

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

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

Summary

December 2015



Department for Transport

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

High Speed Two (HS2) Limited,
One Canada Square,
Canary Wharf,
London E14 5AB

Telephone: 020 7944 4908

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.gov.uk/hs2

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

© High Speed Two (HS2) Limited, 2015, except where otherwise stated.

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

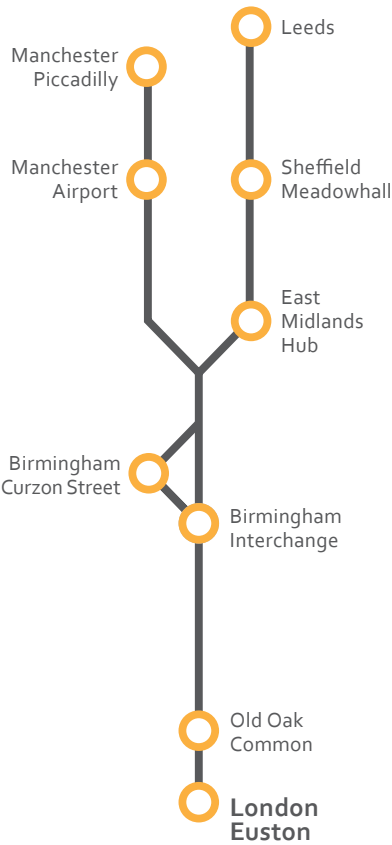
This information is licensed under the Open Government Licence v2.0. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence/version/2 **OGL** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk. Where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



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

Contents

What's the HS2 equality impact assessment (EQIA) about?	4
HS2 Phase 1: Community Forum Areas (including HS1 Link)	6
During construction	7
During operation	11
London Corridor	12
Country South	14
Country North	16
West Midlands Corridor	18
What do I need to do now?	21
Find out more about how HS2 Ltd is helping	22



HS2 route map

What's the HS2 equality impact assessment (EQIA) about?

High Speed Two (HS2) is a new high speed railway proposed by the Government. It will go from Euston station in London and connect other big cities in Britain. You can see a map of the route on page 3.

Two years ago, HS2 Ltd sent Parliament its proposals about building and using the first part of the railway between London and the West Midlands (Phase One). Since then, HS2 Ltd has introduced a number of proposed changes along the Phase One route.

What's the *equality impact assessment update* for?

An equality impact assessment (EQIA) helps to show that HS2 Ltd has considered the potential equality issues of any changes before they are allowed to happen.

Among other things, building the new railway could change how some people travel, the places they need to go and even, in some cases, where they live.

An EQIA published in November 2013 considered the potential equality effects for the whole of Phase One. A separate EQIA update on changes at Euston was published in September 2015.

This *EQIA update* tells you what the potential equality effects of the proposed changes on the rest of the Phase One route are likely to be, and what measures HS2 Ltd will or may take to avoid or reduce these.

These changes and people with 'protected characteristics'

This *EQIA update* is about how proposed changes to building and operating Phase One could affect people in 'protected groups' or with 'protected characteristics' – like very old or young people, or people with certain backgrounds or conditions, beliefs or lifestyles.

'Protected characteristics' has a special meaning in law. The Equality Act 2010 explains that these can be your age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation.

You can find out more about the Equality Act 2010 online.

For people with protected characteristics who live or work along the line of route, or use affected stations, these changes could affect them more ('disproportionately'), or in a particular way ('differentially').

A disproportionate effect could happen if a potential impact has a proportionately greater effect on people with a particular protected characteristic than others in the general population, or where protected groups use or rely on affected facilities more than other people.

A differential effect could happen because of specific needs or a recognised sensitivity associated with one or more protected characteristics.

What's changed?

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 Public Sector Equality Duty.

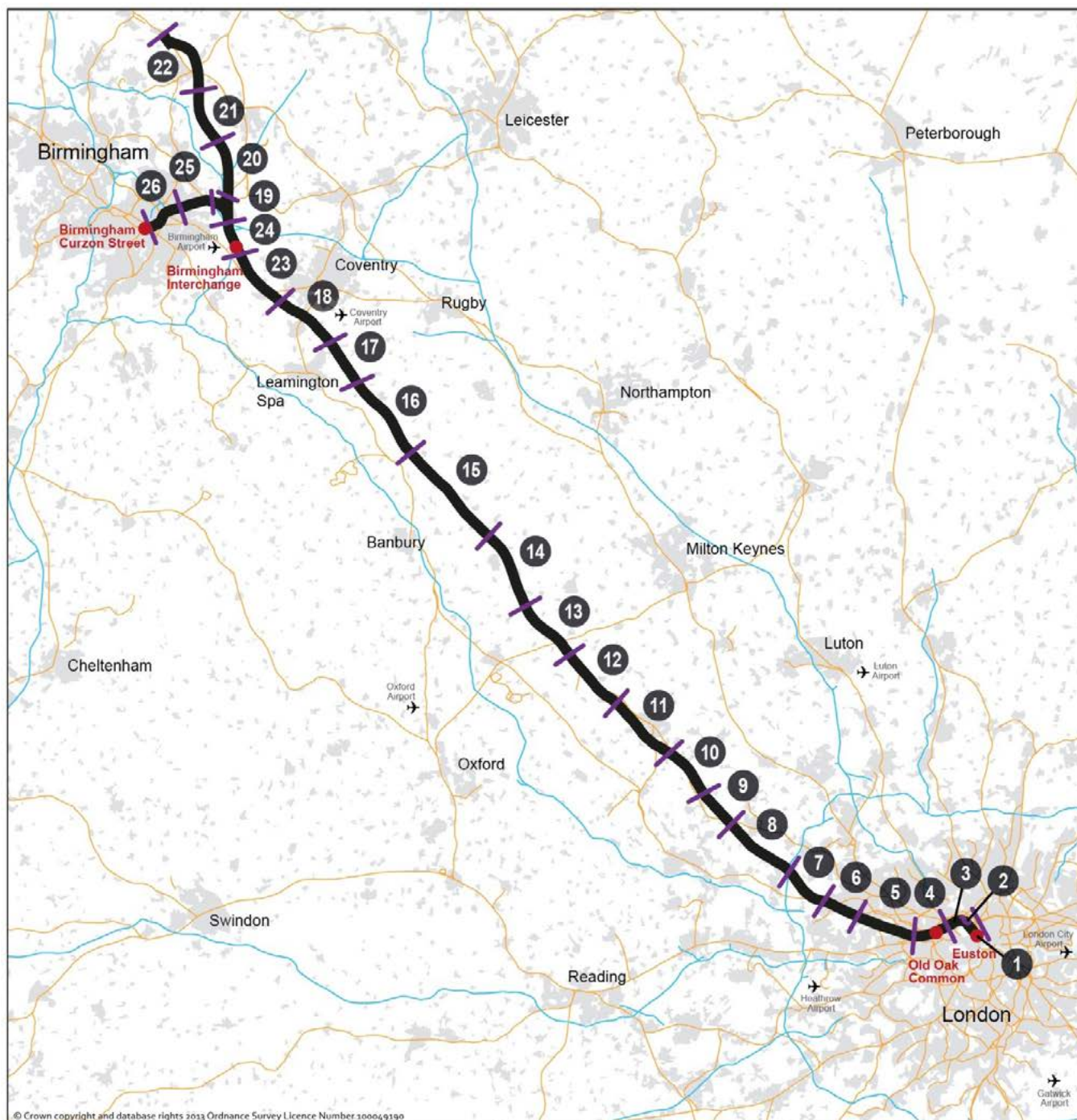
This report provides an update of the EQIA (2013) to take account of proposed revisions to the Phase One scheme, which have been made between September 2014 – December 2015.

The major changes proposed for the Phase One scheme since November 2013 are:

- The HS1-HS2 link has been removed, meaning several effects identified in the EQIA (2013) have been removed.
- HS2 Ltd has worked with local councils and communities to make more provisions for replacing and re-providing playgrounds and sports grounds.
- Some construction routes have been re-routed. This reduces overall equality impacts from construction, although in some places the effects from construction have increased.
- Land used for construction has been altered in some areas, meaning the impacts from construction are different.
- Construction time has increased in some areas, meaning noise effects will last longer.

The report covers the line from Camden Town in London (CFA2) to Washwood Heath to Curzon Street in the West Midlands (CFA26). It does not cover the Euston area (CFA1), which was addressed in a previous EQIA update, published September 2015.

HS2 Phase 1: Community Forum Areas (including HS1 Link)



Community forum areas

- | | |
|---|--|
| 1 Euston - Station and Approach | 14 Newton Purcell to Brackley |
| 2 Camden Town and HS1 Link | 15 Greatworth to Lower Boddington |
| 3 Primrose Hill to Kilburn (Camden) | 16 Ladbroke and Southam |
| 4 Kilburn (Brent) to Old Oak Common | 17 Offchurch and Cubbington |
| 5 Northolt Corridor | 18 Stoneleigh, Kenilworth and Burton Green |
| 6 South Ruislip to Ickenham | 19 Coleshill Junction |
| 7 Colne Valley | 20 Curdworth to Middleton |
| 8 The Chalfonts and Amersham | 21 Drayton Bassett, Hints and Weeford |
| 9 Central Chilterns | 22 Whittington to Handsacre |
| 10 Dunsmore, Wendover and Halton | 23 Balsall Common and Hampton-in-Arden |
| 11 Stoke Mandeville and Aylesbury | 24 Birmingham Interchange and Chelmsley Wood |
| 12 Waddesdon and Quainton | 25 Castle Bromwich and Bromford |
| 13 Calvert, Steeple Claydon, Twyford and Chetwode | 26 Washwood Heath to Curzon Street |

- HS2 station
- Proposed Phase One route
- CFA boundary
- Existing railways
- Motorways
- ➔ Airports



0 20 km approx

What can I do now?

HS2 Ltd would like you to read this summary, and the full EQIA update, then give your opinion about the changes.

HS2 Ltd wants to be sure it has all the information it needs to decide the right things for the people in protected groups who could be more affected, or affected in a particular way compared to other people.

Visit the EQIA consultation page at www.gov.uk/hs2 and follow the steps to tell HS2 Ltd your views. Details of how to respond to this consultation are also provided at the end of this document.

This is a public consultation. HS2 Ltd welcomes replies from any person or organisation.

The consultation closes at 23:45 on 22 January 2016.

During construction

Employment

The construction phase will create the equivalent of 14,600 full-time construction jobs. The construction phase will also generate 5,480 full-time jobs in other industries due to indirect demand, and opportunities for 1,000 apprenticeships. An estimated 1,350 jobs could be lost, though this impact will be mitigated over time as the UK and regional economies grow.

Some protected groups experience employment disadvantage. Income poverty and deprivation particularly affects women, children, black and minority ethnic (BAME) groups, religious minority groups and families with disabled members. Education, skills and employment gaps affect some BAME groups, including black, Pakistani and Bangladeshi people.

Schools

Construction traffic and construction-related diversions will make some journeys to schools longer and more difficult, which will have a differential effect on children. HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid effects on journey time and ease of reaching school.

Students at the following schools and educational facilities could experience these effects: Water Orton Primary School and Tree House Nursery, Water Orton, North Warwickshire District (CFA19); and Millennium Point, Curzon Street, Birmingham City (CFA26).

Some outdoor learning environments near construction sites will be subject to noise effects from construction, for various lengths of time. This could have a differential and disproportionate impact

on children, in particular younger children. HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid construction noise effects on schools.

The following schools and educational facilities could experience construction noise effects: St Mary's Catholic Primary School (Kilburn, CFA4), Chiltern Way Federation School, (Wendover Campus), Wendover (CFA10); Chipping Warden Primary School and Chipping Warden kindergarten, Chipping Warden (CFA15); Tame Valley Academy, Bromford (CFA25); Leigh Junior, Infant and Nursery School, Warren Road, Washwood Heath (CFA26); Adderley Primary School, Adderley Road (CFA 26); Adderley Children's Centre, Adderley Road (CF26); and Al-Huda School, Washwood Heath (CFA26).

Places of worship

Construction noise will affect a number of places of worship along the route, most of which are churches and mosques. This could have a disproportionate effect on Christians and Muslims.

The following places of worship could experience construction noise effects: The Church of Jesus Christ of Latter Day Saints, West Ruislip (CFA6); St Mary's Church, Wendover (Aylesbury Vale District, CFA 10); Church of the Assumption of the Blessed Virgin Mary, Twyford (CFA13); St Lawrence's Church, Radstone (CFA14); St John the Baptist Church, Thorpe Mandeville (CFA15); Carrs Lane Church, Washwood Heath (CFA26); Madina Masjid Mosque (CFA 26) and St Michael's Church, Washwood Heath (CFA26).

The Arya Samaj Vedic Mission (CFA26), a Hindu place of worship, will be demolished during construction, resulting in the permanent loss of the facility.

Community centres

Construction noise will affect a number of community centres along the route. This could have a disproportionate effect on older people, younger people, women and members of faith groups.

Village or community halls at the following locations could experience construction noise effects: 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).

Health centres

Construction noise will affect James Town Mental Health Centre (CFA3) and Adelaide Medical Centre (CFA3). This could have negative equality effects for disabled people, older people and children.

Residential care homes

Construction noise and activities will affect 3 care homes for older or disabled people. This could cause disturbance for older and disabled people living in these homes.

The following care homes could be affected by construction noise and activities: Wells House Road Care Home (CFA4), Freemantle Court Care Home (CFA10) and Berwood Court Care Home on Cadbury Drive, Castle Vale (CFA25).

Gypsy and Traveller sites

Two Gypsy and Traveller sites will be affected during construction. This could have a disproportionate impact on ethnic Gypsies and Travellers

The affected sites are on Tameside Drive, Castle Bromwich (CFA25) and near the proposed new Heathrow Express depot site, at Langley (off-route).

Student accommodation

Student accommodation at Curzon Gateway will be demolished as part of the construction of the revised scheme. This could have affect the availability of accommodation for young people and disabled people.

Residential areas

People living near construction areas may experience noise effects during construction.

It is not possible to determine whether there will be a disproportionate effect on any particular protected groups, because the characteristics of people in these affected residential areas are unknown.

Equestrian centres

Several equestrian centres will be affected by the loss of land required for the railway. This could have a disproportionate effect on women, children and young people, particularly girls and young women. It could also have a differential effect on disabled people. HS2 Ltd will work closely with owners of the affected equestrian centres to help them reconfigure their operations or identify suitable compensatory land.

Operations will be affected at the following equestrian facilities due to land loss: Chalfont Valley Equestrian Centre, Chalfont St Giles, Chiltern District (CFA8), permanently; Washbrook Farm Equestrian, Aston le Walls, South Northamptonshire District (CFA15), temporarily; and Culworth Grounds Farm Equestrian Centre, South Northamptonshire District (CFA15), permanently.

Ballabeg Stables, Turweston (CFA14) will close permanently.

During construction, Dunton Stables, Curdworth, North Warwickshire District (CFA20) will experience isolation effects for up to three years.

Public open spaces and playgrounds

There are effects on public open spaces, playgrounds and their associated facilities at various points along the length of the route. This could have disproportionate and differential effects on children, young people, BAME people in urban areas, older people and disabled people.

Park Street Gardens, Birmingham City (CFA26) will be permanently lost due to construction related activities.

During construction, the following spaces will be partially occupied: Victoria Gardens and playground, Ealing (CFA4); 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).

Access to Offchurch Greenway (CFA17) and Farnborough Road Park (CFA23) will be limited during construction.

The Olympia Motorcycle Track on Middle Bickenhill Lane will be lost permanently. This could have a differential impact on children and young men. HS2 Ltd will continue to work with the owners to identify suitable alternatives for relocation.

Traffic, transport and physical accessibility

HS2 Ltd has identified ways to support safety for people on foot and for cyclists, and to avoid causing concern or anxiety about safety, especially near schools and other places that protected groups use.

You can read more about this in HS2 Ltd's draft Code of Construction Practice (CoCP). Local Environmental Management Plans (LEMPs) will be prepared for individual CFAs and include measures to ensure the safety of pedestrians and cyclists.

Buses

Bus stops will be moved by 500m at Fleet Marston (CFA12).

This could disproportionately affect young people, older people, disabled people and women. It could differentially affect disabled people, older people, and parents and carers of young children.

Pedestrian walkways

Some pedestrian walkways will be lost at various places along the route, for various lengths of time. This could disproportionately affect children and young people, older people and disabled people.

The loss of pedestrian walkways could have differential or disproportionate impacts on these protected groups in the following locations: Saltley Viaduct, Washwood Heath (CFA26) for 3 years; and Curzon Street, Birmingham (CFA26) for varied durations and at different times during construction.

Disabled parking spaces

Two disabled car parking spaces will be temporarily lost at F sidings car park (CFA4).

Construction traffic

Construction traffic will result in longer and more difficult road journeys and road crossings in some places. This could have a differential impact on children, older people and disabled people.

Crime, safety and personal security

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. Members of protected groups can have greater than average levels of concern about crimes and anti-social behaviour.

The draft CoCP includes measures to minimise risks of crime and anti-social behaviour associated with construction activities. This will reduce risks of differential effects on protected groups.

Isolation in rural areas

Isolation effects may arise due to various impacts from construction activities, either individually or combined. These include: significant delays to journeys; longer or more difficult journeys; visual barriers to a community or a community facility; and the physical islanding of a community. This could have a differential effect on children, older people, disabled people and women.

Isolation effects will arise for residents of Gilson and Water Orton North Warwickshire District (CFA19), for more than 5 years, and Curdworth North Warwickshire District (CFA20).

During operation

Employment

The scheme will create around 1,700 direct operational jobs along the route. An estimated 640 jobs will be created from indirect effects. Key locations of employment will be the four railway stations (London Euston, Old Oak Common, Birmingham Interchange and Birmingham Curzon Street); the Washwood Heath rolling stock maintenance depot in Birmingham; and the Calvert infrastructure maintenance depot north-east of Bicester. Jobs may also be created on the existing network north of Birmingham.

Old Oak Common and Birmingham Curzon Street are, or are near, areas of employment disadvantage, large local BAME and faith communities, and large numbers of young people.

Residential areas

People living near the railway may experience noise effects during operation. It is not possible to determine whether there will be a disproportionate effect on protected groups, because the characteristics of people in these affected areas are unknown.

Places of worship

Operational noise could affect several churches along the route. This could have a disproportionate effect on Christians.

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).

Disability access, safety and secure design at railway stations

New stations and redesigned existing stations will be accessible for all users. They will be secure and supportive of passenger safety, in line with HS2 Ltd's Inclusive Design Policy. Transfers between high speed and other services will be step-free. New trains will be accessible for all users. This will have a differential benefit for disabled people, older people, children, and parents and carers of new babies.

Design that discourages crime and anti-social behaviour and supports passenger safety will benefit members of protected groups who have concerns about crimes and anti-social behaviour, or are more at risk of being victims of some crimes.

London Corridor

This section provides further detail on some of the equality issues affecting the London Corridor: Camden Town (CFA2); Primrose Hill to Kilburn, Camden (CFA3); Kilburn (Brent) to Old Oak Common (CFA4); Northolt Corridor (CFA5); and South Ruislip to Ickenham (CFA6).

Removal of effects associated with the HS1-HS2 link

The revised scheme removes the HS1-HS2 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

Wells House Road is a residential street including Wells House Road Care Home, a residential care home for adults with mental health and learning difficulties.

Wells House Road will be surrounded by construction works on all sides for around 10 years during construction. There will also be limited road access, including to the care home, during the construction works. This could particularly affect older and disabled residents, and residents of the care home with visual or learning impairments or mental health issues. Construction could result in differential effects for disabled residents at the care home and differential effects for older and disabled residents on Wells House Road.

Other people living at Wells House Road are likely to experience noise effects during construction. It is not known whether this will result in a disproportionate or differential impact on protected groups, because the composition of residents compared with the composition of unaffected surrounding areas is not known.

The revised scheme provides pedestrian access along the whole length of Old Oak Common Lane during most of the construction period. This will reduce the severity of the severance for older and disabled residents. However, differential effects for disabled and older residents remain likely.

HS2 Ltd will continue to engage with the local community, including residents of Wells House Road, and the London Borough of Ealing to minimise disruption caused by the construction activities.

James Town Mental Health Centre and Adelaide Medical Centre

The James Town Mental Health Centre and Adelaide Medical Centre, both on Adelaide Road, have been identified as noise-sensitive medical facilities. Although the specific characteristics of people who attend the health centres are not known, there could be differential effects on older people, children and disabled people. HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid significant noise effects.

Victoria Gardens play area

Victoria Gardens and playground will be partially occupied due to construction-related activities for up to 2 years. During construction, a temporary play area with play equipment will be provided, and after works are finished, a play area will be re-provided at Victoria Gardens. This will avoid negative equality effects for children.

Cerebos Gardens

Cerebos Gardens will be partially occupied during construction. This will have temporary equality effects for children, young people, BAME people, older people and disabled people. A replacement open space will be provided after works are completed, which will avoid permanent equality effects.

F sidings car park

Two disabled car parking spaces at F sidings car park (CFA4) will be lost due to construction-related activities. This will have an effect on disabled people. HS2 Ltd will continue to work to identify suitable replacement for the disabled car parking spaces.

Country South

This section provides further detail on some of the equality 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).

Hillingdon Outdoor Activity Centre

Hillingdon Outdoor Activity Centre (HOAC) may be closed temporarily or permanently due to construction-related activities. This would have negative equality impacts for disabled people, young people and disadvantaged people. It would have a differential impact on disabled people.

An Assurance has been made to HOAC that no major engineering works commence at the site until 2018. HS2 Ltd and HOAC have identified a suitable site that would allow the facility to relocate before construction starts, and are currently working together to deliver a solution.

St Mary's Church, Wendover

People attending St Mary's Church could experience noise effects during construction. This could have a negative equality impact for Christians.

The revised scheme increases the length of potential noise effects by four months, to 25 months total. However, construction works will be limited to core working hours as much as possible, meaning noise effects on Sunday services will be minimised.

Stoke Mandeville Combined School

Stoke Mandeville Combined School has an Additionally Resourced Provision for Hearing Impaired Children department and has a number of hearing impaired children on the school roll. Although no significant transport effects have been identified at the school, a construction route passes the school along Riseborough Road. This could have a differential impact on hearing impaired children.

During operation, traffic will be reduced near the school due to the A4010 Stoke Mandeville bypass. This could have a differential beneficial effect on children at the school.

Chiltern Way Federation School (Wendover Campus)

The Chiltern Way Federation School (Wendover Campus) admits young people with social, emotional (mental health), communication and interaction difficulties. During construction, the school would experience increased noise effects, which could have a differential effect on children at the school. HS2 continues to liaise closely with the school to identify the best way to address these issues.

During operation, the revised scheme tunnel extension and barrier at Wendover will avoid the previously reported noise effects at the school.

Booker Park School

Booker Park School is a school for children aged 5-11 who have learning and behavioural difficulties. The EQIA (2013) reported that construction activity for the original scheme near the school could differentially affect children at the school.

The revised scheme will substantially reduce noise and visual effects at the school during construction, avoiding negative equality effects for children at the school.

Freemantle Court Care Home

Freemantle Court Care Home is a newly built care home for older people, including those with dementia and those requiring nursing care. The original scheme has been revised to take it into account, including road widening for better access.

During construction, Freemantle Court may experience noise effects for around 2 years and 6 months. This could have differential and disproportionate impacts on older and disabled people living at the care home. HS2 Ltd will identify reasonably practicable measures to mitigate these effects.

Wendover Cricket Club

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). This EQIA update has revisited information concerning use of the club, which has led to

a reassessment of its equality effects. During construction, there may be a temporary disproportionate impact on children in the under-14 to under-17 age bands for up to 2 years, as a result of the permanent loss of a suitable playing facility.

The revised scheme includes provision for the purchase of a suitable replacement cricket ground. The club may negotiate the sale privately, before the HS2 bill becomes law. If it does so, this would avoid the identified equality effect.

Turweston playing fields

Turweston playing fields will be partially occupied during both construction and operation due to construction-related activities. The revised scheme includes provision for replacement land for Turweston playing fields.

There is potential for a temporary differential or disproportionate impact on children, young people, older people and disabled people depending on the timing of the provision of the replacement open space, which is not yet known.

Chipping Warden Primary School and Chipping Warden kindergarten

Chipping Warden Primary School and kindergarten may experience noise effects during construction, and journeys to and from school will be more difficult. This could have a differential impact on children attending the school.

The revised scheme shortens these effects to 1 year, from 3 years in the original scheme.

Country North

This section provides further detail on some of the equality 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).

Removal or reduction of effects at Burton Green

- **Kenilworth Greenway at Burton Green**

The original scheme required that Kenilworth Greenway be diverted and an access point at Burton Green lost during construction, for a period of 4 to 5 years. This could have a differential impact on children, young people, disabled people and older people. The revised scheme still requires that Kenilworth Greenway be diverted, but reduces the need for users of the Greenway to negotiate construction traffic at the

junction of Hob Lane, Red Lane and Cromwell Lane, thereby reducing these impacts. However, the new access point will be less convenient than the current access point.

The revised scheme includes changes to the permanent access to the Kenilworth Greenway at Burton Green to avoid 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.

- **Relocation of Burton Green Village Hall**

The original scheme required that Burton Green Village Hall be demolished. This would have negative equality effects on Christians, older people, children and women.

HS2 Ltd has since identified a replacement site for the village hall, to be built before the existing hall is demolished. This will avoid the previously reported negative disproportionate effects.

- **Removal of effects at schools, Burton Green**

The original scheme proposed construction traffic that would result in noise effects that could have a differential or disproportionate impact on children attending Two Oaks Day Nursery, Burton Green (CFA18). Under the revised scheme, traffic will be re-routed and this impact will be removed.

The original scheme proposed construction traffic that would disrupt the journeys to and from school of children attending Burton Green Church of England Primary and Hedgerow Nursery at Burton Green, Warwick District (CFA18). Under the revised scheme, traffic will be re-routed and this impact will be removed.

- **Relocation of Water Orton School**

The construction of the original scheme would result in longer and more difficult journeys to Water Orton Primary School and Tree House Nursery. This would have differential effects for children attending these schools. Construction would also result in noise effects at Water Orton Primary School, and in the permanent loss of an area of playing field at the school, although in 2013 HS2 Ltd had identified mitigation for both of these effects.

The local education authority has now identified a suitable replacement site for the school, as an alternative to the proposed mitigation of the identified noise and open space effects. The replacement school is proposed to be built by and open in September 2019, before the main HS2 construction phase begins in the area. As the former school site will not be occupied during the construction works, the impacts of the noise effects and playing field loss will be removed. However, children attending the school and nursery at the new location who are not within walking distance would still experience differential effects due to the increased levels of traffic congestion and delay.

West Midlands Corridor

This section provides further detail on some of the equality 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).

The Island Project School, Diddington Hall

The EQIA (2013) reported construction of the original scheme would potentially result in temporary noise and isolation impacts on the Island Project School at Diddington Hall, a school for children aged 5-19 with severe autism. This would have negative equality effects for children attending the school.

The revised scheme includes provision for the school to be relocated to a new site at Jerrings Hall Farm, Solihull. The new site will be unaffected by construction of the HS2 route, and the negative equality effects will therefore be avoided.

Heath Park, Solihull

Heath Park, Solihull will be partially occupied during construction and operation of the railway. The EQIA (2013) reported this would have temporary and permanent differential or disproportionate effects on children, young people, local BAME residents, older people and disabled people. The revised scheme includes provision for a permanent replacement open space for Heath Park. The effects will now be temporary, for 3 years and 6 months.

Gypsy and Traveller site, Castle Bromwich

The traveller site on Tameside Drive, Castle Bromwich Business Park will be affected by construction-related activities. The site includes around 15 'transit pitches', and is within an area of land required permanently for potential future reconfiguration works. This means some pitches may be lost, and others may have to be moved.

The same traveller site will also be affected by construction-related activities for up to 6 years, and some pitches may have to be moved during construction. This could have differential negative effects for affected ethnic Gypsy and Traveller families.

The revised scheme includes the flexibility to reconfigure Castle Bromwich Business Park, which may reduce the effects on the traveller site. However, it has not yet been confirmed whether the site will be able to remain in the area, and discussions are ongoing.

Olympia Motorcycle Track

The Olympia Motorcycle Track on Middle Bickenhill Lane will be permanently lost due to the construction and operation of the revised scheme. This could have a differential impact on children and young men.

HS2 Ltd will continue to work with the owners to help them identify suitable land or premises where they can relocate.

Berwood Court Care Home

Berwood Court Care Home on Cadbury Drive, Castle Vale will experience noise effects during construction. This may cause particular disturbance to older and disabled people living at the care home. This was not reported in the EQIA (2013).

Washwood Heath to Curzon Street

This section provides further detail on some of the equality issues affecting the Washwood Heath to Curzon Street area (CFA26).

Hasanat College

People who spend time at Hasanat College on Leigh Road will experience noise effects for around 5 years and 2 months. This could disproportionately affect Muslim students, as the college offers Islamic studies courses in an Islamic environment in an area with a higher proportion of Muslims than the general population.

Arya Samaj Vedic Mission

The Arya Samaj Vedic Mission will be demolished during construction of the revised scheme, resulting in the permanent loss of a local worship facility. This will disproportionately affect Hindus that regularly attend. HS2 Ltd has provided assistance in accordance with its Business Relocation Policy.

Jennens Court student accommodation

Students at Birmingham City University living at Jennens Court will experience noise effects for around 1 year and 8 months. There is limited evidence to suggest that any particular demographic group within Jennens Court is differentially affected by noise.

Curzon Gateway student accommodation

The Curzon Gateway student residence on Curzon Street will be demolished during construction. This loss of student accommodation could disproportionately affect young people and disabled residents.

The Polish Centre

People who use the Polish Centre will experience noise effects during the entire construction phase. Access to the centre will also be restricted. This could disproportionately affect Polish people and Polish Catholics.

Pedestrian movement around Curzon Street station

Pedestrian routes to and near Curzon Street station will be disrupted during construction. This could disproportionately affect children, older people and disabled people. HS2 Ltd will ensure that measures within the draft CoCP and LEMP to ensure safety of pedestrians are taken into account for diversion routes.

Bus delay around Curzon Street station

Bus journeys around Curzon Street will take longer during construction, and bus stops near the station will be moved both temporarily and permanently. This could disproportionately affect younger people, and could differentially affect disabled people, older people, and parents and carers of children.

Common Lane, Washwood Heath

Twelve residential properties at Common Lane will be demolished. It is understood that the affected households include young people, older people, people from BAME backgrounds and disabled residents. The demolition could have differential equality effects for people in these houses with these protected characteristics. HS2 Ltd will continue to engage with the residents and in doing so will provide access to language translation services where property owners may need help understanding the property compensation process.

Allison House

Allison House is a hostel in Birmingham City Centre which supports older vulnerable men with issues including mental health, learning and physical disabilities. Construction traffic will have negative equality effects for vulnerable residents at the hostel, including disabled people. However, an Assurance has been provided to limit construction traffic near the hostel which means these negative effects will be reduced.

Open space in Birmingham

Public open space in 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. Where permanent loss will result in a permanent and significant community effect, a suitable alternative will be identified.

What do I need to do now?

HS2 Ltd needs to hear how the changes that come with building a new railway will affect you.

What are your views on the EQIA update for CFA2 – CFA26?

Please provide as much detail as possible and let us know if you think anything has been missed from the assessment. You can read more about the likely effects on people with protected characteristics in the full EQIA update at www.gov.uk/hs2 and get more detailed information in the papers listed at the end of this summary.

If you'd like to comment on the EQIA update and its proposals, please record your views on HS2 Ltd's response form for this consultation, so HS2 Ltd can include your views in its summary to Parliament.

You can:

- respond online - follow the instructions on www.gov.uk/hs2; or
- download the consultation form from the HS2 Ltd website at www.gov.uk/hs2 and either:
- email your response to HS2PhaseOneEqualitiesUpdate@dialoguebydesign.co.uk; or
- post your response to:
FREEPOST HS2 PHASE ONE EQUALITIES UPDATE.

If you post your response, you don't need to add any more address information and you don't need a stamp. Please be sure to use UPPER CASE when writing this address. You can call our helpdesk on 020 7944 4908 to ask for this summary document in an alternative format.

This consultation closes at 23:45 on 22 January 2016.

Find out more about how HS2 Ltd is helping

Since 2013, HS2 Ltd has published a number of policies that help to reduce equality effects and meet the requirements of the Public Sector Equality Duty. These include:

- HS2 Ltd's Equality, Diversity and Inclusion Policy Information Paper (G5) (updated June 2015). This shows how HS2 includes people from different backgrounds in the workforce and in how it plans, designs, builds and operates the new railway.
- HS2 Ltd's Approach to Training and Employment Information Paper (G4) (June 2015). This shows how HS2 trains and employs people to build and operate the railway and is committed to equal opportunities for local, disadvantaged or under-represented groups.
- The HS2 property compensation package makes plans to help deal with special circumstances, so HS2 can make 'reasonable adjustments' under Section 20 of the Equality Act.

You can find all these policies online at www.gov.uk/hs2 where you will also find a copy of the full EQIA report entitled 'Equality Impact Assessment Update: CFA2 Camden Town – CFA26 Washwood Heath to Curzon Street' (December 2015).

Contact

If you would like further information, please contact HS2 Ltd's Community Relations helpdesk on **020 7944 4908** or at **hs2enquiries@hs2.org.uk**