authority, regional and national	65
Table 24: Working age JSA claimants - borough, London and England	65
Table 25: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - district	66
Table 26: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - regional and national	66
Table 27: Age composition of resident population - CFA7-15	67
Table 28: Age composition of resident population - district	67
Table 29: Age composition of resident population - regional and national	68
Table 30: Proportion of resident population by ethnic group - CFA7-15	68
Table 31: Size of resident population by ethnicity - district	70
Table 32: Proportion of resident population by ethnicity - regional and national	72
Table 33: Primary school pupils with a first language that is known or believed to be other than English	73
Table 34: Households that have one or more people with a long term health problem or disability, with and without dependent children - CFA7-15	73
Table 35: Households that have one or more people with a long term health problem or disability, with and without dependent children - district	74
Table 36: Households that have one or more people with a long term health problem or disability, with and without dependent children - regional and national	75
Table 37: Religion of the resident population - CFA7-15	75
Table 38: Religion of the resident population - district	77
Table 39: Religion of the resident population - regional and national	78
Table 40: Dwelling stock by tenure - CFA7-15	78
Table 41: Dwelling stock by tenure - district	79
Table 42: Dwelling stock by tenure - regional and national	80
Table 43: Proportion of labour force economically active by gender - district	80
Table 44: Proportion of labour force economically active by gender - regional and national	80
Table 45: Proportion of labour force economically active by age group - district	80
Table 46: Proportion of labour force economically active by age group - regional and national	81
Table 47: Employment rates by age group - CFAs 7-15	81
Table 48: Employment rates by age group - district	82
Table 49: Employment rates by age group - regional and national	83
Table 50: Resident workforce qualifications - CFAs 7-15	83
Table 51: Resident workforce qualifications - local authority, regional and national	83
Table 52: Working age JSA claimants - district	84
Table 53: Working age JSA claimants - regional and national	84
Table 54: Percentage of LSOAs in the top 5%, 10% and 20% most deprived – at district and regional levels	85
Table 55: Age composition of resident population - DCAs	85
Table 56: Age composition of resident population – at district and regional level	86
Table 57: Proportion of resident population by ethnic group - DCAs	87
Table 58: Proportion of resident population by ethnic group - district, regional and national	89
Table 59: Primary school pupils with a first language that is known or believed to be other than English	90



Table 60: Households that have one or more people with a long term health problem or disability, with and without dependent children	90
Table 61: Households that have one or more people with a long term health problem or disability, with and without dependent children	91
Table 62: Religion of the resident population - DCA	91
Table 63: Religion of the resident population - district, regional and national	92
Table 64: Proportion of labour force economically active by gender - DCAs	93
Table 65: Proportion of labour force economically active by gender - borough, London and England	93
Table 66: Percentage of LSOAs in the top 5%, 10% and 20% most deprived - local authority, regional and national	94
Table 67: Age composition of resident population - DCA	95
Table 68: Age composition of resident population - local authority, regional and national	95
Table 69: Proportion of resident population by ethnic group - DCA	96
Table 70: Proportion of resident population by ethnic group - local authority, regional and national	97
Table 71: Primary school pupils with a first language that is known or believed to be other than English	98
Table 72: Households that have one or more people with a long term health problem or disability, with and without dependent children - DCA	99
Table 73: 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	99
Table 74: Religion of the resident population - DCA	100
Table 75: Religion of the resident population - local authority, regional and national	100
Table 76: Dwelling stock by tenure - DCAs	101
Table 77: Dwelling stock by tenure - local authority, regional and national	101
Table 78: Proportion of labour force economically active by gender- local authority, regional and national	102
Table 79: Proportion of labour force economically active by age group - DCA	102
Table 80: Proportion of labour force economically active by age group - local authority, regional and national	102
Table 81: Employment rates, DCAs	103
Table 82: Employment rates, local authority, regional and national	103
Table 83: Resident workforce qualifications - DCA	104
Table 84: Resident workforce qualifications - local authority, regional and national	104
Table 85: Working age JSA claimants - local authority, regional and national	105
Table 86: Percentage of LSOAs in the top 5%, 10% and 20% most deprived	106
Table 87: Age composition of resident population	106
Table 88: Proportion of children living in low-income families	107
Table 89: Proportion of resident population by ethnic group	108
Table 90: Primary school pupils with a first language that is known or believed to be other than English	109
Table 91: Households that have one or more people with a long term health problem or disability, with and without dependent children	109
Table 92: Religion of the resident population	109
Table 93: Dwelling stock by tenure	110
Table 94: Proportion of labour force economically active by gender	110

## HS2 London-West Midlands EQIA update report

Table 95: Employment rate	111
Table 96: Resident workforce qualifications	111
Table 97: JSA claimants by gender - LA, regional and national	112



# 1 Introduction

## 1.1 Background

- 1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. The hybrid Bill for high speed rail between London and the West Midlands ('the Bill') was submitted to Parliament in November 2013. If enacted by Parliament, the Bill will provide the powers to construct, operate and maintain Phase One of HS2. This phase of HS2 will provide a new north-south railway between London, Birmingham and the West Midlands. The Bill scheme submitted in November 2013 is referred to throughout this document as 'the original scheme'.
- 1.1.2 Phase Two of HS2 will comprise new lines between the West Midlands, Leeds and Manchester, completing what is known as the 'Y network'. Phase Two is not the subject of this document.
- 1.1.3 An Equality Impact Assessment report (the EQIA (2013)) was published in November 2013 to accompany the Bill. The EQIA (2013) described the understanding at that time of the equality effects that were considered likely to arise from construction and operation of the original scheme and the measures to be applied in future to reduce or offset them. The EQIA (2013) included a Commitment by HS2 Ltd to keep the potential effects reported under review and, where appropriate, to conduct further appraisal to inform relevant future decisions.
- 1.1.4 Since the deposit of the Bill, a number of scheme amendments (i.e. changes that require amendments to the Bill) have been promoted in Parliament through five additional provisions (APs) – 'AP1' in September 2014, 'AP2' in July 2015, 'AP3' in September 2015, 'AP4' in October 2015 and 'AP5' in December 2015. In addition to these amendments, a number of other changes which do not require amendments to the Bill are reported in four Supplementary Environmental Statements (SEs) – 'the SE1' in July 2015, 'the SE2' in September 2015, 'the SE3' in October 2015 and 'the SE4' in December 2015).
- 1.1.5 In September 2015, HS2 Ltd published for consultation a report updating the EQIA (2013) specifically to take account of scheme changes and amendments in the Euston station and approach community forum area 1 (CFA1)<sup>1</sup>.

## 1.2 This EQIA update

- 1.2.1 This report provides a route-wide update of the EQIA (2013) covering all potential equality effects arising from the construction and operation of the Phase One route (CFA2–CFA26), excluding Euston (CFA1). It takes account of the amendments and changes outside CFA1, as reported in the four SEs and five AP ESs. The original scheme as altered by the amendments and changes is referred to in this report as 'the revised scheme'. This definition refers to the entire Phase One route and therefore includes the parts of the original scheme that have not been changed.

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<sup>1</sup> HS2 Ltd (2015) Equality impact assessment update: CFA1 Euston station and approach. <https://www.gov.uk/government/consultations/equality-impact-assessment-update-cfa1-euston-station-and-approach>.

- 1.2.2 This EQIA update takes account of measures agreed by HS2 Ltd and of Undertakings and Assurances<sup>2</sup> and made by the Secretary of State for Transport since 2013. Examples of measures which serve to remove or reduce potential equality effects are reported in section 2.4 of this report, and are discussed where relevant to the assessment of potential equality effects in sections 3 to 10 of this report<sup>3</sup>.
- 1.2.3 This EQIA update includes the following equality effects:
1. those reported in the EQIA (2013) which remain unchanged;
  2. those reported in the EQIA (2013) which have now been removed due to changes resulting from the revised scheme or from specific measures or Assurances;
  3. those reported in the EQIA (2013), which are changed and/or reduced in extent or severity, due to changes and amendments to the scheme or from specific measures or Assurances.
  4. those newly arising from the revised scheme; and
  5. those which are due to the original scheme but which were not identified in the EQIA (2013) and which remain potential effects under the revised scheme.
- 1.2.4 This EQIA update does not consider potential effects on individuals or individual households in order to protect their right to privacy. The identification of mitigation remains an ongoing process, and HS2 Ltd will continue to work with individuals to address specific equalities impacts where appropriate.
- 1.2.5 The EQIA update reports where specific Assurances have been made to remove or reduce potential equality effects.

### *Assessment sections of the EQIA update*

- 1.2.6 Section 3 provides a tabular summary of all differences in effects reported as compared to the EQIA (2013). It lists effects that are removed, changed or additional to those reported in the EQIA (2013).
- 1.2.7 Section 4 sets out all equality effects of the revised scheme. It replaces the equivalent section 3 of the EQIA (2013). General equality effects that were reported in the EQIA (2013) but which are no longer expected to arise are therefore not reported in Section 3, but are listed as removed effects in Table 1 in Section 3.
- 1.2.8 Sections 5 to 10 cover specific equality effects of the revised scheme within different areas along the route (the layout being consistent with the corresponding sections of the EQIA (2013)). These are:
- Section 5 London Corridor: Camden Town (CFA<sub>2</sub>); Primrose Hill to Kilburn, Camden (CFA<sub>3</sub>); Kilburn (Brent) to Old Oak Common (CFA<sub>4</sub>); Northolt

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<sup>2</sup> Undertakings and Assurances are forms of Commitments offered throughout the parliamentary process for the High Speed Rail (London – West Midlands) Bill. Assurances are given to petitioners in letters or given in the HS2 information papers. Undertakings are between petitioners and the Secretary of State for Transport or given in the High Speed Rail (London–West Midlands) Bill parliamentary process. See Register of Undertakings and Assurances at <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances> [Accessed 17/11/2015]

<sup>3</sup> The fact that a specific assurance or undertaking is not referred to, should not be construed as meaning that the assurance is no longer in place.

Corridor (CFA5); and South Ruislip to Ickenham (CFA6).

- Section 6 Country South: 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).
- Section 7 Country North: Ladbroke and Southam (CFA 16); 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).
- Section 8 West Midlands Corridor: Balsall Common and Hampton-in-Arden (CFA23); Birmingham Interchange and Chelmsley Wood (CFA24); and Castle Bromwich and Bromford (CFA25).
- Section 9 Washwood Heath to Curzon Street: Washwood Heath to Curzon Street area (CFA26) only.
- Section 10 Off-route effects: effects in areas outside the CFAs. Note no equality effects were identified off-route in the EQIA (2013).

### 1.3 The Public Sector Equality Duty

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

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

1.3.2 The Equality Act 2010 explains that the second aim (advancing equality of opportunity) involves, in particular, having due regard to the need to:

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

1.3.3 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>4</sup>. The Act makes it lawful to treat a disabled person more favourably than a non-disabled person<sup>5</sup>.

## Protected characteristics and protected groups

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

- Age: this refers to persons defined by either a particular age or a range of ages; including children (pre-school [0–4]; school age [5–17]); young people [18–25]; older people [60+] and very old people [75+]<sup>6</sup>.
- Disability: a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities<sup>7</sup>.
- Gender reassignment: this refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity.
- Pregnancy and maternity: pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.
- Race: the Equality Act defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins<sup>8</sup>. Black, Asian and minority ethnic people (BAME) is a widely accepted umbrella term used in relation to this protected characteristic.
- Religion or belief: religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief. The Office of National Statistics (ONS) uses defined terminology to identify major religious affiliation<sup>9</sup> as well as for relevant subgroups of main religious groups.
- Sex: This refers to a man or to a woman or a group of people of the same sex, whilst gender refers to the wider social roles and relationships that structure men's, women's, boys' and girls' lives.
- Sexual orientation: A person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction.

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<sup>4</sup> Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.93.

<sup>5</sup> Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.38.

<sup>6</sup> Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.91.

<sup>7</sup> Equality and Human Rights Commission, 2013, Equality Act 2010 Technical Guidance on the Public Sector Equality Duty England, p.90.

<sup>8</sup> HM Government, 2010, Equality Act.

<sup>9</sup> Census 2011 religious affiliation main categories are Christian, Buddhist, Hindu, Jewish, Muslim, and Sikh.

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

## **1.4 Relationship to the Environmental Statements**

- 1.4.1 This EQIA update uses the information described in the Environmental Statements ('the ESs') produced to date, namely:

- The main Environmental Statement ('the main ES') published in September 2013, which accompanied the High Speed Rail (London–West Midlands) Bill ('the Bill');
- Additional Provision 1 Environmental Statement ('AP1 ES') published in September 2014;
- Supplementary Environmental Statement ('SES') and the Additional Provision 2 Environmental Statement ('AP2 ES') published in July 2015;
- Supplementary Environmental Statement 2 ('SES2') and the Additional Provision 3 Environmental Statement ('AP3 ES') published in September 2015;
- Supplementary Environmental Statement 3 ('SES3') and the Additional Provision 4 Environmental Statement ('AP4 ES') published in October 2015; and
- Supplementary Environmental Statement 4 ('SES4') and the Additional Provision 5 Environmental Statement ('AP5 ES') published in December 2015.

- 1.4.2 The EQIA draws on ES descriptions of environmental effects and measures to avoid, reduce and where possible, remove significant adverse effects. However, the EQIA does not use the same assessment process or significance criteria to judge the scale of effects or determine whether they are significant. Instead, it uses a more qualitative approach to describe the potential effects of changes for protected groups. The EQIA seeks to identify whether or not there is potential for a differential or disproportionate effect (see Section 2.1.1) for protected groups.



## 2 EQIA approach

### 2.1 Introduction

2.1.1 This update follows the same approach as the assessment used in the EQIA (2013), with reference to updated information.

### 2.2 Identifying potential equality effects

2.2.1 This report identifies whether people with protected characteristics are likely to be affected disproportionately and/or differentially by impacts arising as a result of the construction and operation of the revised scheme.

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

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

2.2.3 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.

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

### 2.3 Baseline context

2.3.1 The baseline context comprises both qualitative and statistical information concerning people with protected characteristics and the make up of affected communities. See the appendices to this report.

### 2.4 Commitments and mitigation measures

2.4.1 HS2 Ltd has developed a range of commitments and general mitigation measures which will serve to reduce potential negative equality effects and to enhance potential positive effects of the revised scheme during its construction and operation. Since the Bill, HS2 Ltd has produced a number of information papers and other initiatives to help shape its policies and further assist in reducing equality effects and meeting the requirements of the PSED.

## General

- 2.4.2 HS2 Ltd's Equality, Diversity and Inclusion Policy Information Paper (G5) (updated June 2015)<sup>10</sup> addresses HS2 Ltd's approach to embedding inclusion in its workforce and in the planning, design, construction and operation of the scheme. A key principle of the policy is that the scheme will be a catalyst for the delivery of transport systems and infrastructure that will be inclusive. To this end, HS2 Ltd will embed equality, diversity and inclusion in all its activities; work with stakeholders, including communities and affected tenants; minimise the potential for discrimination, harassment and bullying; and create opportunities for local, disadvantaged and underrepresented people and companies to benefit from the investment in HS2.
- 2.4.3 The draft Code of Construction Practice (CoCP), sets out a range of measures to provide effective planning, management and control of environmental issues and issues affecting people during construction (see draft CoCP, Section 2). The Information Paper, D3: Code of Construction Practice (CoCP), updated in June 2015<sup>11</sup>, explains the Commitments set out in the draft CoCP.
- 2.4.4 The Nominated Undertaker<sup>12</sup> and its contractors will produce and implement a community engagement framework and provide appropriately experienced community relations personnel to implement the framework, to provide appropriate information and be the first point of contact to resolve community issues. The Nominated Undertaker will take reasonable steps to engage with the community, particularly 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 Equality Act 2010).
- 2.4.5 HS2 Ltd's Information Paper D11: Maintaining Access to Residential and Commercial Property during Construction<sup>13</sup> includes further provisions to ensure that people with restricted mobility continue to have access to services and buildings where such access and services are temporarily disrupted during the HS2 construction works.
- 2.4.6 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.
- 2.4.7 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 cases of emergency 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

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<sup>10</sup> Published online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/437449/G5 -  
\\_Equality\\_Diversity\\_and\\_Inclusion\\_Policy\\_v1.2.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437449/G5_-_Equality_Diversity_and_Inclusion_Policy_v1.2.pdf)

<sup>11</sup> Published online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/437343/D3 -  
\\_Code\\_of\\_Construction\\_Practice\\_v1.4.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437343/D3_-_Code_of_Construction_Practice_v1.4.pdf)

<sup>12</sup> The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the Revised scheme.

<sup>13</sup> Published online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/437353/D11 -  
\\_Maintaining\\_Access\\_to\\_Residential\\_and\\_Commercial\\_Property\\_During\\_Construction\\_v1.2.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437353/D11_-_Maintaining_Access_to_Residential_and_Commercial_Property_During_Construction_v1.2.pdf)

using other methods such as social media, email alerts, local radio and newspapers as appropriate. The service will be available in different languages, to be determined on a case by case basis, as agreed with the Nominated Undertaker.

- 2.4.8 The Department for Transport (DfT) is responsible for fares regulation and structure. In making recommendations to DfT, HS2 Ltd is committed to taking into account equalities issues when developing the fare structure for travel on the completed HS2 railway.

## Housing

- 2.4.9 Individuals whose properties have to be acquired for construction of the revised scheme will be eligible for compensation pursuant to the provisions of the National Compensation Code. Compensation may also be available under the Code once the line is in operation for people who have had no land acquired but can demonstrate that their homes are physically affected by the operation of the scheme (for example by noise from the railway). In addition, the Government has developed a discretionary package of property 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.
- 2.4.10 There are a number of property schemes<sup>14</sup>, eligibility for which depends on whether the affected property is in the safeguarded area, in the rural support zone, in the homeowner payment zone, or outside the zones a follows:
- the express purchase scheme is available to qualifying property owners in a safeguarded area;
  - the need to sell scheme<sup>15</sup> provides assistance to owner-occupiers who have a compelling reason to sell their property but are unable to do so, other than at a significant loss, due to the announcement of the HS2 Phase One route. Successful applicants can have their property purchased at the value it would have been without any effect arising from the HS2 proposals. This scheme makes provision for a 'compelling reason to sell' as one of the eligibility criteria. This could, for example, be triggered by the need to release capital for retirement or for reasons of ill-health;
  - the cash offer or voluntary purchase scheme is available to qualifying property owners in a rural support zone; and
  - homeowners can apply to rent and continue living in the property if they sell it to the government under one of these schemes.
- 2.4.11 The HS2 property compensation package also makes specific provision for atypical properties and special circumstances, which allows the necessary flexibility for the scheme to make reasonable adjustments under Section 20 of the Equality Act.

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<sup>14</sup> For further details of the property schemes, see 'Claim compensation if your property is affected by HS2' <https://www.gov.uk/claim-compensation-if-affected-by-hs2/express-purchase-scheme> [Accessed 29/10/2015]

<sup>15</sup> Full details of the compensation arrangements are online at: <https://www.gov.uk/claim-compensation-if-affected-by-hs2/overview>

- 2.4.12 HS2 Ltd's Control of Construction Noise and Vibration Information Paper (E23) (updated October 2015) sets out the measures that will be put in place to control noise and vibration during the construction of HS2. Households affected by noise during construction may qualify for noise insulation or temporary rehousing. The Information Paper expressly identifies that some buildings and/or their occupants will be treated as special cases, such as those with a medical condition which will be seriously aggravated by construction noise. Noise insulation and/or temporary housing will be provided where it is demonstrated that it is necessary.

### Communication with residents

- 2.4.13 As the HS2 project progresses, there will be an ongoing need for open and transparent communication with all residents who are affected by it and for an impartial monitor to oversee this. The HS2 Residents' Charter sets the standard for communicating with people who live along or near the HS2 route. An independent Residents' Commissioner has been appointed. The Residents' Commissioner will:
- produce a quarterly report, published online;
  - oversee and monitor communication standards with regard to property measures; and
  - provide a mechanism by which people's concerns can be put directly to the Chairman of HS2 Ltd.

### Community infrastructure and public open spaces

- 2.4.14 HS2 Ltd's Information Paper E6: Mitigation of Significant Community Effects on Public Open Space and Community Facilities<sup>16</sup> sets out the approach to mitigation. It states that where there will be a permanent or temporary loss of public open space or a community facility, mitigation is likely to take one of the following forms:
- improvements or alterations to the remaining portion of the public open space (in instances where the public open space is partially occupied) or community facilities, e.g. reconfiguring pitch layouts or relocating play areas;
  - improvements to other public open spaces or community facilities in the area;
  - improving accessibility to other existing public open space or community facilities;
  - identifying land owned by the relevant local authority that could be brought into use as public open space or used to accommodate community facilities with its agreement; and/or
  - where land used as open space or as a community facility is temporarily occupied by the revised scheme, there will be a statutory requirement for the land to be restored in accordance with a scheme agreed with the owners of the land, and the relevant local authority will support the dissemination of

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<sup>16</sup> HS2 Ltd Information Paper Mitigation of significant community effects on public open space and community facilities (E6)[http://assets.hs2.org.uk/sites/default/files/hb\\_pdf/E6-Mitigation%20of%20significant%20community%20effects%20on%20public%20open%20space%20and%20Community%20Facilities.pdf](http://assets.hs2.org.uk/sites/default/files/hb_pdf/E6-Mitigation%20of%20significant%20community%20effects%20on%20public%20open%20space%20and%20Community%20Facilities.pdf)

information on public open space closures via the use of community liaison officers, and measures contained within the draft CoCP.

- 2.4.15 In the case of permanent loss of public open space or a community facility, mitigation may also include provision of compensatory open space or community facilities as part of the design of the permanent works within the Bill limits.
- 2.4.16 The Nominated Undertaker will maintain, where reasonably practicable, public rights of way (PRoW), including diversions for pedestrians, cyclists and equestrians affected by the revised 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.
- 2.4.17 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.
- 2.4.18 Information Paper E6 acknowledges that isolation and amenity effects may have particular implications for schools. The Nominated Undertaker will work closely with local education authorities and individual schools to identify reasonably practicable measures to mitigate residual significant amenity and isolation effects, including via discretionary measures identified in the draft CoCP. The draft CoCP includes measures relating to construction activity near schools including, where practicable, the avoidance of heavy goods vehicles (HGVs) operating adjacent to schools during drop-off and pick-up periods.

### **Employment and businesses**

- 2.4.19 HS2 Ltd's Approach to Training and Employment Information Paper (G4) (June 2015)<sup>17</sup> outlines the proposed arrangements for training and employment during the construction and operation of HS2. This includes Commitments to ensure equality of opportunity in order to encourage the recruitment of local, disadvantaged or underrepresented groups.
- 2.4.20 HS2 Ltd or the Nominated Undertaker will offer appropriate training to local, disadvantaged and underrepresented groups in order to promote fair and equal access to the employment opportunities generated by HS2.
- 2.4.21 The Nominated Undertaker shall, insofar as it is lawful to do so, ensure equality of opportunity in order to encourage the recruitment of local, disadvantaged or underrepresented groups.
- 2.4.22 During the procurement of any relevant contract, HS2 Ltd or the Nominated Undertaker will seek to evaluate contractors' responses against a number of training and employment criteria, including their record of delivering training and employment interventions and their proposed method of meeting training and employment

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<sup>17</sup> Published online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/437440/G4\\_-\\_Approaches\\_to\\_Training\\_and\\_Employment\\_v1.3.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437440/G4_-_Approaches_to_Training_and_Employment_v1.3.pdf)

benchmarks. These benchmarks will, for example, include number of apprenticeships, unemployed job starts and work experience placements.

- 2.4.23 Contractors will be required to help local, disadvantaged and underrepresented groups to access the training and employment opportunities generated by HS2 by a variety of means as part of their recruitment, training, communicating, publicising and performance management processes.
- 2.4.24 In January 2014 the Department for Business, Innovation and Skills (BIS) announced plans for a new college to train the next generation of world-class engineers to work on the construction of HS2. HS2 Ltd will work closely with BIS in the development of this college. The National College for High Speed Rail will form partnerships with schools (including university technical colleges), other further education colleges, universities and employers to provide a clear pathway for students from school to further study and employment. Studying at this College will give students access to the specialised training and qualifications needed not only for HS2 but also for other rail and infrastructure projects across the country.

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

- 2.4.25 Footways of adequate width to facilitate pedestrian flows and safe access around the site boundary will be provided, including signage where appropriate.
- 2.4.26 Lighting to site boundaries will be provided and illumination will be sufficient to provide a safe route for the public to use.
- 2.4.27 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.
- 2.4.28 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.
- 2.4.29 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**

- 2.4.30 As outlined in the draft CoCP, the Nominated Undertaker and its contractors will be required to provide advance notice to local residents of any changes to access arrangements and diversions to public footways.
- 2.4.31 The draft CoCP requires measures to ensure adequate maintenance and avoid the condition of public roads, cycleways and PRow from deteriorating due to construction traffic.
- 2.4.32 The contractor will have full regard for the safety of other road users including pedestrians and cyclists. The draft CoCP includes procedures for driver training. Specific measures will be included in local environmental management plans (LEMPs) 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 report.

- 2.4.33 Where reasonably practicable, maintenance of PRow or temporary diversions affected by the revised 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.
- 2.4.34 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.

### **Inclusive design**

- 2.4.35 HS2 Ltd seeks to design a service that can be used safely, independently, easily and with dignity by everyone<sup>18</sup>. In particular:

- HS2 Ltd acknowledges diversity and difference between individual users and seeks a design which offers choices;
- the design will aim to ensure the HS2 network is accessible to, and usable by, as many people as reasonably possible;
- the design process embraces the social model of disability, which defines disability as a limitation imposed by the environment and society, rather than as a result of the individual's impairment. It will seek to remove barriers, both in procedure and in attitude, to the use of the HS2 network;
- the design will conform to the principles in the Equality Act 2010 such that operator(s) can readily take any reasonable steps required to ensure that they do not discriminate against disabled people; and
- inclusive design is not an add-on; it is an integral part of the design and development process. HS2 Ltd will seek a design that provides a holistic solution, reducing the need for additional support and allowing for passengers to travel independently. Specialised adaptations or assistance will be provided when required but the design will aim to minimise the requirement for these.

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

- 2.4.36 Hs2 Ltd has an ongoing Commitment to monitor and address equality issues during the design and delivery of the revised scheme, in line with the PSED. In fulfilment of its ongoing PSED, HS2 Ltd is committed to addressing potential equalities effects arising from the construction and/or operation of the scheme through implementation of its policies and through engagement with relevant stakeholders to identify appropriate measures to reduce or remove potential effects.

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<sup>18</sup> HS2 Ltd (2015) D5: Inclusive Design Policy. See [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/437346/D5\\_-\\_Inclusive\\_Design\\_Policy\\_v1.2.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437346/D5_-_Inclusive_Design_Policy_v1.2.pdf)

## **2.5 Assessment of impacts and effects**

2.5.1 The assessment of impacts and effects covers effects as described at section 1.2.3 above.

2.5.2 The assessment of the potential equality effects arising from the revised scheme has taken account of the baseline data and general proposed measures described earlier in this section, as well as the environmental effects and the committed and proposed mitigation as set out in the relevant ES documents (see section 1.4.1 above).



## 3 Summary of changes to effects

### 3.1 Summary of additional, different or removed equality effects

3.1.1 Table 1 lists the additional, different or removed equality effects as a result of the revised scheme, in ascending CFA order. It enables readers to quickly identify all changes relative to the EQIA (2013), whilst also identifying relevant scheme changes, amendments and/or assurances. This table does not include those effects reported in the EQIA (2013) which remain unchanged.

Table 1: List of additional, changed or removed equality effects due to design changes or amendments to the original scheme and/or assurances

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
Hawley Wharf Primary School, Camden, CFA2	Construction noise affecting children engaged in outdoor learning at schools	The removal of the HS1–HS2 Link means that differential and disproportionate effects on concentration and learning amongst children at the school will no longer arise.	Removed	3.3.15	SES2-002-001
Camden Gardens, Camden, CFA2	Open space partially occupied due to construction related activities	The removal of the HS1–HS2 Link means that there will be no loss of land at Camden gardens so that differential effects for children, young people, older people and disabled people, as well as disproportionate effects for BAME people will no longer arise.	Removed	3.3.33	SES2-002-001
Adelaide Road, CFA3	Relocation of bus stops	The removal of the HS1–HS2 Link means that bus stops on Adelaide Road will not be relocated. This will mean that disproportionate effects on young people, older people, disabled people and women; and differential effects on those with limited mobility including disabled people, older people, and mothers with young children, will not arise.	Removed	3.3.36	SES2-002-001

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
Wells House Road, CFA <sub>4</sub>	Isolation effects at Wells House Road	The revised scheme provides for pedestrian access along the length of Old Oak Common Lane during most of the construction period, with occasional short term closures. This will reduce, but not remove equality effects for older and disabled people living on Wells House Road.	Changed – reduced	5:3	SES-004-003 SES <sub>3</sub> -004-001
Wells House Road, CFA <sub>4</sub>	Noise effects at Wells House Road	The revised scheme will give rise to increased noise effects at Wells House Road. This may give rise to negative equality effects for individuals with protected characteristics. However there is insufficient information to draw a conclusion.	Changed – increased	5:3	AP2-004-004 AP2-004-005 SES <sub>3</sub> -004-002
Transition Skills Centre, CFA <sub>4</sub>	Loss of educational facility	Since publication of the EQIA (2013), it has been confirmed that this facility no longer occupies the premises. This will therefore remove the reported effect on young people.	Removed	3:3.17 – 3:3.18	N/A
Victoria Gardens, CFA <sub>4</sub>	Loss of play spaces	An Assurance has been made to London Borough (LB) of Ealing Council for temporary re-provision of Victoria Gardens and for permanent re-provision of play facilities at Victoria Gardens. This will remove negative equality effects for children.	Removed	3:3:33	Assurance to LB Ealing
Cerebos Gardens, CFA <sub>4</sub>	Loss of open space facilities	An Assurance has been made to LB Ealing to provide a permanent replacement grassed open space following construction. The permanent replacement of the open space area at Cerebos Gardens will avoid permanent equality effects arising for children, young people BAME people, older people and disabled people, due to permanent loss of open space. However, temporary effects during the construction period will be experienced.	Removed permanent effect Effect during construction unchanged	3:3:33	Assurance to LB Ealing
F sidings car park (CFA <sub>4</sub> )	Loss of disabled parking spaces	There is a temporary loss of two disabled car parking spaces at F sidings car park (CFA <sub>4</sub> ). Replacement provision has not yet been identified. This loss of spaces will have a differential effect on disabled people.	New	No reference – new effect	AP2-005-001

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
St Luke's Church (CFA4)	Construction noise affecting place of worship	The revised scheme will remove construction noise effects at St Luke's Church Ealing, as a result of changes which will relocate a ventilation shaft at Salusbury Road to Canterbury Works.	Removed	3.3.20	AP4-004-001
St Mary's Catholic Primary School, CFA4	Noise affecting school	St Mary's Catholic Primary School will experience increased construction noise effects during the daytime for approximately one year and nine months due to the relocation of a ventilation shaft to Canterbury Works satellite compound. The school has approximately 400 pupils of ages 3–11.	Additional	No reference – new effect	AP4-004-001
Hillingdon Outdoor Activity Centre (HOAC), CFA7	Delay and reduced risk of disruption or closure of facility	<p>The Secretary of State for Transport has given HOAC an Assurance that no major engineering works will be carried out until 2018. This will avoid negative effects until 2018.</p> <p>HS2 Ltd and HOAC have identified a suitable site that would allow the facility to relocate before construction starts. Both parties are currently working together to ensure that this is delivered in time to allow the local community to continue to enjoy their facilities.</p> <p>Unless a suitable solution is identified, temporary or permanent closure of HOAC will give rise to negative effects for disabled people, young and disadvantaged people.</p>	<p>Removal of negative effects during construction until 2018</p> <p>Permanent effects unchanged, unless suitable solution identified</p>	6.3	Assurance to HOAC
St. Mary's Church, Wendover, CFA10	Construction noise effects at places of worship	During the construction of the Wendover Green Tunnel, daytime construction noises, identified in the EQIA (2013) were reported at St Mary's Church, with negative equality effects for Christians who attend the church. Whilst the SES4 reported that the revised scheme will increase the duration of effects by 4 months, resulting in noise effects being experienced over a total 25 month period, given work will largely be constrained to core working hours, noise effects affecting Sunday services at the church will be minimised.	Changed – increased	3.3.20	SES4-010-001

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
Chiltern Way Foundation School – Wendover Campus, CFA10	Construction noise effects at schools	Reduced risk of noise impacts affecting learning and wellbeing of children, including children with autism and other vulnerable children, during construction.	Reduced	3.3.20	SES4-010-001
Community Hall, Witchell Road, Wendover, CFA10	Construction noise affecting community halls	Since publication of the EQIA (2013), it has been confirmed that this facility is derelict and no longer in use. This will therefore remove the reported effect on older people, women, children and religious groups using the community hall.	Removed	3.3.23	N/A
Booker Park School, Aylesbury, CFA11	Construction noise effects at school	The revised scheme makes provision for the A4010 Stoke Mandeville bypass, which removes noise and visual effects associated with the original scheme's inclusion of a bridge over the A4010 Risborough Road. Mitigation measures will avoid potential noise and visual effects of the revised scheme.	Removed	3.4.5 – 3.4.7	AP2-011-002
Fremantle Court Care Home, CFA 11	Noise disturbance due to construction and operational noise	New noise effects during construction (two years six months) and in operation (years 0 – 15) with differential and disproportionate affects for older and disabled people resident at the care home.	Additional	No reference – this newly built care home development was not identified at the time of preparing the EQIA(2013)	AP1-011-007
Edgcott Village Hall, Edgcott, CFA12	Construction noise affecting village halls	Older people, women, children and religious groups using Edgcott village hall (CFA12) will not be disproportionately affected, as design changes mean there will be a reduced number of HGV movements using Buckingham Road.	Removed	3.3.23	SES-015-001 SES-010-001
St Leonard's Church, Grendon Underwood, CFA12	Construction noise affecting place of worship	Christians attending St Leonard's Church will not be disproportionately affected by construction noise, due to design changes which will reduce the number of HGV movements using the Broadway.	Removed.	3.3.20	SES-015-001 SES-010-001

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
Turweston playing fields, CFA14	Loss/severance of access to public open spaces and playgrounds due to construction activities	Children, young people, older people and disabled people who use Turweston playing fields, (CFA14) will not experience a permanent differential or disproportionate effect, as a replacement playing field is provided for as part of the revised scheme.	Changed – reduced.	3.3.33 – 3.3.35	AP2-014-004
Burton Green Church of England Primary School, Burton Green, Warwick District, CFA18; Hedgerow Nursery, Burton Green, Warwick District, CFA18	Disruption to children's journey time and ease of reaching school during construction	Children attending Burton Green Church of England Primary, Burton Green, Warwick District (CFA18); Hedgerow Nursery, Burton Green, Warwick District (CFA18) will not be differentially affected due to the rerouting of construction traffic away from Hob Lane, Cromwell Lane and Red Lane.	Removed	3.3.14	AP2-018-004
Two Oaks Day Nursery, Burton Green, CFA18	Construction noise affecting children engaged in outdoor learning at schools	Children at Two Oaks Day Nursery, Burton Green (CFA18) will not be differentially or disproportionately affected due to the rerouting of construction traffic away from Hob Lane, Cromwell Lane and Red Lane.	Removed.	3.3.15	AP2-018-004
Burton Green village hall, Burton Green, CFA18	Loss of Burton Green village hall	A replacement village hall will be provided at Burton Green. As a result, Christians, older people, children and women who use Burton Green village hall (CFA18) will not experience disproportionate effects.	Removed	7.3.9 – 7.3.12	SES-018-001
Burton Green, CFA18	Isolation due to construction	Children, older people, disabled people, women at Burton Green will experience less severe differential isolation effects during construction due to the re-routing of construction traffic away from Hob Lane, Cromwell Lane and Red Lane.	Changed – reduced.	3.3.43 – 3.3.44	AP2-018-004

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
Kenilworth Greenway at Burton Green, CFA 18	Safety and convenience of use of greenway	Effect slightly reduced. Differential effects for children, disabled people and older people will remain, but be less acute, due to design changes to the temporary Kenilworth Greenway, which avoid the need to negotiate construction traffic.	Changed – Reduced	7.3.2 – 7.3.6	AP2-018-004
Kenilworth Greenway at Burton Green, CFA18	Safety and convenience of use of greenway	Children, older people, disabled people, at Burton Green will experience improved safety and convenient use of greenway during operation due to improved permanent access, design and alignment.	Changed – Improved	7.3.1/7.3.7	AP2-018-004
Relocation of Water Orton School, CFA19	Difficulties reaching school for children	Children attending Water Orton school and Tree House Nursery will experience the same difficulties reaching school due to congestion and delay on routes from the wider area. This effect is unchanged, even though a new school is being provided, which avoids the need for mitigation at the existing school for noise and visual impacts and loss of playing field.	Unchanged but school is relocated	3.3.14	AP4-019-002
Hints village, CFA21	Isolation in rural areas due to construction	Children, older people, disabled people, women at Hints village (CFA21) will not experience differential effect.	Removed	3.3.43 – 3.3.44	AP2-021-001
Horsepower Equestrian centre Streethay, CFA22	Loss of land at equestrian centres due to construction	Disabled people, women, children and young people using Horsepower Equestrian centre, Streethay (CFA22) will not be disproportionately/differentially affected as the land required for construction is much reduced.	Removed.	3.3.27/3.3.29	AP2-022-001
Island Project School, CFA23	Disruption to learning for children with learning disabilities	Removal of differential noise and disruptive effects of construction for pupils at school with learning disabilities. The Island Project school has identified an alternative site at Jerrings Hall Farm, Solihull, which will be unaffected by construction of the HS2 route. This site has been included in an amendment to the Bill and if successful, its buildings will be converted to meet the needs of the Island Project pupils, in advance of the need for the pupils to move from the existing Diddington Hall. The new	Removed	8.3.2 – 8.3.7	Assurance to Island Project School AP4-023-002

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
		site would be within walking distance of Dickens Heath, which will enable the school to provide visits as part of pupils' life skills education. This will avoid children who attend the school experiencing differential equality effects.			
Heath Park, CFA24	Access to open spaces for leisure and recreational uses	Children, young people, older people and disabled people who use Heath Park (CFA24) will not experience a permanent differential or disproportionate construction effect on their access to open spaces as a replacement open space for Heath Park has been secured. A temporary effect (three years six months) will still arise.	Changed – reduced.	3.3.2 – 3.3.3	SES-024-002
Masjid Ali Mosque, CFA26	Construction noise effects for place of worship	Removal of construction noise effects at Masjid Ali Mosque due to the proposed improvement of the Aston Church Road/Arley Road junction.	Removed	3.3.20	AP-026-001
Network Park with diversion at Adderley Road, CFA26	Noise effects for school	Construction noise temporary adverse effect – Adderley Primary School; Adderley Children's Centre; short period one to two months.	Additional	Not reported	AP4-026-001
Common Lane, Washwood Heath, CFA26	Loss of housing	Young people, older people, people from BAME backgrounds and disabled residents identified to be living in the affected properties at Common Lane will experience differential equality effects from the loss of housing.	Newly identified	Not reported	Identified via HS2 stakeholder engagement process.
Madina Masjid Mosque near Network Park with diversion at Adderley Road, CFA26	Noise effects for place of worship	Construction noise temporary adverse effect – Madina Masjid Mosque; short period one to two months.	Additional	Not reported	AP4-026-001
Allison House, Birmingham, CFA26	Noise effects for residents with disabilities	Noise effects at the hostel were identified to have potential negative effects for vulnerable adults, including disabled adults, living at the hostel. An Assurance has been made to minimise	Newly identified – mitigation appropriate to avoid negative effects	Not reported	Assurance to Allison House

Location	Type of effect	Description of additional, changed or removed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, AP or Assurance
		the number of construction vehicles passing the frontage of Allison House.			
Open Space in Birmingham, CFA 26	Loss of open space	Birmingham City Council (BCC) considered that the loss of open space at a number of locations in the city were not sufficiently considered or mitigated in the main ES. An Assurance has been made to identify suitable alternatives to minimise the potential negative equality effects for groups including children, young people, BAME people, and older people.	Newly identified – mitigation appropriate to avoid negative effect	None	Assurance to Birmingham City Council
Heathrow Express depot site, Langley, off-route	HGV movements and noise effects	Increased HGV movements and road noise effects for Gypsy and Traveller families living at a local authority run owned site near the proposed new HEX depot site.	Additional	Not reported	AP2-000-001

## 3.2 Corrections

3.2.1 Table 2 reports effects which arise as a result of the original scheme and are unchanged by the revised scheme, but were not reported in the EQIA (2013).

Table 2: Effects not reported in EQIA (2013)

Location	Type of effect	Description of additional or changed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, amendment, or Assurance.
Adelaide Medical Centre, CFA3	Noise effects at health facility	Increased noise effects at Adelaide Medical Centre, were reported in the main ES but were not reported in the EQIA 2013. Older people, disabled people and children may experience negative equality effects.	Additional	Not reported in EQIA (2013)	N/A
Ellesborough Road cricket ground, Wendover, CFA10	Loss of use of sporting/recreational facility	A new cricket ground site to replace Ellesborough Road cricket ground owned by Wendover Cricket Club has been identified for purchase. Children	Additional	Not reported in EQIA (2013)	AP2-010-004



Location	Type of effect	Description of additional or changed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, amendment, or Assurance.
		and young people, who make up a large proportion of club members, may potentially be disproportionately affected for two years following demolition of the existing ground and operation of the new ground. This temporary effect will be experienced if it is necessary for HS2 Ltd to use the powers in the Bill, as the site is required early in the construction programme. If the Club negotiates the sale by private treaty ahead of Royal Assent, this disruption will not arise.			
St. Mary's Church, Wendover, CFA10	Operational noise effects at place of worship	The EQIA (2013) reported significant operational noise effects for Christians at St. Mary's Church, Wendover (CFA10). However, the assessment only concluded a significant noise effect on the Church's function as a concert hall and as such, it is not anticipated that these effects will disproportionately affect Christians. This previously reported effect is therefore removed.	Removed	3.4.8	N/A
Chipping Warden Primary School and Chipping Warden kindergarten, Chipping Warden, CFA15	Construction noise affecting children engaged in outdoor learning at schools, reduced ease of access to school	Children attending Chipping Warden Primary School and Chipping Warden kindergarten may experience differential effects on their concentration and ability to learn due to construction noise effects (one year) and effects on the ease of their journey to school due to HGV movements. Following amendments to construct a permanent, rather than a temporary bypass, these effects are for a shorter duration than for the original scheme (three years). These effects for children attending Chipping Warden Primary School were not reported in the EQIA (2013).	Changed	Not reported in EQIA (2013)	AP2-015-009

Location	Type of effect	Description of additional or changed effect	Additional, changed or removed	Reference in EQIA (2013)	Relevant SES, amendment, or Assurance.
Berwood Court Care Home, near Castle Bromwich Business Park, CFA25	Noise effects on care home	Increased noise effects for older and disabled people living in Berwood Court Care Home, close to the Castle Bromwich Business Park, were reported in the main ES but were not reported in the EQIA 2013.	Additional	Not reported in EQIA (2013)	Main ES Vol 2 CFA 25 AP4-025-002

## 4 Assessment of effects of the revised scheme

### 4.1 Introduction

4.1.1 This section reports all equality effects arising from the revised scheme during construction and operation. The assessment is based on the full and timely delivery of general measures and commitments, as appropriate, during the construction phase, and once the revised scheme becomes operational. Certain noteworthy effects are reported in more detail in sections 5 to 10 below.

### 4.2 Potential impacts and effects during construction

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

#### Employment and businesses

4.2.2 The revised scheme 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>19</sup>.

4.2.3 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.

4.2.4 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>20</sup>. As a consequence, it is estimated a further 5,480 full-time jobs could be generated.

4.2.5 An estimated 1,350 jobs could be lost route-wide (excluding CFA1: Euston) 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 who have lost their jobs, and have been unable to find work, come forward. Businesses displaced by the revised 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.

4.2.6 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, underrepresentation in certain employment sectors and below average rates of pay.

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<sup>19</sup> Based on the total construction person years generated by the revised scheme and a ratio of ten construction person years to one full time equivalent job.

<sup>20</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)*.

Income poverty and deprivation particularly affect women, children, BAME groups, religious minority groups and families with disabled members<sup>21</sup>. Education, skills and employment gaps affect a number of BAME groups, including black, Pakistani and Bangladeshi people<sup>22,23,24</sup>. Proactive measures in the construction sector have proven effective in addressing skills gaps and underrepresentation of protected groups, including women and disabled people, in the construction sector<sup>25</sup>.

- 4.2.7 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>26</sup>.
- 4.2.8 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, has published an Information Paper (G4) setting out its approach to training and employment, which includes Commitments to ensure equality of opportunity in order to encourage the recruitment of local, disadvantaged or underrepresented groups.

### Schools and educational facilities

- 4.2.9 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>27</sup> whilst busy roads, traffic and fear of an accident can be a barrier to walking<sup>28</sup>.
- 4.2.10 Affected schools and educational facilities include: Water Orton Primary School and Tree House Nursery, Water Orton, North Warwickshire District (CFA19); and Millennium Point, Curzon Street, Birmingham City (CFA26).
- 4.2.11 HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid effects on journey time and ease of reaching school. In doing so, HS2 Ltd will continue to engage with stakeholders to fully understand the affected receptors, their use and the benefit of mitigation measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements. HS2 Ltd will ensure that measures within the draft CoCP and LEMP designed to ensure safety of pedestrians are taken into account.
- 4.2.12 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

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<sup>21</sup> Equality and Human Rights Commission (2010) How Fair is Britain? Equality, Human Rights and Good Relations in 2010. Accessed 20/07/2013.

<sup>22</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>23</sup> All Party Parliamentary Group on Race and Community (2012) Ethnic Minority Female Unemployment: Black, Pakistani and Bangladeshi Heritage Women.

<sup>24</sup> Equality and Human Rights Commission, 2010, How Fair is Britain? Equality, Human Rights and Good Relations in 2010.

<sup>25</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>26</sup> Mayor of London (2005) Redefining London's BME-owned Businesses, London Development Agency.

<sup>27</sup> Ramblers' Association (2010) Walking facts and figures 1: the benefits of walking.

<sup>28</sup> Social Exclusion Unit (2002) Making the Connections: Final Report on Transport and Social Exclusion.

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: St Mary's Catholic Primary School, Kilburn (CFA<sub>4</sub>), Chiltern Way Federation School, Wendover Campus, Wendover (CFA<sub>10</sub>); Chipping Warden Primary School and Chipping Warden kindergarten, Chipping Warden (CFA<sub>15</sub>); Tame Valley Academy, Bromford (CFA<sub>25</sub>); Leigh Junior, Infant and Nursery School, Warren Road, Washwood Heath (CFA<sub>26</sub>); Adderley Primary School, Adderley Road (CFA<sub>26</sub>); Adderley Children's Centre, Adderley Road (CFA<sub>26</sub>); Hasanat College (CFA<sub>26</sub>) and Al-Huda School, Washwood Heath (CFA<sub>26</sub>). 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.

- 4.2.13 HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid effects on schools as a result of construction noise. In doing so, HS2 Ltd will continue to engage with stakeholders to fully understand the affected receptors, their use and the benefit of mitigation measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements.

### Places of worship

- 4.2.14 Construction noise will affect a number of places of worship along the route, the facilities being predominantly churches and mosques, with the potential to have a disproportionate effect on Christians and Muslims<sup>29, 30</sup>.
- 4.2.15 The places of worship which may be subject to construction noise are: 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>); 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>); Madina Masjid Mosque (CFA<sub>26</sub>) and St Michael's Church, Washwood Heath (CFA<sub>26</sub>).
- 4.2.16 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.
- 4.2.17 The Arya Samaj Vedic Mission, a Hindu place of worship, will be demolished during construction of the revised scheme, resulting in the permanent loss of a local worship facility. To date, the mission has been unable to find a suitable replacement site and has therefore requested assistance from BCC, Sandwell and Dudley Metropolitan Borough Council and HS2 Ltd. HS2 Ltd has provided assistance via appointed agents in accordance with Business Relocation Information Paper (C7).

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<sup>29</sup> New Economics Foundation, 2012, Well-being Evidence for Policy: A review.

<sup>30</sup> URS, 2012, EQIA of the Revised London Housing Strategy, Greater London Authority..

## Community and cultural centres

- 4.2.18 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.
- 4.2.19 Construction noise has the potential to affect village or community or cultural centres at the following locations: Thorpe Mandeville Village Hall, South Northamptonshire (CFA15); British Legion club, Balsall Common (CFA23); Nechells Green Community Centre (CFA26); The Polish Centre, near Curzon Street (CFA26) and Madrasa Anjuman-I-Naqeeb-al-Islam Community Centre, Washwood Heath (CFA26).
- 4.2.20 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.
- 4.2.21 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.

## Health centres

- 4.2.22 James Town Mental health centre and Adelaide Medical Centre will experience daytime noise impacts, with potential negative equality effects for disabled people, older people and children.

## Residential care homes

- 4.2.23 Three care homes for older or disabled people are affected by effects of the revised scheme. Residents at the Wells House Road Care Home (CFA4) will experience potential equality effects due to a range of impacts from construction activities close to the home and at Old Oak Common Lane. Construction noise will affect residents at Freemantle Court Care Home (CFA10) and at Berwood Court Care Home on Cadbury Drive, Castle Vale (CFA25). This may cause particular disturbance to older and disabled people living at these homes.

## Gypsy and traveller sites

- 4.2.24 Two gypsy and traveller sites will be affected during construction. English gypsies and Irish travellers are recognised as racial groups, and 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>31</sup>. Effects for gypsies and travellers are identified at a site on Tameside Drive, Castle Bromwich

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<sup>31</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.

(CFA25) and at a traveller site near the proposed new Heathrow Express depot site, at Langley (off-route). These will have potential disproportionate negative effects for affected ethnic gypsy and traveller families or individuals.

### Student accommodation

- 4.2.25 Student accommodation at Curzon Gateway will be demolished as part of the construction of the revised scheme, potentially affecting young people and disabled resident's choice and availability of accommodation. A legal agreement has been reached with the trades union UNITE to pay compensation in accordance with the triggers in the agreement.

### Noise effects in residential areas

- 4.2.26 People living at various locations close to the revised scheme may experience noise effects due to a change in the acoustic environment at residential areas, including in shared community open areas near their homes, during construction. It is not possible to determine whether there will be a disproportionate effect on any particular protected groups, because the representation of these groups within the affected population has not been established.

### Equestrian centres

- 4.2.27 Construction of the revised scheme will affect a number of equestrian centres across the route. Nationally, 2.7 million people ride horses<sup>32</sup>, and 74% of users of equestrian centres are female, with significant recent growth in the number of riders aged 16 – 24<sup>33</sup>. Of these users, 8% report having some form of disability. A 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.
- 4.2.28 Ballabeg Stables, Turweston (CFA14) will not be able to continue to operate in its present location due to the extent of land required for the revised 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 revised scheme are: Chalfont Valley Equestrian Centre, Chalfont St Giles, Chiltern District (CFA8); Washbrook Farm Equestrian, Aston le Walls, South Northamptonshire District (CFA15); and Culworth Grounds Farm Equestrian Centre, South Northamptonshire District (CFA15).

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<sup>32</sup> British Horse Society (2012) Equestrian Statistics [online] available at: <http://www.bhs.org.uk/our-charity/press-centre/equestrian-statistics> (accessed 09/11/2015).

<sup>33</sup> British Equestrian Trade Association (2015) National Equestrian Survey 2015 available at: <http://www.betauk.org/pages/trade/equestrian-industry-information/market-information.php> (accessed 09/11/2015).

<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 09/11/2015]

- 4.2.29 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 vehicles, pedestrians and riders during construction. A number of riding routes used by the stables will also be affected during construction.
- 4.2.30 Of the above facilities, Dunton Stables is known to cater for disabled riders.
- 4.2.31 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.

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

- 4.2.32 There are effects on public open spaces, playgrounds and their associated facilities at various points along the length of the route. Children, young people, BAME people in urban areas, older people and disabled people will potentially experience differential and/or disproportionate effects due to loss or severance of affected open space and playgrounds. Park Street Gardens, Birmingham City (CFA26) will be permanently lost due to construction related activities.
- 4.2.33 The facilities which will be partially occupied due to construction related activities are: Cerebos Gardens, Ealing (CFA4); Northolt Village open space, Hillingdon (CFA5); Wendover Cricket Club (CFA10) Heath Park, Solihull (CFA24); Turweston Playing Fields, Turweston, Aylesbury Vale District (CFA 14) and Eastside City Park, Birmingham City (CFA26).
- 4.2.34 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.
- 4.2.35 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 Solihull and Birmingham, as BAME people comprise a considerable proportion of the local populations. Older people and disabled people may also be differentially and disproportionately affected by the loss of these spaces, where this reduces their access to local outdoor recreation areas<sup>38 39 40 41</sup>.

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<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.

<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.



- 4.2.36 The Olympia Motorcycle Track on Middle Bickenhill Lane, a facility mainly used by children and young men in their 20s, will be lost. Closure of the track has the potential to differentially disadvantage children and young men, for financial reasons and due to limited alternative opportunities. HS2 Ltd will continue to work with the owners to identify suitable alternatives for relocation.

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

### *Bus transport*

- 4.2.37 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 revised scheme requires the relocation of bus stops by 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.

### *Loss of pedestrian circulation routes*

- 4.2.38 There will be a loss of pedestrian circulation routes at various points along the length of the revised scheme. Locations where there is potential for users to experience disproportionate or differential effects associated with loss of circulation routes for protected groups include: Saltley Viaduct, Washwood Heath (CFA26) for three years; and Curzon Street, Birmingham (CFA26) for varied durations and at different points during the revised scheme construction.
- 4.2.39 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.

### *Loss of disabled car parking spaces*

- 4.2.40 There is a temporary loss of two disabled car parking spaces at F sidings car park (CFA4).

### *Construction Traffic*

- 4.2.41 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 ESs report these effects to be significant where the increase on the roads is more than 30%. Children, older people and disabled people may experience differential effects from significant increases in congestion affecting the ability to cross roads.
- 4.2.42 The draft CoCP and LEMP contain a number of measures (including those described in Section 2.4 above) 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.

- 4.2.43 The use of a new traffic model in preparing the updated ESs has led to the identification of a number of additional locations where congestion and delays to vehicle users may be experienced. 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 increased congestion.

### Crime, safety and personal security

- 4.2.44 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 streetscape, 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>.
- 4.2.45 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

- 4.2.46 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 ESs, 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.
- 4.2.47 Isolation effects may arise due to various impacts individually or in combination:
- significant delays to journeys;
  - 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;
  - visual barriers resulting from construction activity or operation of the original scheme on a community or a community facility; and
  - the physical islanding of a community.

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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.

- 4.2.48 Isolation effects will arise for residents of Gilson and Water Orton (North Warwickshire District, CFA19, in excess of five years) and Curdworth (North Warwickshire District, CFA20). These isolation effects 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.

## 4.3 Potential impacts and effects during operation

### Operational employment

- 4.3.1 The revised scheme will create an estimated 1,700 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 640 jobs will be created route-wide (excluding CFA1: Euston) through indirect effects as a result of the operational phase.
- 4.3.2 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 revised 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 3 presents the demand for operational jobs by location.

Table 3: Revised scheme: direct operational employment<sup>46</sup>

Location of operational employment	Total employment (estimated)
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 <sup>47</sup>	1,700

- 4.3.3 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

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

<sup>47</sup> Note this total does not include estimated direct employment at Euston (500).

activity. Old Oak Common and Birmingham Curzon Street also correspond to areas with large numbers of young people.

### Noise effects in residential areas

- 4.3.4 People living at various locations close to the revised scheme may experience noise effects due to a change in the acoustic environment at residential areas, including in shared community open areas near their homes, once the scheme is operational. It is not possible to determine whether there will be a disproportionate effect on any particular protected groups, because the representation of these groups within the affected population has not been established.
- 4.3.5 Within the wide demographic potentially affected by noise there will 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

### Places of worship

- 4.3.6 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: 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.

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

- 4.3.7 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, in line with the Inclusive Design Policy in Information Paper D5 (see 2.4.35 above)<sup>48</sup>. Accessibility features, such as lifts and moving walkways, will enable people to use step-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, parents and carers of new babies, children, and older people; protected groups who are potentially vulnerable users of public transport<sup>49 50 51 52</sup>. The benefits of design that discourages crime and anti-social behaviour and supports passenger safety are of particular importance to members of those protected groups that have concerns about crimes and anti-social behaviour or are more at risk of being victims of some forms of crimes<sup>53 54 55</sup>.

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<sup>48</sup> The most-up-to-date equivalent of Network Rail (2015) Station Design Principles for Network Rail. <http://www.networkrail.co.uk/asp/6368.aspx> or other comparable standards; Accessed 09.11.2015.

<sup>49</sup> DfT (2012) Transport for everyone.

<sup>50</sup> Department for Transport (2011) National Travel Survey: 2015; Scottish Executive (2002) Women and transport guidance and checklist.

<sup>51</sup> Campaign for Better Transport and the Intergenerational Foundation (2013) No Entry! Transport barriers facing young people.

<sup>52</sup> DfT (2015) National Travel Survey, 2015.

<sup>53</sup> British Transport Police website [http://crimemaps.btp.police.uk/data/?q=Curzon St, Birmingham, West Midlands B4 7XE, UK#station](http://crimemaps.btp.police.uk/data/?q=Curzon+St,+Birmingham,+West+Midlands+B4+7XE,+UK#station), Accessed 09/11/2015.

<sup>54</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>55</sup> CIVITAS (2012) Hate Crime.

## 5 London Corridor

### 5.1 Introduction

5.1.1 The main equality issues arising across the revised scheme are assessed in Section 4. This section addresses noteworthy issues affecting the London area: Camden Town (CFA<sub>2</sub>); Primrose Hill to Kilburn, Camden (CFA<sub>3</sub>); Kilburn (Brent) to Old Oak Common (CFA<sub>4</sub>); Northolt Corridor (CFA<sub>5</sub>); and South Ruislip to Ickenham (CFA<sub>6</sub>), and does not repeat the general issues which may also occur in this location that have been considered previously in Section 4.

### 5.2 Specific potential effects

#### *Removal of effects associated with the HS<sub>1</sub>–HS<sub>2</sub> link*

5.2.1 The revised scheme removes the HS<sub>1</sub>–HS<sub>2</sub> link. This results in the removal of a number of effects that were identified in the EQIA (2013). Removed equality effects are:

- Hawley Wharf Primary School will not experience construction noise, avoiding adverse effects for children engaged in outdoor learning;
- Camden Gardens will remain in place. There will be no loss of land affecting children, young people, older people and disabled people and local BAME people;
- Adelaide Road bus stops will remain in place. This will avoid negative equality effects for young people, older people, disabled people, women and parents/carers of young children and babies.

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

5.2.2 Wells House Road forms a triangular shaped crescent off Old Oak Common Lane. A residential care home which accommodates adults with mental health and learning difficulties is also situated on Wells House Road.

5.2.3 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 characteristics of people in these affected residential areas are unknown however, and this means that it is not possible to assess whether or not there will be a disproportionate effect. There is insufficient information at present to suggest that specific individuals with protected characteristics who live at Wells House Road are differentially affected by noise.

5.2.4 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 vehicular entry and exit into

Wells House Road, and limit access to the care home and over 100 dwellings (see SES and AP2 ES Volume 2 for further detail)<sup>56</sup>.

- 5.2.5 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<sup>57</sup>. Residents of the care home, with visual or learning impairments or mental health issues, could be particularly affected by the severance of access and changes 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>58</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.
- 5.2.6 The revised scheme at Old Oak Common Lane provides for the maintenance of pedestrian access along the whole length of Old Oak Common Lane during most of the construction period, with occasional short-term closures for certain construction works. This will enable pedestrian access to community facilities to the south via Old Oak Common Lane. Maintaining pedestrian access to the south via Old Oak Common Lane will reduce the severity of the severance for older and disabled residents, allowing short trips on foot to the shops and amenities using a familiar route. However, even with the revised scheme, improvements to pedestrian access, differential effects for disabled and older residents remain likely. One reason for this is because people who might otherwise drive or travel by bus for some trips may not be willing or physically able to substitute all (or any) of their routine trips normally made by car or by bus with trips on foot, and may also be reluctant to undertake lengthy diversions by car instead. Another reason for this, particularly for residents with visual or learning impairments or mental health conditions (including conditions associated with ageing) who may find the changes to their familiar route caused by construction works, mean they feel less confident to make trips on foot (whether normally done by car, by bus or on foot) as frequently as previously or only when they can be accompanied. To some extent, familiarisation (including specific familiarisation trips) may help reduce these concerns over time, but this will vary on a case by case basis.
- 5.2.7 The Nominated Undertaker will continue to engage with the local community, including residents of Wells House Road, and LB Ealing to review mitigation measures, to minimise disruption caused by the construction activities, as set out in an Assurance to LB Ealing.

### *James Town Mental Health Centre and Adelaide Medical Centre*

- 5.2.8 There is the potential for daytime noise impacts to occur at the James Town Mental Health Centre and the Adelaide Medical Centre, located opposite each other on Adelaide Road. These noise impacts will be due to the construction of the Adelaide Road ventilation shaft. Effects have been identified on users in the noise assessment, due to the specific nature of the Centres, as noise sensitive medical facilities. Noise

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<sup>56</sup> HS2 Phase One Supplementary Environmental Statement and Additional Provision 2 (July 2015) Environmental Statement - Volume 2: CFA 4 Kilburn (Brent) to Old Oak Common.

<sup>57</sup> Department for Transport, (2011), National Travel Survey: 2010.

<sup>58</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.

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>59 60</sup>.

- 5.2.9 Although the specific characteristics of people that attend the two health centres 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.

#### *Victoria Gardens play area*

- 5.2.10 The EQIA (2013) identified that Victoria Gardens and playground would be partially occupied due to construction-related activities for a period of up to two years. The Secretary of State for Transport has provided an Assurance to LB Ealing to provide a temporary play area with play equipment and to use reasonable endeavours to provide it before works at this location commence. Following completion of the revised scheme, the play area will be reprovided at Victoria Gardens. The permanent reprovided play area will be smaller but a superior facility to that which it replaces. The temporary alternative provision and permanent reprovision of the play area at Victoria Gardens will avoid equality effects arising for children.

#### *Cerebos Gardens*

- 5.2.11 Cerebos Gardens, a grassed open space in Ealing, will be partially occupied due to construction related activities.
- 5.2.12 The Secretary of State for transport has committed to provide a replacement open space following completion of the works. In the event that the amount of open space lost exceeds 1250 m<sup>2</sup>, further replacement land will be provided to avoid any net loss of open space in Ealing.
- 5.2.13 The permanent replacement of the open space area at Cerebos Gardens will avoid permanent equality effects arising for children, young people, BAME people, older people and disabled people, due to permanent loss of open space. However, temporary effects during the construction period will be experienced.

#### *F sidings car park*

- 5.2.14 There is a temporary loss of two disabled car parking spaces at F sidings car park (CFA4) due to construction-related activities. Replacement provision has not yet been identified. This loss of spaces will have an effect on disabled people.
- 5.2.15 HS2 Ltd will continue to work to identify suitable replacement for the disabled car parking spaces.

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<sup>59</sup> World Health Organisation (2009) Night noise guidelines for Europe (foreword VII).

<sup>60</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.

## 6 Country South

### 6.1 Introduction

6.1.1 The main equality issues arising across the revised scheme are assessed in Section 4. This section addresses noteworthy 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 have been considered previously in Section 4.

### 6.2 Specific potential effects

#### Hillingdon Outdoor Activity Centre

- 6.2.1 Hillingdon Outdoor Activity Centre (HOAC) provides water- and land-based outdoor activities all year round. It has a subregional 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 wellbeing and community cohesion<sup>61</sup>. Many children in deprived and urban areas, in particular from BAME groups, do not have adequate access to public open space<sup>62</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>63</sup>. Access to facilities such as outdoor education centres that provide activities suitable for disabled users have been shown to improve confidence, wellbeing, and communication skills for disabled children<sup>64</sup>.
- 6.2.2 An Assurance has been made to HOAC that no major engineering works commence at the site until 2018. This will enable HOAC to continue to provide activities on the site until 2018, and hence avoid negative equality effects for disabled people, young and disadvantaged people up until 2018.
- 6.2.3 HS2 Ltd and HOAC have identified a suitable site that would allow the facility to relocate before construction starts. The relevant parties are currently working together to deliver a solution in time to allow the local community to continue to enjoy their facilities.
- 6.2.4 Unless a suitable solution is identified, temporary or permanent closure of HOAC after 2018 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

<sup>61</sup> New Economics Foundation (2012) Well-being Evidence for Policy: A review.

<sup>62</sup> MoL (2008) Providing for Children and Young People's Play and Informal Recreation, GLA.

<sup>63</sup> MoL (2008) Supplementary Planning Guidance: Providing for Children and Young People's Play, GLA.

<sup>64</sup> The Outward Bound Trust (2011) Social Impact Report.



catchment. The effect is considered to be differential for disabled people for whom access to specialist leisure and outdoor facilities is a particular issue, in the context that there is a lack of comparable alternatives in the region.

### **St Mary's Church, Wendover**

- 6.2.5 The EQIA (2013) identified that Christians attending St Mary's Church would potentially experience negative equality effects due to increased noise at the church, during construction of the Wendover Green Tunnel.
- 6.2.6 The SES<sub>4</sub> reported that the revised scheme will increase the duration of noise impacts during construction by an additional four months, so that increased noise will be experienced at the church over a total 25 month period, during construction of the extended tunnel. However, in line with the HS2 CoCP, construction works will be limited to the extent possible to core working hours and as such, noise effects on Sunday services at the church will be minimised.

### **Stoke Mandeville Combined School**

- 6.2.7 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 HGV movements per day. The school contains an Additionally Resourced Provision for Hearing Impaired Children 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 HGV 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.
- 6.2.8 HS2 Ltd will ensure that measures within the draft CoCP and LEMP designed to ensure safety of pedestrians are taken into account in the provision of diversion routes. The draft CoCP provides for the avoidance of HGVs operating adjacent to schools during drop off and pick-up periods.
- 6.2.9 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 beneficial effect on children at the school.

### **Chiltern Way Federation School (Wendover Campus)**

- 6.2.10 The Chiltern Way Federation School (Wendover Campus) admits young people with social, emotional (mental health), communication and interaction difficulties. Children at the school have a range of complex needs: autistic spectrum disorder, attention deficit hyperactivity disorder, oppositional defiance disorder, social and communication difficulties, speech and language and communication needs, hearing impaired, visually impaired and cognition and learning.
- 6.2.11 The EQIA (2013) reported that the school would experience increased noise effects during construction, with potential adverse effects on their learning. HS2 Ltd has gained an increased appreciation of the profile of the students at the school and their

needs via liaison with the school and evidence provided as part of the Parliamentary process. This has led to recognition of the greater than average sensitivity to noise and visual impacts of construction activities for children, with potential effects for children's learning and for the safety of children and teachers. The revised scheme tunnel extension and barrier at Wendover improves the noise environment at the school during operation.

- 6.2.12 The school has expressed concerns about the effects of construction of the revised scheme on their students who are highly sensitive to changes in their environment. HS2 continues to liaise closely with the school in order to identify the most appropriate ways to address these.
- 6.2.13 Until measures have been agreed with the school construction activity is likely to have a negative differential equality effect on children at the school.

### **Booker Park School**

- 6.2.14 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 and can have their concentration and ability to learn affected during lessons<sup>65</sup>. Children on the autistic spectrum can be particularly sensitive to sensory impacts and the wider environment, in particular noise and visual impacts<sup>66</sup>. The EQIA (2013) reported that construction activity adjacent to the school could have had the potential to differentially affect children with special needs (including children with autism and Asperger's syndrome) due to their increased sensitivity, with implications for their learning and development.
- 6.2.15 The revised scheme makes provision for the A4010 Stoke Mandeville bypass as part of the scheme. Mitigation measures for noise and visual impacts of construction of the bypass will substantially reduce noise and visual effects at the school, such that negative equality effects on children at the school, including children with specific conditions, are no longer expected to arise.

### **Freemantle Court Care Home**

- 6.2.16 An amendment to the original scheme has been made to take into account the presence of a recently completed care home for older people, Fremantle Court off the A4010 Stoke Mandeville bypass. The revised scheme includes road widening to facilitate a right-hand turn into the new care home development. Traffic access to Fremantle Court will be maintained during construction. The design of the right-hand turn will include appropriate consideration of safety aspects.
- 6.2.17 Fremantle Court Care Home is a care home with capacity for 90 residents. It opened in spring 2014 and provides accommodation and care for older people, including those with dementia and those requiring nursing care. It offers landscaped gardens for

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<sup>65</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>66</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.

outdoor use by residents and includes ground floor rooms with private patio/garden areas<sup>67</sup>.

- 6.2.18 Fremantle Court is predicted to experience noise effects arising from construction of the A4010 overbridge and the Stoke Mandeville bypass for a duration of approximately two years and six months. These effects may give rise to differential and disproportionate equality effects for older and disabled people living at the care home.
- 6.2.19 HS2 Ltd will identify reasonably practicable measures to mitigate these effects, including discretionary measures identified in the draft CoCP. In doing so, HS2 Ltd will engage with stakeholders to understand the operational requirements of the care home and the needs of the residents, including residents with dementia or other disabilities or specific needs.

### Wendover Cricket Club

- 6.2.20 The original scheme required the demolition of the Ellesborough Road cricket ground in Wendover (CFA10), which is owned and run by Wendover Cricket Club. No equality effect was reported in the EQIA (2013), as evidence reviewed at the time was understood to indicate that suitable alternative provision for children was available close by in Wendover, at Witchell cricket ground.
- 6.2.21 The revised scheme includes provision for the purchase of a suitable replacement cricket ground close to the Halton Community Combined School in Halton, with all facilities lost at Ellesborough Road to be reprovided in Halton for use by Wendover Cricket Club. HS2 Ltd will only use the powers in the Bill if the Club don't negotiate the sale by private treaty ahead of Royal Assent. If it is necessary for HS2 to use the powers in the Bill to acquire the site, there is likely to be an interruption in the Club operations of up to two years, due to the fact that the existing site is required early on in the construction programme.
- 6.2.22 This EQIA update has revisited information concerning use of Wendover Cricket Club. It shows that Wendover Cricket Club hosts junior matches and practice for under 14s to under 17s through the summer, with some junior members also playing at senior level. The Cricket club also runs a cricketing after school club for Wendover Middle School. It is understood that provision at Witchell cricket ground is suitable for younger age groups and for recreational cricket only.
- 6.2.23 The above information has led to a reassessment of the effects. It finds that the original scheme would have given rise to a disproportionate effect for children in the under 14 to under 17 age bands – due to the permanent loss of a suitable facility for them to play and practice cricket. However, the revised scheme will mean that this permanent effect will no longer arise. A temporary effect will still arise, as there may be a period of up to two years following demolition of the Ellesborough Road cricket ground before the replacement ground in Halton can be used for cricket practice and matches, where the purchase of replacement ground is secured via use of powers by HS2 Ltd. Where the club purchases the grounds privately ahead of Royal Assent, this

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<sup>67</sup> Information taken from The Fremantle Trust (2014) Fremantle Court, Risborough Road, Stoke Mandeville, Aylesbury. <http://www.fremantletrust.org/770> [Accessed 04/11/2014]

will avoid temporary disruption to the Club operations and remove the identified equality effect.

### **Turweston playing fields**

- 6.2.24 The EQIA (2013) reported that Turweston playing fields would be partially occupied due to construction related activities.
- 6.2.25 The revised scheme includes provision for replacement land for Turweston playing fields. The replacement playing fields will accommodate all of the facilities provided by the existing playing fields site, which would not have been possible in the original scheme. As a result, children, young people, older people and disabled people who use Turweston playing fields will not experience a permanent differential or disproportionate effect. However, a temporary effect may arise if the replacement open space can only be provided once the construction of the revised scheme has been completed in this area.

### **Chipping Warden Primary School and Chipping Warden kindergarten**

- 6.2.26 Potential differential effects on children attending Chipping Warden Primary School and kindergarten were not reported in the EQIA (2013).
- 6.2.27 Children attending the school and kindergarten may however experience differential effects on their concentration and ability to learn due to construction noise effects with a duration of one year. The children may also experience negative equality effects on the ease of their journey to school due to HGV movements.
- 6.2.28 Following amendments to the scheme to construct a permanent, rather than a temporary bypass, these effects will have a shorter duration than for the original scheme (three years).

## 7 Country North

### 7.1 Introduction

7.1.1 The main equality issues arising across the revised scheme are assessed in Section 4. This section addresses specific key issues affecting the Country North area: Ladbroke and Southam (CFA 16); 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 have been considered previously in Section 4.

### 7.2 Specific potential effects

#### Removal or reduction of effects at Burton Green

##### *Kenilworth Greenway at Burton Green*

- 7.2.1 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.
- 7.2.2 The route of the revised 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.
- 7.2.3 During construction, the original scheme proposed a temporary diversion of the Greenway route for four to five years which would result in the loss of an access point to the Greenway from the centre of the village. The EQIA (2013) reported that the planned temporary diversion and reduced access to the Greenway at Balsall Common and Berkswell station would differentially affect children, disabled people and older people. The revised scheme will avoid the need for users of the temporary Kenilworth Greenway to have to negotiate construction traffic at Burton Green. However, the temporary route will still be less convenient than at present. Residents of Burton Green will have to access the route at the Hob Lane/Red Lane junction instead of in the centre of the village as is currently the case. The alignment of the temporary diversion is less direct and users will still be affected for a period of approximately four to five years. So although the revised scheme slightly improves on the original scheme, temporary negative differential effects for children, disabled people and older people will still arise.
- 7.2.4 The original scheme required a diversion of the Greenway during construction so that users would have to negotiate traffic at the junction with Red Lane and Hob Lane where a significant increase in HGV construction traffic is predicted. The EQIA (2013) identified that this would potentially give rise to negative equality effects for children, young people, older people and disabled users wishing to use the Greenway for

recreation purposes<sup>68</sup>. The revised scheme design will remove the need for users of the Greenway to negotiate HGV traffic at the Hob Lane/Red Lane/Cromwell Lane junction, avoiding negative equality effects.

- 7.2.5 The revised scheme includes changes to the permanent access to the Kenilworth Greenway at Burton Green so that there will be a more direct alignment of the Greenway, and avoidance of the need for a road crossing of Cromwell Lane. This will provide a beneficial differential effect for disabled people, older people, people with reduced mobility, children, and younger people, improving on the original scheme design to the benefit of these groups in terms of their safe and convenient use of the Greenway.

### *Relocation of Burton Green Village Hall*

- 7.2.6 The EQIA (2013) reported that Burton Green Village Hall will need to be demolished to facilitate construction of the revised scheme. Its demolition was considered to potentially give rise to negative equality effects on Christians, older people, children or women that may make greater use of the facility than others.
- 7.2.7 Hs2 Ltd has identified a replacement site for the village hall to be built ahead of the demolition of the existing facility at Hodgett's Lane. The replacement hall will be located on the east side of Red Lane, close to the junction between Red Lane, Cromwell Lane and Hob Lane. This means the negative disproportionate effects reported in the EQIA (2013) will no longer arise.

### *Removal of noise effects at Two Oaks Day Nursery, Burton Green*

- 7.2.8 The revised scheme includes rerouting of construction traffic away from Hob Lane, Cromwell Lane and Red Lane. This will mean that children at Two Oaks Day Nursery, Burton Green (CFA18) will not be differentially or disproportionately affected due to construction traffic noise.
- 7.2.9 The rerouting of construction traffic away from Hob Lane, Cromwell Lane and Red Lane will remove the previously reported effect for children attending Burton Green Church of England Primary, Burton Green, Warwick District (CFA18) and Hedgerow Nursery, Burton Green, Warwick District (CFA18), since they will not experience disruption to their journey to school.

### **Relocation of Water Orton School**

- 7.2.10 The EQIA (2013) reported differential effects for children by reason of increases in their journey time and ease of reaching school, affecting Water Orton Primary School and Tree House Nursery.
- 7.2.11 The original scheme gave rise to the permanent loss of an area of playing field at Water Orton Primary School for construction use, with mitigating provision made for replacement playing fields adjoining the existing school grounds. It also included

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<sup>68</sup> English Nature, Rural Development Service and Defra (2005) By all reasonable means: Inclusive access to the outdoors for disabled people, Countryside Agency.

provision for noise barriers to the south of Water Orton Primary School to reduce noise levels within the school grounds during the construction of the scheme.

- 7.2.12 Since submission of the Bill, there have been ongoing discussions with the local education authority which has indicated a strong preference for relocating the school rather than mitigating the existing school against the noise and visual effects of construction. An alternative site has been identified by the local education authority to which the school will be relocated. The site identified for the relocated school is on Plank Lane within Water Orton village, 150m north-west of its current location. As a result of the relocation of the school to the new site and assuming that the former school site will not be occupied during the construction works, the mitigation will no longer be provided at the former school site.
- 7.2.13 The replacement school is proposed to be constructed ahead of the main HS2 construction phase in this area. Construction activity for the school is expected to take approximately 15 months. The existing school is expected to be vacated in the summer holidays of 2019, with the new school opening in September 2019.
- 7.2.14 The preferred site is central to the priority catchment area for the school, is easily accessible along lit pedestrian footpaths, is within walking distance for the whole of the priority area and is within walking distance of other local community provision such as the library, parish church and recreation grounds.
- 7.2.15 Children attending the school and nursery at the new location would still experience the same negative equality effects in relation to difficulties in reaching the school. This will be due to congestion and delays on routes from the wider area to the school, as pupils will be drawn from the same catchment areas. This would mainly affect children who do not live within walking distance of the school.

## 8 West Midlands Corridor

### 8.1 Introduction

- 8.1.1 The main equality issues arising across the revised scheme are assessed in Section 4. This section addresses specific key issues affecting the West Midlands area: Balsall Common and Hampton-in-Arden (CFA23); Birmingham Interchange and Chelmsley Wood (CFA24); and Castle Bromwich and Bromford (CFA25), and does not repeat the general issues which may also occur in this location and have been considered previously in Section 4.

### 8.2 Specific potential effects

#### The Island Project School, Diddington Hall

- 8.2.1 The Island Project School at Diddington Hall is a special school for children with severe autism from ages five 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.
- 8.2.2 The EQIA (2013) identified that children attending the school would potentially experience negative equality effects due to temporary noise impacts. It also reported mitigation measures to enable children to continue to visit the local village on foot, as part of their education. It reported HS2 Ltd's commitment to ongoing dialogue with the school to identify further appropriate measures, recognising the specific needs of children with autism.
- 8.2.3 The revised scheme includes provision for the school to be relocated to a new site at Jerrings Hall Farm, Solihull, which will be unaffected by construction of the HS2 route. The farm will be converted to meet the needs of the Island Project pupils in advance of the need for the pupils to move from the existing Diddington Hall. The new site will be within walking distance of Dickens Heath, which will enable the school to provide visits as part of pupils' life skills education. As a result, the negative equality effects reported in the EQIA (2013) for children who attend the school will be avoided.

#### Heath Park, Solihull

- 8.2.4 The revised scheme includes provision for a replacement open space for Heath Park. This will avoid permanent differential or disproportionate effects from construction identified in the EQIA (2013). A temporary effect (three years six months) will arise for children, young people, local BAME residents as well as older and disabled people.

#### Gypsy and traveller site, Castle Bromwich

- 8.2.5 The area of land required for the revised 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.

- 8.2.6 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 HGVs 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.
- 8.2.7 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 gypsy and traveller families. The disruption and potential impeded use of transit sites during construction will also have a differential negative effect for affected gypsy and traveller families.
- 8.2.8 In developing the revised 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. However, it has not yet been confirmed whether the transit site will be able to remain in the area. This will be subject to discussion with residents, land and business owners and relevant authorities.

### **Olympia Motorcycle Track**

- 8.2.9 The Olympia Motorcycle Track on Middle Bickenhill Lane is within an area of land required for the construction and operation of the revised scheme, which will result in the permanent loss of the facility. This will include the demolition of the buildings within the facility.
- 8.2.10 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>69</sup>. Although there are other tracks available locally<sup>70</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.
- 8.2.11 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.

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<sup>69</sup> URS phone call to Olympia Motorcycle Track 26/6/13.

<sup>70</sup> There are 86 motocross tracks within a 75 mile radius of Solihull, and two other tracks nearby.

**Berwood Court Care Home (CFA25)**

- 8.2.12 Berwood Court Care Home on Cadbury Drive, Castle Vale will experience daytime noise due to demolition and works at the Bromford Tunnel. This may cause particular disturbance to older and disabled people living at the care home. This was not reported in the EQIA (2013).

## 9 Washwood Heath to Curzon Street

### 9.1 Introduction

- 9.1.1 The main equality issues arising across the revised scheme are assessed in Section 4. This section addresses specific 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 have been considered previously in Section 4.

### 9.2 Specific potential effects

#### Hasanat College

- 9.2.1 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%) than the Birmingham average (21.8%)<sup>71</sup>. There is therefore the potential for noise impacts at the college to disproportionately affect Muslim students.

#### Arya Samaj Vedic Mission

- 9.2.2 The Arya Samaj Vedic Mission will be demolished during construction of the revised 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>72</sup>. As there are no other similar worship facilities within the local area, loss of the Mission will disproportionately affect Hindus that regularly attend.
- 9.2.3 To date the mission has been unable to find a suitable replacement site and has therefore requested assistance from BCC, Sandwell and Dudley Metropolitan Borough Council and HS2 Ltd. HS2 Ltd has provided assistance via appointed agents in accordance with Business Relocation Information Paper (C7).

#### Jennens Court student accommodation

- 9.2.4 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

<sup>71</sup> Source – ONS, (2012), Census 2011 - KS209EW.

<sup>72</sup> Source – ONS, (2012), Census 2011 - KS209EW.

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**

- 9.2.5 The Curzon Gateway student residence on Curzon Street comprises 752 flats which will be demolished as part of the construction of the revised scheme. The dwellings provide private annual leases for students at universities within Birmingham.
- 9.2.6 Whilst 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 attend the university.
- 9.2.7 A legal agreement has been reached with UNITE to pay compensation in accordance with the triggers in the agreement.

### **The Polish Centre**

- 9.2.8 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**

- 9.2.9 There will be temporary and permanent land required for the revised 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.
- 9.2.10 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>73</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

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<sup>73</sup> The AA Motoring Trust (2003) AA Foundation for road safety research.

likely to experience greater difficulties in navigating a diverted footway than other users<sup>74</sup>.

- 9.2.11 HS2 Ltd will maintain public access where reasonably practicable, as well as implement measures in the draft CoCP regarding the safety of children and 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.

### **Bus delay around Curzon Street station**

- 9.2.12 During construction of the revised 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).
- 9.2.13 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. Whilst Curzon Street has fewer people aged 60 and above (2.4%) than the Birmingham and England averages (17.2% and 22.3% respectively)<sup>75</sup>, and fewer households with one or more people with a long-term health problem or disability<sup>76</sup>, older people and disabled people have a considerably greater reliance on public transport to access facilities<sup>77</sup>, as do women with children<sup>78</sup> and young people<sup>79</sup>.
- 9.2.14 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.

### **Common Lane, Washwood Health**

- 9.2.15 12 residential properties at Common Lane will be demolished. Of those properties, 11 are in private ownership whilst one property is a social rented home rented from BCC. In 2015 HS2 Ltd visited all the properties to explain the property compensation scheme and how to apply. It is understood that the affected households include young people, older people, people from BAME backgrounds and disabled residents. The demolition has the potential to give rise to differential equality effects for people in these houses with these protected characteristics.
- 9.2.16 HS2 Ltd will continue to engage with the residents, and in doing so will provide access to language translation services where property owners may require assistance understanding the property compensation process. HS2 Ltd has an ongoing dialogue

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<sup>74</sup> Department for Transport (2011) National Travel Survey: 2010.

<sup>75</sup> ONS, (2012), Census 2011 - KS102Ew.

<sup>76</sup> ONS, (2012), Census 2011 - KS106Ew.

<sup>77</sup> EHRC (2010) How Fair is Britain?

<sup>78</sup> Department for Transport (2011) National Travel Survey: 2010; Scottish Executive (2002) Women and transport guidance and checklist.

<sup>79</sup> DfT (2011) National Travel Survey: 2010.

with BCC in relation to the identification of suitable replacement accommodation for the tenants of the social rented property.

### **Allison House**

- 9.2.17 Allison House is a hostel which supports older vulnerable men. Residents have a mixture of issues including mental health, and learning and physical disabilities. In order to address concerns raised on noise and air quality effects at the hostel, the Secretary of State for transport gave an Assurance to limit, so far as reasonably practicable, construction traffic near the hostel.
- 9.2.18 These measures will reduce negative equality effects for vulnerable residents at the hostel, including disabled people.

### **Open space in Birmingham**

- 9.2.19 BCC are concerned that public open space within Birmingham is proposed to be lost both temporarily and permanently at Park Street Gardens and Eastside City Park, Garrison Park, Farnborough Road and Blenheim Way.
- 9.2.20 The Secretary of State for Transport has made an Assurance that where there is a permanent and significant community effect resulting from the permanent loss of public open space or a community facility as a result of the HS2 works, the Nominated Undertaker will be required to work with BCC to identify a suitable alternative. Said alternative may include replacement public open space, improvements or alterations to the remaining portion of the public open space or community facilities, or improvements to other public open spaces or community facilities in the area.

## **10 Off-route**

### **10.1 Heathrow Express (HEX) depot site**

- 10.1.1 The revised scheme includes a proposed new HEx depot site at Langley. This will give rise to increased HGV movements and road noise effects at a nearby Buckinghamshire county council owned traveller site. There is the potential for equality effects for gypsy and traveller families living at the site.

# Confidentiality and data protection

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

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

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

HS2 Ltd will process your personal data in accordance with the DPA. In the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

We will use the contact information that you provide to perform internal checks on the responses to ensure their validity, such as identifying duplicated responses. We will also use this information to inform respondents of the outcomes of the consultation, in line with good practice for consultation.



# Glossary and abbreviations

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

Assurance	Assurances are forms of Commitments offered throughout the parliamentary process for the High Speed Rail (London – West Midlands) Bill. Assurances are given to petitioners in letters or given in the HS2 information papers. See Register of Undertakings and Assurances at <a href="https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances">https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances</a> . See also 'Undertakings'.
BAME	Black, Asian and minority ethnic.
BCC	Birmingham City Council.
CoCP	Code of Construction Practice.
community cohesion	Refers to the existence of good relations between people from different backgrounds or circumstances living within a community.
CFA – community forum area	Community forum area. Defined areas along the proposed HS2 Phase One route (e.g. Colne Valley community forum area).
design changes	Design changes refer to changes to the original scheme that do not require the powers of the Bill and/land required to be altered but which give rise to new or different likely significant environmental effects.
DfT	Department for Transport.
EDI	Equality, diversity and inclusion. The HS2 Ltd equality, diversity and inclusion policy addresses the need for inclusion in its workforce and the planning, design, construction and operation of the HS2 project.
employment rate	The proportion of working age (16–74 years) residents in employment. Employment comprises of the proportion of total resident population who are 'in employment' and includes full-time students who are employed.
environmental impact assessment (EIA)	A process to systematically assess the potential environmental effects of proposed projects. EIA is a legal requirement for certain public and private projects in EU countries under Directive 2011/92/EU.
Equality Act 2010	Legislation that addresses protection against discrimination and harassment, as well as to promote equality of opportunity. This Act streamlines legislation for all protected characteristics.
EQIA	Equality Impact Assessment.
EQIA (2013)	The Equality Impact Assessment report published in November 2013 alongside the deposit of the hybrid Bill. See <a href="#">Equality Impact Assessment (2013)</a>

## HS2 London-West Midlands EQIA update report

ES	Environmental Statement. Suite of documents providing the necessary environmental information in respect of an EIA undertaken for a proposed project. It must include all information that is reasonably required to assess the potential significant environmental effects.
ESOL	English for speakers of other languages.
gender reassignment (as a protected characteristic)	Process of transitioning from male to female or from female to male gender identity.
HGV	Heavy goods vehicle.
HS2	High Speed Two. Proposed high speed rail line and associated infrastructure between London and the West Midlands (Phase One) and on to Manchester and Leeds (Phase Two).High Speed
HS2 Ltd	High Speed Two Limited. The company set up by the Government to develop proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland.
hybrid Bill	Hybrid Bills mix the characteristics of public and private Bills. The provisions in a hybrid Bill would affect the general public, but would also have particular effects on specific individuals or groups. [copy from ES glossary].
JSA	Job Seekers' Allowance.
LB Ealing	London Borough of Ealing Council.
LEMP	Local Environmental Management Plan.
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 revised scheme.
Nominated Undertaker	The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the revised scheme.
original scheme	The Bill scheme submitted to Parliament in November 2013.
Phase One	Phase One of the proposed HS2 network, a high speed railway between London and the West Midlands with a connection via the West Coast Main Line at conventional speeds to the North West and Scotland and to the Channel Tunnel via HS1. Phase One includes stations at London Euston, Old Oak Common (West London), Birmingham Interchange (near the National Exhibition Centre and Birmingham Airport) and Curzon Street (Birmingham city centre).
Phase Two	Phase Two of the proposed HS2 network extends the high speed railway beyond the West Midlands to Manchester and Leeds with connections to conventional railway lines via the West Coast and East Coast Main Lines.

## HS2 London-West Midlands EQIA update report

protected characteristics	As defined in the Equality Act 2010. They are age, disability, gender reassignment; marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex; and sexual orientation.
protected groups	Protected groups – groups of people identified on the basis of their possessing shared protected characteristics, as defined in the Equality Act 2010.
public right(s) of way	A highway where the public has the right to walk. It can be a footpath (used for walking), a bridleway (used for walking, riding a horse and cycling), or a byway that is open to all traffic (including motor vehicles).
PSED	Public Sector Equality Duty – this is defined in section 149 of the Equality Act 2010.
revised scheme	the HS2 London–West Midlands revised scheme, incorporating both amendments to the original scheme submitted to Parliament in 2014 and 2015 and other design changes (see scheme amendments).
scheme amendments	Amendments refer to changes to the original scheme that require the powers of the Bill and/or the land required to be altered.
Undertakings	Undertakings are forms of Commitments offered throughout the parliamentary process for the High Speed Rail (London – West Midlands) Bill. Undertakings are between petitioners and the Secretary of State for Transport or given in the High Speed Rail (London-West Midlands) Bill parliamentary process. See Register of Undertakings and Assurances at <a href="https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances">https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances</a> . See also 'Assurances'.
WCC	Warwickshire County Council.

# Appendix 1: 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 update 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 demographic character areas (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 4 details the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived, in the boroughs and London.

Table 4: Percentage of LSOAs in the top 5%, 10% and 20% most deprived – borough and London

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)
Top 5% Most deprived	0.8	0.5	0.0	1.1
Top 10% Most deprived	5.3	4.1	0.0	5.9
Top 20% Most deprived	27.1	17.9	3.7	23.2

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>80</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 5 and Table 6 detail the size of the usual resident population by age in CFA2–6, relative to borough, London and England averages.

Table 5: Age composition of resident population - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
01–4	15.7	17.1	18.7	19.5	18.7
15–29	32.6	21.0	23.9	22.7	19.3

<sup>80</sup> Office of National Statistics, (2013), Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk>. [accessed 08/07/2013]

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
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 6: 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 7 details the proportion of children who experience poverty in relevant boroughs, as compared to London and England averages.

Table 7: Children who experience poverty – borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
Children in low income families	33.6	25.1	22.0	26.7	20.1

Source – HMRC, (2014), Proportion of children in low-income families.

## Race

Table 8 and Table 9 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 CFA4 (8.9%) compared with 7.0% in London as a whole;
- Indian residents in CFA5 (9.8%) where proportions are notably higher than the London average (6.6%); and

- Bangladeshi residents in CFA2 (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 CFA2, CFA4 and CFA5.

Table 8: Proportion of resident population by ethnic group - CFA2-6

Ethnic group		CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA 5 (%)	CFA6 (%)
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 and black Caribbean	1.6	0.9	2.1	1.0	0.9
	White and black African	0.9	0.7	1.6	0.6	0.3
	White and 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.

## HS2 London-West Midlands EQIA update report | London Corridor profile

Table 9: 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 and black Caribbean	1.1	1.2	1.0	1.5	0.8
	White and black African	0.8	0.6	0.5	0.8	0.3
	White and 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 10 details the proportion of pupils within primary and secondary schools who speak a first language other than English, in London and England<sup>81</sup>.

Table 10: 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 (%)	48.6	19.4
Secondary school pupils (%)	40.6	15.0

Source – Department for Education (DFE), (2015), 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 11 and Table 12 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 11: Households that have one or more people with a long term health problem or disability, with and without dependent children - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
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 12: Households that have one or more people with a long term health problem or disability, with and without dependent children - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
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

<sup>81</sup> This data is not available at borough level in relation to primary schools.



Jewish population in CFA3. Table 13 and Table 14 detail the religion of the resident population in CFA2–6, relative to the borough, London and England averages.

Table 13: Religion of the resident population - CFA2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
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
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 14: 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 15 and Table 16 detail housing stock by tenure in CFA2–6, relative to the borough, London and England averages.

Table 15: 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 16: 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 17 and Table 18 show the proportion of those who are economically active by gender in CFA2–6, relative to the borough, London and England averages.

Table 17: 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.

## HS2 London-West Midlands EQIA update report | London Corridor profile

Table 18: 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 19 details economic activity by age group (amongst the working age population) by borough, relative to London and England averages.

Table 19: 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 20 and Table 21 detail employment rates by age group (amongst the working age population) at CFA level, relative to borough, regional and national averages.

Table 20: Employment rates by age group - CFAs 2-6

	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
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 21: Employment rates by age group - borough, regional and national

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)	England (%)
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 22 and Table 23 detail the qualifications of the resident workforce in the seven DCAs, relative to the local authority, regional and national averages.

## HS2 London-West Midlands EQIA update report | London Corridor profile

Table 22: Resident workforce qualifications - CFAs 2-6

NVQ Level	CFA2 (%)	CFA3 (%)	CFA4 (%)	CFA5 (%)	CFA6 (%)
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 23: 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 24 details JSA claimants amongst the working age population, by age group, in the relevant boroughs, as compared to the London average.

Table 24: Working age JSA claimants - borough, London and England

	Camden (%)	Ealing (%)	Hillingdon (%)	London (%)
16–24	1.4	1.9	1.4	1.9
25–49	1.5	2.2	1.4	1.7
Over 50	2.1	2.2	1.2	2.1

Source – ONS (Claimant Count, Sep 2015, JSA Claimants).

## Appendix 2: Country South profile

The data produced for this section of the EQIA update 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 25 and Table 26 report the proportion of LSOAs falling within the top 5%, 10% and 20% most deprived at district and regional level.

Table 25: 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	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Top 20% most deprived	3.7	0.0	1.9	0.0	2.6	0.0	4.3	0.0

Source – Department for Communities and Local Government (DCLG), (2015), Index of Multiple Deprivation.

Table 26: 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	1.1	1.3	1.4	3.9
Top 10% most deprived	5.9	3.0	4.1	8.7
Top 20% most deprived	23.2	7.6	10.1	18.3

Source – DCLG, (2015), 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>82</sup>. There are high populations of very elderly people aged 75 and over in CFA7 (13.1%)

<sup>82</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

and CFA10 (14.9%), and also fairly high proportions in CFA8 (10.3%) and CFA9 (9.9%) compared to the regional and national averages (8.3% and 7.7% respectively)<sup>83</sup>. The proportion of children is high across the route, and particularly in CFA13 (25.4%), CFA11 (20.6%) and CFA14 (20.3%). Table 27, Table 28 and Table 29 detail the size of the usual resident population by age in CFA7–15, relative to the district, regional and national averages.

Table 27: Age composition of resident population - CFA7-15

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
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 28: Age composition of resident population - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
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.

<sup>83</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

Table 29: Age composition of resident population - regional and national

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

## 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>84</sup>.

Table 30, Table 31 and Table 32 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>85</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.

Table 30: 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 and black Caribbean	1.0	0.5	0.2	0.5	1.4	0.4	0.3	0.6	-
	White and black African	0.3	0.1	-	0.3	0.4	0.1	0.1	-	0.2

<sup>84</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

<sup>85</sup> As evidenced by the increase in ethnic diversity between the 2001 and 2011 Censuses.

## HS2 London-West Midlands EQIA update report | Country South profile

Ethnic group		CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
	White and 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 31: Size of resident population by ethnicity - district

Ethnic group		Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	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 and black Caribbean	1.0	0.6	0.6	0.4	0.9	1.3	0.6	0.3
	White and 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

Ethnic group		Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
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 32: 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 and black Caribbean	1.5	0.5	0.6	0.9	0.8
	White and black African	0.8	0.3	0.3	0.2	0.3
	White and 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 33 details the proportion of pupils within primary schools who speak a first language other than English, relative to the London and England averages<sup>86</sup>.

<sup>86</sup> This data is unavailable at CFA level.

Table 33: Primary school pupils with a first language that is known or believed to be other than English

	London (%)	South East (%)	East of England (%)	East Midlands (%)	England (%)
Primary school pupils (%)	48.6	13.0	13.9	13.5	19.4
Secondary school pupils (%)	40.6	10.1	10.2	10.4	15.0

Source – DFE, (2015), State-funded Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

## Disability

Table 34, Table 35 and Table 36 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 34: 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.

Table 35: 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 36: 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>87</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>88</sup>. The Muslim community in Aylesbury is therefore considered to be regionally significant.

Table 37, Table 38 and Table 39 detail the religion of the resident population in CFA7–15, relative to the district, regional and national averages.

Table 37: 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

<sup>87</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

<sup>88</sup> Office of National Statistics (2013) Census 2011 [online] available at: <http://www.neighbourhood.statistics.gov.uk> [accessed 08/07/2013]

## HS2 London-West Midlands EQIA update report | Country South profile

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
No religion (%)	21.5	21.4	22.5	23.2	29.7	24.4	23.1	21.4	20.0
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 38: Religion of the resident population - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
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 39: Religion of the resident population - regional and national

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

Source – ONS (2012) Census 2011 - KS209EW.

## Housing

Table 40, Table 41 and Table 42 detail housing stock by tenure in CFA2–6, relative to the borough, London and England averages.

Table 40: 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 41: 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 42: 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 43 and Table 44 show the proportion of those who are economically active by gender by borough, relative to regional and national averages.

Table 43: Proportion of labour force economically active by gender - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell	South Northamptonshire
Male	88.6	91.4	82.5	88.1	87.1	87.8	81.3	91.5
Female	70.3	73.4	79.3	75.1	76.5	77.3	69.1	71.0

Source – ONS (2015), Annual Population Survey July 2014 - June 2015.

Table 44: Proportion of labour force economically active by gender - regional and national

	London (%)	South East (%)	East of England (%)	East Midlands (%)	England (%)
Male	85.0	85.3	86.3	83.2	83.5
Female	69.9	74.9	73.9	72.4	71.9

Source – ONS (2015), Annual Population Survey July 2014 - June 2015.

Table 45 and Table 46 show the proportion of those who are economically active by age group (amongst the working age population) at district, regional and national level.

Table 45: 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

HS2 London-West Midlands EQIA update report | Country South profile

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
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 46: Proportion of labour force economically active by age group - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
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 47, Table 48 and Table 49 detail employment rates by age group (amongst the working age population) at CFA, district, regional and national level.

Table 47: Employment rates by age group - CFAs 7-15

	CFA7 (%)	CFA8 (%)	CFA9 (%)	CFA10 (%)	CFA11 (%)	CFA12 (%)	CFA13 (%)	CFA14 (%)	CFA15 (%)
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 48: Employment rates by age group - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
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.

## HS2 London-West Midlands EQIA update report | Country South profile

Table 49: 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 50 and Table 51 detail the qualifications of the resident workforce in the seven DCAs, relative to the local authority, regional and national averages.

Table 50: 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 51: 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

## HS2 London-West Midlands EQIA update report | Country South profile

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
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 52 and Table 53 detail JSA claimants by age group (amongst the working age population) at district, regional and national levels.

Table 52: Working age JSA claimants - district

	Hillingdon (%)	South Buckinghamshire (%)	Three Rivers (%)	Chiltern (%)	Aylesbury Vale (%)	Wycombe (%)	Cherwell (%)	South Northamptonshire (%)
16–24	1.4	0.8	1.1	0.8	0.9	1.3	0.5	0.7
25–49	1.4	0.7	0.9	0.6	0.7	1.1	0.4	0.6
50–64	1.2	0.4	0.9	0.5	0.7	1.1	0.4	0.6

Source – ONS (Claimant Count, September 2015), JSA Claimants.

Table 53: Working age JSA claimants - regional and national

	London (%)	South East (%)	East (%)	East Midlands (%)	England (%)
16–24	1.9	1.1	1.4	1.9	1.7
25–49	1.7	1.0	1.2	1.7	1.6
50–64	2.1	0.8	1.0	1.1	1.3

Source – ONS (Claimant Count, Sep 2015), JSA Claimants.

# Appendix 3: Country North profile

## Population and deprivation

Table 54 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 54: Percentage of LSOAs in the top 5%, 10% and 20% most deprived – at district and regional levels

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)
Top 5% most deprived	0.0	0.0	0.0	0.0	7.2
Top 10% most deprived	0.0	1.2	0.0	2.6	15.4
Top 20% most deprived	0.0	1.2	3.4	5.3	28.1

Source – DCLG, (2015), 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>89</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 55 and Table 56 detail the size of the usual resident population by age, in CFA16–22 and relative to the district, regional and national averages.

Table 55: 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

<sup>89</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]



## HS2 London-West Midlands EQIA update report | Country North profile

	Southam	Cubbington	Stoneleigh	Kenilworth East	Warwick University	Tile Hill
60-74	17.3	19.5	9.6	17.2	6.9	18.7
75 and over	8.8	14.7	5.1	8.7	3.0	12.3

Table 55: Age composition of resident population - DCAs - Continued

	Coleshill	Water Orton	Middleton, 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 56: Age composition of resident population – at district and regional level

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)	England (%)
0-14	15.8	16.1	16.3	16.5	18.3	17.7
15-29	14.4	21.0	16.0	16.4	19.9	20.0
30-44	18.0	21.0	19.1	19.5	19.8	20.6
45-59	22.0	19.2	20.9	22.1	19.2	19.4
60-74	19.6	14.6	19.4	17.7	15.0	14.6
75 and over	10.2	8.1	8.2	7.9	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. 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>90</sup>.

Table 57 and Table 58 detail the proportion of the usual resident population by ethnicity, by DCAs, relative to the district, regional and national averages.

Table 57: 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 and black Caribbean	0.3	0.4	0.4	0.4	0.5	0.9
	White and black African	0.0	0.1	0.3	0.0	0.3	0.0
	White and 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	0.0	0.2	0.5	0.0	0.5	0.0

<sup>90</sup> ONS (2011) Census KS201EW - Ethnic Group [online] available at: <http://www.neighbourhood.statistics.gov.uk/dissemination/> [accessed 18/07/2013]

HS2 London-West Midlands EQIA update report | Country North profile

Ethnic group		Southam (%)	Cubbington (%)	Stoneleigh (%)	Kenilworth East (%)	Warwick University (%)	Tile Hill (%)
Arab or other ethnic group	Other ethnic group	0.1	0.2	1.2	0.1	1.1	1.1

Table 57: 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 and black Caribbean	0.8	0.8	0.3	0.3	0.9	0.5
	White and black African	0.0	0.1	0.0	0.1	0.2	0.1
	White and 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	0.0	0.0	0.0	0.0	0.0	0.0

## HS2 London-West Midlands EQIA update report | Country North profile

Ethnic group		Coleshill (%)	Water Orton (%)	Middleworth, Marston and Curdworth (%)	Lichfield East and Whittington (%)	Fradley (%)	Armitage and Handsacre (%)
Arab or other ethnic group	Other ethnic group	0.1	0.0	0.2	0.1	0.2	0.2

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

Table 58: Proportion of resident population by ethnic group - district, regional and national

Ethnic group		Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)	England (%)
White	British	93.6	83.4	94.6	95.9	79.2	79.8
	Irish	0.7	1.6	0.6	0.7	1.0	1.0
	Gypsy	0.1	0.0	0.0	0.1	0.1	0.1
	Other	2.9	4.2	1.5	1.1	2.5	4.6
Mixed	White and black Caribbean	0.3	0.6	0.5	0.4	1.2	0.8
	White and black African	0.1	0.2	0.1	0.1	0.2	0.3
	White and Asian	0.4	0.8	0.3	0.2	0.6	0.6
	Other mixed	0.2	0.5	0.2	0.1	0.4	0.5
Asian or Asian British	Indian	0.5	4.9	0.9	0.6	3.9	2.6
	Pakistani	0.1	0.3	0.2	0.1	4.1	2.1
	Bangladeshi	0.0	0.1	0.1	0.0	0.9	0.8
	Chinese	0.3	0.8	0.2	0.1	0.6	0.7
	Other Asian	0.4	1.1	0.3	0.2	1.3	1.5
Black or Black British	African	0.1	0.3	0.1	0.0	1.1	1.8
	Caribbean	0.1	0.3	0.3	0.2	1.5	1.1
	Other black	0.0	0.1	0.1	0.0	0.6	0.5
	Arab	0.0	0.2	0.0	0.0	0.3	0.4

Ethnic group		Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)	England (%)
Arab or other ethnic group	Other ethnic group	0.1	0.7	0.1	0.1	0.6	0.6

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

Table 59 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>91</sup>.

Table 59: Primary school pupils with a first language that is known or believed to be other than English

	West Midlands (%)	England (%)
Primary school pupils (%)	21.0	19.4
Secondary school pupils (%)	16.6	15.0

Source – DFE, (2015), State-funded Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

## Disability

Table 60 and Table 61 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 60: 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

Table 60: 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

<sup>91</sup> This data is unavailable at CFA level.

## HS2 London-West Midlands EQIA update report | Country North profile

	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, without dependent children	23.5	19.1	21.6	18.8	14.1	17.1

Source – ONS, (2012), Census 2011.

Table 61: 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 (%)	North Warwickshire (%)	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	4.4	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	22.2	22.1	21.0

Source – ONS, (2012), Census 2011.

## Religion or belief

Table 62 and Table 63 detail the religion of the resident population relative to CFA16-22, and the district, regional and national averages.

Table 62: 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

## HS2 London-West Midlands EQIA update report | Country North profile

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

Table 62: 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 63: Religion of the resident population - district, regional and national

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)	England (%)
Christian (%)	70.3	58.3	68.8	70.3	60.2	59.4
Buddhist (%)	0.3	0.4	0.2	0.1	0.3	0.5
Hindu (%)	0.2	1.2	0.3	0.2	1.3	1.5
Jewish (%)	0.1	0.2	0.1	0.0	0.1	0.5
Muslim (%)	0.2	0.9	0.4	0.2	6.7	5.0
Sikh (%)	0.2	3.9	0.5	0.4	2.4	0.8

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)	England (%)
Other religions (%)	0.3	0.4	0.3	0.4	0.5	0.4
No religion (%)	21.2	27.5	23.0	21.9	22.0	24.7
Religion not stated (%)	7.1	7.2	6.4	6.4	6.6	7.2

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

## Employment and economy

Table 64 and Table 65 show the proportion of those who are economically active by gender by DCA, relative to the borough, regional and national averages.

Table 64: 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 64: 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 65: Proportion of labour force economically active by gender - borough, London and England

	Stratford on Avon (%)	Warwick (%)	Lichfield (%)	North Warwickshire (%)	West Midlands (%)	England (%)
Male	77.5	74.8	74.2	76.5	72.2	75.3
Female	67.0	67.5	64.6	67.1	60.3	64.7

Source – ONS (2012) Census 2011 - KS603EW.



## Appendix 4: 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 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 66 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 66: 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	6.0	21.3	7.2
Top 10% most deprived	11.9	39.6	15.4
Top 20% most deprived	16.4	54.8	28.1

Source – DCLG, (2015), 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 BCC'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>92</sup>. Population projections to 2030 indicate significant growth in the numbers of people aged 65 and over for Solihull<sup>93</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>94</sup>. The 'Big City' Plan anticipates that 24,000 additional under-18 year olds will inhabit the city by 2026<sup>95</sup>.

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%

<sup>92</sup> Be Birmingham Local Strategic Partnership; Birmingham City Council (2008); Birmingham 2026: Sustainable Communities Strategy.

<sup>93</sup> Poppi (2012) Population aged 65 and over by age and gender, projected to 2030 by local authority.

<sup>94</sup> ONS (2011) Census.

<sup>95</sup> Birmingham City Council (2011); Birmingham Big City Plan.

and 20.0%); however they are lower than the overall proportion of young people in Birmingham (24.2%)<sup>96</sup>.

Table 67 and Table 68 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 67: 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 68: 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>97</sup>. Sizeable minority ethnic groups in Castle Vale

<sup>96</sup> ONS (2011) Census.

<sup>97</sup> ONS (2011) Census.

include people of Caribbean heritage, both black Caribbean (5.2%) and white and black Caribbean (5.6%).

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>98,99,100,101</sup>.

Table 69 and Table 70 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 69: 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 and black Caribbean	0.4	0.5	1.4	3.2	1.8	5.6	5.0
	White and black African	0.1	0.1	0.0	0.3	0.1	0.3	0.4
	White and 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

<sup>98</sup> Department for Education (2011), Maintained Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

<sup>99</sup> The Solihull Partnership; Solihull Metropolitan Borough Council (2008) One Borough: an equal chance for all, Solihull's Sustainable Community Strategy 2008-2018.

<sup>100</sup> Department for Education (2011), Maintained Primary and Secondary Schools: Number and Percentage of Pupils by First Language.

<sup>101</sup> Solihull MBC, Solihull Observatory (2012); Solihull People and Place.

## HS2 London-West Midlands EQIA update report | West Midlands Corridor profile

Ethnic group		Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
	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 ethnic group	Arab	0.1	0.1	0.1	0.0	0.1	0.2	1.6
	Other ethnic group	0.2	0.1	0.1	0.0	0.1	0.1	0.7

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

Table 70: 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 and black Caribbean	1.2	2.3	1.2	0.8
	White and black African	0.1	0.3	0.2	0.3
	White and 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

Ethnic group		Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
	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 71 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>102</sup>.

Table 71: Primary school pupils with a first language that is known or believed to be other than English

	West Midlands (%)	England (%)
Primary school pupils (%)	21.0	19.4
Secondary school pupils (%)	16.6	15.0

Source – DFE, (2015), 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>103</sup>.

<sup>102</sup> This data is unavailable at CFA level.

<sup>103</sup> ONS (2011) Census.

Table 72 and Table 73 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 72: 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.

Table 73: 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 74 and Table 75 detail the religion of the resident population in the seven DCAs, relative to the local authority, regional and national averages.

Table 74: 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 75: 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 76 and Table 77 detail dwelling stock in the seven DCAs, relative to the local authority, regional and national averages.

Table 76: 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 77: 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 and black Caribbean working-age people's JSA claimant rate was comparatively higher than that of the local white population and amongst white and black



Caribbean people nationally<sup>104</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 78 shows the proportion of those who are economically active (amongst the working population) at DCA, local authority, regional and national level.

Table 78: 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 79 and Table 80 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 79: 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.

Table 80: Proportion of labour force economically active by age group - local authority, regional and national

	Solihull (%)	Birmingham (%)	West Midlands (%)	England (%)
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 81 and Table 82 give employment rates in the seven DCAs, relative to the local authority, regional and national averages.

<sup>104</sup> Source: ONS (2012) JSA Claimants by Ethnicity.

## HS2 London-West Midlands EQIA update report | West Midlands Corridor profile

Table 81: 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 82: 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 83 and Table 84 detail the qualifications of the resident workforce in the seven DCAs, relative to the local authority, regional and national averages.

Table 83: Resident workforce qualifications - DCA

NVQ Level	Hampton in Arden (%)	Balsall Common and Berkswell (%)	Birmingham Interchange (%)	Chelmsley Wood (%)	Castle Bromwich (%)	Castle Vale (%)	Bromford (%)
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 84: 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 85 detail the percentage of the working age population claiming JSA at local authority, regional and national levels.

Table 85: Working age JSA claimants - local authority, regional and national

	<b>Solihull (%)</b>	<b>Birmingham (%)</b>	<b>West Midlands (%)</b>	<b>England (%)</b>
16-24	1.8	2.8	2.1	1.7
25-49	1.4	4.1	2.2	1.6
Over 50	0.9	3.3	1.5	1.3

Source – ONS (Claimant Count, Sep 2015), JSA Claimants.

# Appendix 5: 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 86 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 86: Percentage of LSOAs in the top 5%, 10% and 20% most deprived

	Birmingham (%)	West Midlands (%)
Top 5% most deprived	21.3	7.5
Top 10% most deprived	39.6	15.4
Top 20% most deprived	54.8	28.1

Source – Department for Communities and Local Government (DCLG), (2015), 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>105</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 87 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 87: 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>105</sup> Neighbourhood Statistics (2010), Resident Population Estimates by Broad Age Band.

Table 88 details the proportion of children who experience who live in low-income households at local authority, regional and national levels.

Table 88: Proportion of children living in low-income families

	Birmingham (%)	West Midlands (%)	England (%)
Proportion of children living in low-income families	32.4	21.1	18.6

Source – Department for Work and Pensions (2010), Child poverty statistics.

## Race

Within Washwood Heath, notable concentrations of race groups are as follows<sup>106</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>107</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
- 9.0% other white groups, compared to 2.7% of the Birmingham population.

<sup>106</sup> ONS (2011), Census.

<sup>107</sup> ONS (2011), Census.

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 89 details the proportion of the usual resident population by ethnic group in each DCA, relative to local authority, regional and national averages.

Table 89: 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 and black Caribbean	1.4	1.6	2.3	1.2	0.8
	White and black African	0.3	0.4	0.3	0.2	0.3
	White and 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 90 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>108</sup>.

Table 90: Primary school pupils with a first language that is known or believed to be other than English

	West Midlands (%)	England (%)
Primary school pupils (%)	21.0	19.4
Secondary school pupils (%)	16.6	15.0

Source – Department for Education (DFE), (2015), 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 91 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 91: 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 92 details the religion of the resident population in each DCA, relative to local authority, regional and national averages.

Table 92: 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

<sup>108</sup> This data is not available at borough level in relation to primary schools.



	Washwood Heath (%)	Curzon Street (%)	Birmingham (%)	West Midlands (%)	England (%)
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
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 93 details housing stock by tenure relative to the DCA, local authority, regional and national averages.

Table 93: 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 94 shows the proportion of those who are economically active by gender, in each DCA, relative to local authority, regional and national averages.

Table 94: 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 95 gives the overall employment rate in each DCA, relative to local authority, regional and national averages.

Table 95: 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 96 details the proportion of the workforce who hold qualifications, in each DCA, relative to local authority, regional and national averages.

Table 96: 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 97 details the percentage of the working age population claiming JSA at local authority, regional and national levels.

Table 97: JSA claimants by gender - LA, regional and national

	<b>Birmingham (%)</b>	<b>West Midlands (%)</b>	<b>England (%)</b>
16-24	2.8	2.1	1.7
25-49	4.1	2.2	1.6
Over 50	3.3	1.5	1.3

Source – ONS (Claimant Count, Sep 2015), JSA Claimants.





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