



# High Speed Two Phase 2a (West Midlands - Crewe)

Working Draft Equality Impact Assessment Report  
Consultation Summary Report



# High Speed Two Phase 2a (West Midlands - Crewe)

Working Draft Equality Impact Assessment Report  
Consultation Summary Report

July 2017



## 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,  
Two Snowhill  
Snow Hill Queensway  
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.gov.uk/hs2](http://www.gov.uk/hs2)

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

ARUP



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, 2017, 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](http://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](mailto: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

<b>1</b>	<b>Working Draft Equality Impact Assessment Report Consultation: Summary Report</b>	<b>1</b>
1.1	Introduction to HS2	1
1.2	The working draft EQIA Report	2
1.3	The purpose of this report	2
1.4	Structure and content of this report	3
<b>2</b>	<b>The Autumn 2016 Consultation and response processing</b>	<b>5</b>
2.1	Introduction	5
2.2	Autumn 2016 Consultation	5
2.3	Engagement to support the Autumn 2016 Consultation	5
2.4	Responding to consultation	7
2.5	Analysing consultation responses	7
2.6	Responses relating to general engagement and consultation processes	9
2.7	Requests for further information	9
<b>3</b>	<b>EQIA scope, methodology and assessment</b>	<b>10</b>
3.1	Introduction	10
3.2	Consultation themes	10
3.3	Executive summary	10
3.4	Literature review	10
3.5	Baseline information	11
3.6	The scope and methodology of the EQIA	12
<b>4</b>	<b>Key route-wide consultation themes</b>	<b>15</b>
4.1	Introduction	15
4.2	Consultation themes	15
<b>5</b>	<b>Construction of the Proposed Scheme</b>	<b>16</b>
5.1	Introduction	16
5.2	Consultation issues	16
5.3	Location specific consultation issues	16
5.4	Responses to consultation issues	16
<b>6</b>	<b>Health, wellbeing and quality of life</b>	<b>20</b>
6.1	Introduction	20

6.2	Consultation issues	20
6.3	Response to consultation issues	20
<b>7</b>	<b>Housing and residential properties</b>	<b>22</b>
7.1	Introduction	22
7.2	Consultation issues	22
7.3	Location specific consultation issues	22
7.4	Response to consultation issues	23
<b>8</b>	<b>Community infrastructure and public open space</b>	<b>25</b>
8.1	Introduction	25
8.2	Consultation issues	25
8.3	Location specific consultation issues	25
8.4	Response to consultation issues	27
<b>9</b>	<b>Schools, educational and therapy facilities</b>	<b>30</b>
9.1	Introduction	30
9.2	Consultation issues	30
9.3	Location specific consultation issues	30
9.4	Response to consultation issues	31
<b>10</b>	<b>Employment and local businesses</b>	<b>35</b>
10.1	Introduction	35
10.2	Consultation issues	35
10.3	Location specific consultation issues	35
10.4	Response to consultation issues	35
<b>11</b>	<b>Places of worship</b>	<b>37</b>
11.1	Introduction	37
11.2	Consultation issues	37
11.3	Location specific consultation issues	37
11.4	Response to consultation issues	38
<b>12</b>	<b>Road network, traffic, transport and accessibility</b>	<b>40</b>
12.1	Introduction	40
12.2	Consultation issues	40
12.3	Location specific consultation issues	41
12.4	Response to consultation issues	42
<b>13</b>	<b>Concluding comments</b>	<b>47</b>
<b>14</b>	<b>References</b>	<b>48</b>
	<b>Glossary of terms</b>	<b>49</b>
	<b>List of abbreviations</b>	<b>52</b>
	<b>List of tables</b>	
	Table 1: Consultation events	6

# 1 Working Draft Equality Impact Assessment Report Consultation: Summary Report

## 1.1 Introduction to HS2

- 1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. Stations in London, Birmingham, Leeds, Manchester and East Midlands will be served by high speed trains running at speeds of up to 225 miles per hour (mph) (360 kilometres per hour (kph))<sup>1</sup>. Trains will also run beyond the HS2 network to serve destinations including South Yorkshire, Liverpool, Glasgow, Edinburgh, Newcastle and York.
- 1.1.2 HS2 will be built in phases. Phase One comprises the first Section of the HS2 rail network of approximately 143 miles (230km) between London and the West Midlands that will become operational in 2026. It was the subject of an Environmental Statement (ES) deposited with the High Speed Rail (London – West Midlands) Bill in 2013. Subsequent ESs were deposited with Additional Provisions to that Bill in 2014 and 2015. The High Speed Rail (London – West Midlands) Bill received Royal Assent in February 2017 and construction has commenced.
- 1.1.3 Phase Two of HS2 would extend the line to the north-west and north-east, to Manchester with connections to the West Coast Main Line (WCML) at Crewe and Golborne and to Leeds with a connection to the East Coast Main Line approaching York, completing what is known as the ‘Y network’.
- 1.1.4 Phase 2a (‘the Proposed Scheme’), is the western leg of Phase Two between the West Midlands and Crewe, comprising approximately 36 miles (58 kilometres) of HS2 main line (including the section which would connect with and form the first part of Phase 2b) and two spurs (approximately 4 miles (6 kilometres)) south of Crewe that will allow trains to transfer between the HS2 main line and the WCML. The Proposed Scheme will connect with Phase One at Fradley, to the north-east of Lichfield and connect to the WCML south of Crewe, enabling high speed trains to call at Crewe Station and to provide onward services beyond the HS2 network, to the north-west of England and to Scotland.
- 1.1.5 The delivery of this section of the route has been brought forward by six years to open in 2027, one year after the opening of Phase One, as set out in the Command Paper *High Speed Two: East and West, The next steps to Crewe and beyond* (November 2015)<sup>2</sup>. This will deliver faster journeys between London, Crewe, Manchester, Liverpool, Preston, Warrington, Wigan and Glasgow. Accelerating delivery of the route to Crewe means that the North West and Scotland will see more of the benefits of HS2, including economic benefits, sooner.

---

<sup>1</sup> Note that the alignment of the route has been designed to allow for train speeds of up to 250mph (400 kph) in the future, should there be a commercial justification for doing so. Operation at up to 400kph will require demonstration that improved train design enables services to operate at that higher speed without giving rise to additional significant environmental effects.

<sup>2</sup> HS2 Ltd (2015), *High Speed Two: East and West, The next steps to Crewe and beyond*. November 2015, [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/480712/hs2-east-and-west.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/480712/hs2-east-and-west.pdf)

## **1.2 The working draft EQIA Report**

- 1.2.1 As a public body, HS2 Ltd is subject to the Public Sector Equality Duty (PSED) under the Equality Act 2010. The PSED requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people during the design stage, construction and operation of the railway.
- 1.2.2 HS2 Ltd has developed plans to bring forward a short section of route of the HS2 Phase 2 route to Crewe. As part of its activities to keep local people and relevant authorities informed, HS2 Ltd undertook a consultation on the draft Equality Impact Assessment (EQIA) Report, in order to contribute towards enabling and documenting HS2 Ltd's active fulfilment of its PSED during the design stage of the Proposed Scheme.
- 1.2.3 The working draft EQIA Report presented draft equality information based on the evolving design of the Proposed Scheme. It looked at whether HS2 will have a bigger effect, or a different effect, on groups of people because of their age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, or sexual orientation, and described the current understanding of the potential equality effects that may arise. It also explained how HS2 Ltd proposed to avoid or reduce any adverse equality effects that may occur over the life of the HS2 project.
- 1.2.4 In parallel, HS2 Ltd also carried out consultation on a working draft Environmental Impact Assessment (EIA) Report and route design refinements.
- 1.2.5 The three separate consultations, collectively referred to as the 'Autumn 2016 Consultation', were undertaken between 13 September and 7 November 2016. Further detail of the Autumn 2016 Consultation is provided in Section 2 of this report.

## **1.3 The purpose of this report**

- 1.3.1 The purpose of this report is to summarise the key issues raised during consultation on the working draft EQIA Report, explaining how these have been considered through the development and EQIA of the Proposed Scheme. This report, the EQIA Consultation Summary Report (CSR), does not consider feedback from wider or ongoing engagement with stakeholders, outside the consultation on the working draft EQIA Report.
- 1.3.2 Relevant information from consultation responses received on the design refinements and the working draft EIA Report have also been considered in this report. Comments submitted in response to the working draft EQIA Report, which were considered relevant to the EIA Report, have been summarised in the separate working draft EIA Consultation Summary Report.
- 1.3.3 Issues summarised in this EQIA CSR are not an exhaustive list. They reflect the key locations, issues and themes, which were identified by consultees to the Autumn 2016 Consultation, in relation to the Proposed Scheme and EQIA.
- 1.3.4 In this report, references are made to other reports where the reader can obtain more detailed information on specific issues identified during consultation and summarised in this CSR. These reports include the Environmental Statement for the Proposed

Scheme<sup>3</sup>, which consists of Volumes 1 to 5, with accompanying map books, and the Equality Impact Assessment Report<sup>4</sup>. All of these reports are available on the HS2 Ltd website at [www.gov.uk/hs2](http://www.gov.uk/hs2).

- 1.3.5 HS2 Ltd employed an independent specialist response analysis company, Dialogue by Design (DbyD), to receive and collate the responses to the Autumn 2016 Consultation. DbyD's summary of consultation responses is available on the HS2 Ltd website at [www.gov.uk/hs2](http://www.gov.uk/hs2).

## 1.4 Structure and content of this report

- 1.4.1 This report is structured to provide the reader with an understanding of the Autumn Consultation process and the issues raised by consultees in relation to the working draft EQIA Report.

- 1.4.2 The remainder of this report is structured as follows:

- Section 2. The Autumn 2016 Consultation and response processing. This section provides an overview of the consultation undertaken to support the development of the Proposed Scheme and processing of consultation responses. This section also addresses responses beyond the scope of the EQIA.
- Section 3. EQIA scope, methodology and assessment. This section summarises issues raised by consultees in relation to the EQIA scope, methodology and assessment.
- Section 4. Key route-wide consultation themes. This section presents the key route-wide themes identified through analysis of consultation responses. An overview of consultation issues in relation to each of these key themes is presented in Sections 7 to 14 of the report.
- Section 5. Construction of the Proposed Scheme. This section summarises the key issues raised by consultees in relation to construction activity.
- Section 6. Health, wellbeing and quality of life. This section summarises the key issues raised by consultees in relation to health, wellbeing and quality of life.
- Section 7. Housing and residential properties. This section summarises the key issues raised by consultees in relation to housing and residential properties.
- Section 8. Community infrastructure and public open space. This section summarises the key issues raised by consultees in relation to community and open space.

---

<sup>3</sup> HS2 Ltd (2017), High Speed Rail (West Midlands-Crewe) Environmental Statement, [www.gov.uk/hs2](http://www.gov.uk/hs2)

<sup>4</sup> HS2 Ltd (2017) High Speed Rail (West Midlands-Crewe) Equality Impact Assessment Report, [www.gov.uk/hs2](http://www.gov.uk/hs2)



- Section 9. Schools, educational and therapy facilities. This section summarises the key issues raised by consultees in relation to schools, educational and therapy facilities.
- Section 10. Employment and local businesses. This section summarises the key issues raised by consultees in relation to employment and local business.
- Section 11. Places of worship. This section summarises the key issues raised by consultees in relation to places of worship.
- Section 12. Road network, traffic, transport and accessibility. This section summarises the key issues raised by consultees in relation to the road network.
- Section 13. Concluding comments. This section provides concluding commentary on the role of consultation responses in informing ongoing stakeholder engagement and communications, and the development of the Proposed Scheme.

## 2 The Autumn 2016 Consultation and response processing

### 2.1 Introduction

2.1.1 This section sets out the aims of the EQIA and provides a summary of the Autumn 2016 Consultation, including the time, scope and process by which consultees were invited to participate and comment on the scheme presented in the working draft EQIA and EIA Reports.

2.1.2 Consultation on the working draft EQIA Report was carried out during the development of the Phase 2a proposals to help achieve the objective of the EQIA, and inform the design of the Proposed Scheme.

### 2.2 Autumn 2016 Consultation

2.2.1 Three reports were formally consulted upon during the Autumn 2016 Consultation:

- High Speed Two Phase 2a: West Midlands-Crewe working draft Equality Impact Assessment (EQIA) Report;
- High Speed Two Phase 2a: West Midlands-Crewe working draft Environmental Impact Assessment (EIA) Report; and
- High Speed Two Phase 2a: West Midlands-Crewe Design Refinement Consultation Report.

2.2.2 The focus of this report is the consultation undertaken on the working draft EQIA Report.

2.2.3 The reports were made available online at the HS2 Ltd website [www.gov.uk/hs2](http://www.gov.uk/hs2).

2.2.4 Hard copies were available upon request to the HS2 Ltd helpdesk and document sets were made available at libraries along the HS2 Phase 2a route. Copies of each of the consultation reports were available on request in alternative formats via the HS2 Ltd Helpdesk.

### 2.3 Engagement to support the Autumn 2016 Consultation

#### Programme of engagement

2.3.1 To support the Autumn 2016 Consultation, engagement was undertaken in advance of, and during the formal consultation period. A summary of this activity is provided below and further detail on Phase 2a stakeholder engagement and its role in informing the development of the Proposed Scheme, is set out in the EQIA Report.

2.3.2 Letters were sent by email to a range of stakeholders including: local authorities, business and representative bodies, non-governmental organisations, statutory agencies, parish councils and other community organisations. Reports and publicity posters for the consultation events were sent to public libraries and parish councils with a request that they be made available/displayed at community locations. Posters were also sent to other community venues, such as Citizen Advice Bureaux and medical surgeries, amongst other amenities.

- 2.3.3 A letter and a leaflet promoting the consultation events were sent to owner/occupiers 1km either side of the proposed line of route and in the areas affected by the design changes proposed in the Design Refinement Consultation Report, as well as to key local stakeholders.
- 2.3.4 Notices informing the public of the consultation event were placed in a number of local newspapers along the HS2 Phase 2a route. Advertising for the events by mail extended beyond the 1km area either side of the line of route/design refinement. This was to ensure those living further away from the line of route or design refinement areas, who may have an interest in the Proposed Scheme, were aware that the consultation was taking place. A press release was also issued to local media to promote the consultations and the consultation events. Social media was also used to promote the consultation events.
- 2.3.5 The consultation materials provided details about the HS2 Ltd consultation website, where further information about the consultations could be found.
- 2.3.6 Briefings were offered to local authority elected members and these took place between 20 and 28 September 2016. HS2 Ltd also engaged with parish councils during the consultation period.

### Consultation events

- 2.3.7 During the Autumn 2016 Consultation, events were held to provide direct engagement with stakeholders across the route. These comprised:

Table 1: Consultation events

Venue	Date
Whitmore and District Village Hall Coneygreave Lane, Newcastle-under-Lyme ST5 5HX	Friday 30 September 2016
Kings Bromley Village Hall, Alrewas Road Kings Bromley, Burton-on-Trent DE13 7HW	Wednesday 5 October 2016
Great Haywood Memorial Hall, Main Road Great Haywood, Stafford ST18 0SU	Friday 7 October 2016
Stafford Gatehouse Theatre Eastgate Street, Stafford ST16 2LT	Monday 10 October 2016
Yarnfield Park Training and Conference Centre The Cedar Suite, Yarnfield, Stone ST15 ONL	Wednesday 12 October 2016

Venue	Date
The Madeley Centre New Road, Madeley, Crewe CW3 9DE	Saturday 15 October 2016
Wychwood Park The Wychwood Centre, Weston, Crewe CW2 5GP	Wednesday 19 October 2016

- 2.3.8 At each event, maps and relevant reports were made available to inspect and take away. These included copies of the reports being consulted upon, as described in Section 2.2. HS2 Ltd staff and consultants attended to provide advice and answer questions.
- 2.3.9 The location of each consultation event was chosen to provide a non-denominational location, welcoming to all faiths and accessible to all through step free access. The events were attended by just over 1,900 people in total.
- 2.3.10 Attendees at the consultation events were requested to provide written feedback via the official consultation response channels once they had had the opportunity to review the available reports.

## 2.4 Responding to consultation

### Management of consultation

- 2.4.1 DbyD was commissioned to receive, collate and summarise responses to the consultation, received through online, email and postal platforms.
- 2.4.2 A separate response form was available for each of the three reports being consulted upon and stakeholders were invited to submit their comments against the questions asked within the respective response forms.
- 2.4.3 Stakeholders were invited to submit their comments on the working draft EQIA Report online, by email and by post through the following mechanisms facilitated by DbyD:
- Online: [DraftEquality2a.dialoguebydesign.net](http://DraftEquality2a.dialoguebydesign.net);
  - By email: [DraftEquality2a@dialoguebydesign.co.uk](mailto:DraftEquality2a@dialoguebydesign.co.uk); and
  - By post: FREEPOST DRAFT EQUALITY 2A.
- 2.4.4 Responses submitted within the formal period of consultation were eligible for consideration as part of the consultation response analysis. Responses postmarked before the end of consultation, but not received until after consultation was closed, were also considered.

## 2.5 Analysing consultation responses

- 2.5.1 The Autumn 2016 Consultation collectively received 1,139 responses, these comprised:
- 92 responses on the working draft EQIA Report;
  - 475 responses on the working draft EIA Report; and

- 572 responses on the Design Refinement Consultation.

2.5.2 Consultees were able to submit responses to each of the three consultation reports. Duplication of responses did occur and was identified and managed during the collation and review process undertaken by DbyD.

### **Review of the consultation responses**

2.5.3 Review of consultation responses and the impact on the Proposed Scheme was undertaken by the Phase 2a project team. The purpose of this review was to consider how the issues raised during the consultation could inform the Proposed Scheme and EQIA in a timely and appropriate manner.

2.5.4 To facilitate this review, a multi-disciplinary working group was established. This group was comprised of representation from project engineers, construction and logistics engineers, environmental specialists and stakeholder engagement advisers. Further reviews were conducted by the EQIA technical team to ensure that all comments relating to equality impacts were identified and analysed.

2.5.5 Reviews were undertaken through workshops which commenced once consultation responses were available to review. The reviews analysed the responses and assessed whether further changes to the scheme design were appropriate in light of the issues raised.

2.5.6 Responses were analysed to identify the key theme or geographical location being commented on. The key categories that emerged were as follows:

- response issues relating to the EQIA scope, methodology, and assessment;
- response issues relating to the scheme design presented in the working draft EQIA Report;
- response issues relating to route-wide and location specific amenities; and
- other responses including those associated with ongoing stakeholder engagement, commercial or compensation considerations.

2.5.7 For the purpose of this review, responses were analysed with respect to their content and not necessarily the specific document or consultation question to which the response was provided. This enabled issues to be considered and presented in the CSR where most appropriate.

2.5.8 Reflecting the review process, this report sets out a brief summary of the issues raised by consultees and how the scheme design and EQIA has been informed by these issues, where relevant.

2.5.9 Where relevant, an indicative list of consultees who provided responses on a particular issue or topic is set out. No names or contact details of individuals are, however, provided within this report. Such consultees are referred to as 'individual consultees'.

## **2.6 Responses relating to general engagement and consultation processes**

### **Consultation issues**

- 2.6.1 The analysis of consultation responses identified a number of issues which were not related to the contents of the working draft EQIA Report, but focused on the process of engaging and consulting stakeholders undertaken by HS2 Ltd.
- 2.6.2 Issues raised by consultees included the approach adopted to planning engagement and consultation activity, including use of online consultation, accessibility of consultation materials, venues for consultation events and the duration of the consultation period.
- 2.6.3 Consultees also raised comments regarding information provided to HS2 Ltd in previous consultations, which was stated as having been overlooked or misrepresented during the working draft EQIA Report consultation process.

### **Response to consultation issues**

- 2.6.4 Commentary received on these issues has been passed to the HS2 Ltd Stakeholder Engagement and Consultation team and will be considered in light of ongoing and future engagement and consultation activity.
- 2.6.5 The EQIA has not previously been the basis of consultation. Comments submitted in response to wider HS2 Ltd consultation processes have been reviewed and considered in respect of the scheme design and assessment reports being consulted upon.
- 2.6.6 Feedback from stakeholders can continue to be provided to HS2 Ltd through a request for direct engagement, or through the HS2 Ltd Helpdesk.

## **2.7 Requests for further information**

- 2.7.1 The review process also identified issues that were not of direct relevance to the design of the Proposed Scheme or its EQIA. These included:
- requests for further information on how to engage with HS2 Ltd; and
  - issues of relevance to the scope of property compensation that will be available and eligibility.
- 2.7.2 These issues are noted to be of importance, but do not fall within the remit of the EQIA and this report. Where appropriate, these issues have been communicated to the relevant teams within HS2 Ltd and the Department for Transport (DfT) with responsibility for such matters and are not, therefore, responded to within this report.

## 3 EQIA scope, methodology and assessment

### 3.1 Introduction

3.1.1 This section summarises issues raised by consultees in relation to the EQIA scope, methodology and assessment. Consultees who raised issues included: Cheshire East Council; Chebsey Parish Council; Jeremy Lefroy MP; and Madeley HS2 Action Group.

### 3.2 Consultation themes

3.2.1 The key topic areas identified through analysis of consultee comments in respect of the EQIA scope, methodology and assessment included:

- Executive summary;
- Literature review;
- baseline information; and
- the scope and methodology of the EQIA.

### 3.3 Executive summary

#### Consultation issues

3.3.1 Consultees such as Chebsey Parish Council stated the importance of an executive summary to enable readers to understand the key findings of the EQIA.

#### Response to consultation issues

3.3.2 An Executive summary has been produced to accompany the EQIA Report. It summarises the EQIA process and highlights the main findings of the assessment. An easy read format has also been produced by HS2 Ltd.

### 3.4 Literature review

#### Consultation issues

3.4.1 Issues were raised regarding the position of the Literature Review as an appendix to the report, noting that this may result in it being overlooked or missed. The level of detail in the working draft EQIA Literature Review was also raised by consultees. For some consultees, the Literature Review was seen as too long and complex, while for others, further detail was requested.

3.4.2 Cheshire East Council suggested that additional literature including the Local Plan, the Joint Strategic Needs Assessment (JSNA), Ward Profiles, Parish Council Local Housing Needs Assessments and local employment data be used in the Literature Review.

3.4.3 Cheshire East Council also stated that additional policies and frameworks should be used to aid the route-wide assessment. These included the Public Health Indicator

Framework, the Housing Strategy for Vulnerable and Older Adults and the Strategies for Carers<sup>5</sup>; both specific to Cheshire East.

### Response to consultation issues

- 3.4.4 The Literature Review is published as an appendix to the EQIA Report, in accordance with accepted practice of EQIA reporting. It includes a level of detail that is considered inappropriate for the main body of the EQIA Report.
- 3.4.5 The length of the Literature Review is determined by the nature and scope of relevant information that has been used to inform the EQIA. The review has to include adequate detail for the reader to understand key relevant literature, but also signpost where further information can be located, where appropriate, to avoid unnecessary inclusion in the review itself.
- 3.4.6 The EQIA Report includes, in Appendix A, an updated Literature Review containing new publications and information.

## 3.5 Baseline information

### Consultation issues

- 3.5.1 Consultees stated that certain communities or facilities had been omitted from the working draft EQIA Report. The following key issues were raised:
- Ingestre with Tixall Parish Council stated that Ingestre village, Tixall village, Tixall church, Ingestre church, Home Farm, Ingestre Millennium Green, Anson Primary School and Ingestre Orangery had been excluded from the assessment in the Colwich to Yarlet area;
  - Swynnerton Parish Council and Chebsey Parish Council stated that the list of identified impacts in their respective parishes was too short and that the village of Cold Norton was omitted;
  - consultees stated that community facilities in the Yarnfield area including Westbridge Park, Mill Meece, Baden Hall, Alleynes School in Stone, Stone Dominoes and Eccleshall Football Clubs had been omitted from the assessment;
  - consultees stated that the village of Woore had been omitted from the assessment;
  - Madeley HS2 Action Group stated that the wider care facilities provided at the Madeley Centre had been omitted; and
  - Chebsey Parish Council questioned the use of nationally published statistics rather than locally collected information.

---

<sup>5</sup> Cheshire East Council (2014), *Vulnerable and Older People's Housing Strategy* <http://www.cheshireeast.gov.uk/pdf/housing/vulnerable-and-older-peoples-housing-strategy-2014.pdf> and Cheshire East Council, *Strategies for Carers in East Cheshire 2011-2015*, <http://www.southcheshireccg.nhs.uk/publication/2096-strategy-for-carers-in-east-cheshire-2011-2015>



## Response to consultation issues

- 3.5.2 Consultee information on further baseline information, including specific receptors, for inclusion in the EQIA has been considered and used to update the community baseline where applicable. The absence of identification of a receptor in the working draft EQIA report should not be taken to mean that such receptors have not been assessed.
- 3.5.3 The EQIA considers relevant evidence, including baseline data, feedback from stakeholder engagement, and published research on equality issues. This includes relevant baseline evidence at local, regional and national levels, in order to understand the needs and distributions of protected characteristic groups. This also includes the use of JSNA, where available and mid-year population estimates. While information is not always available at ward and parish level, local information has been requested in meetings with local authorities and used where appropriate. Further information on the data used to build the evidence base for the assessment is provided in the EQIA Scope and Methodology Report (SMR)<sup>6</sup>.
- 3.5.4 A review has been undertaken of the specific community facilities that consultees raised. This has informed the EQIA, and has been used to update the community profiles set out in Appendix B of the EQIA Report.
- 3.5.5 The working draft EQIA Report, that was the subject of consultation, represented a stage in the development of the Proposed Scheme. The EQIA has continued to evolve through updates to the community baseline and detailed assessment of impacts. A detailed assessment is provided in the EQIA Report.
- 3.5.6 Information provided through consultation has also been used to update the EQIA and the assessment of equality impacts.

## 3.6 The scope and methodology of the EQIA

### Consultation issues

- 3.6.1 The following key issues were raised:
- consultees questioned why the views of certain equality groups were being considered and others omitted. This related to comments that suggested specific groups, such as the elderly, had not been adequately addressed and there was inadequate detail on specific impacts in the working draft EQIA;
  - comments were made regarding the views of particular parts of the community needing to be considered and Cheshire East Council commented that the list of impacts is useful but suggested further work be undertaken to find people with protected characteristics<sup>7</sup> in the community;

---

<sup>6</sup> HS2 Ltd (2016), HS2 Phase 2a: West Midlands to Crewe EQIA Scope and Methodology Report. Available online at: <https://www.gov.uk/government/consultations/hs2-phase-two-west-midlands-to-crewe-draft-equality-impact-assessment-scope-and-methodology-report-consultation>

<sup>7</sup> Protected characteristics are those set out in EHRC (2013), *Equality Act 2010: Technical Guidance on the Public Sector Equality Duty England*.

- consultees requested further detail on the assessment of impacts and further detail was requested in relation to certain parts of the working draft EQIA, particularly around health impacts; and
- Madeley HS2 Action Group and Cheshire East Council questioned how impacts would be addressed and how mitigation would be implemented.

## **Response to consultation issues**

### *Engaging with people with protected characteristics*

- 3.6.2 Engagement was undertaken with local authorities to further identify the presence of people with protected characteristics within relevant communities. There will be an ongoing process of engagement with groups representing those with protected characteristics and with the wider community.
- 3.6.3 The development of the Proposed Scheme has also meant that certain communities are now included in the assessment of impacts that were not identified in the working draft EQIA and EIA reports. The community profiles set out in Appendix B of the EQIA Report have been updated and any equality effects for these communities are reported in the EQIA.

### *Assessment of impacts*

- 3.6.4 There is a limited range of methodological guidance available. The methodology for the EQIA is set out in the EQIA SMR and also draws on lessons learned from HS2 Phase One, as well as previous EQIAs undertaken for comparable major infrastructure projects. A consultation was held on the draft EQIA SMR between 8 March 2016 and 13 May 2016 and consultation responses to this were used to inform the development of the EQIA SMR and the methodology that was used to undertake the EQIA. Further information on the guidance used to inform the assessment is provided in the EQIA SMR.
- 3.6.5 Levels of significance are not assigned to effects. Equality effects are defined as where an impact is identified as likely to have disproportionate or differential impacts on groups of people on the grounds of their protected characteristics. The EQIA considers effects on groups of people rather than on individuals. Further information, including definitions of disproportionate and differential effects, is provided in the EQIA SMR.
- 3.6.6 The EQIA has drawn on baseline evidence and assessment from other environmental topics reported in the ES, including the health assessment, where relevant. The EQIA assesses whether any of the effects identified in the health, sound, noise and vibration, air quality, landscape and visual, socio-economic and community assessment sections of the ES could have disproportionate or differential effects on groups with protected characteristics.

### *EQIA findings and mitigation*

- 3.6.7 Mitigation is already embedded into the Proposed Scheme, with the approach to this process set out in Volume 1 of the ES<sup>8</sup> and further detailed in Volume 2 of the ES<sup>9</sup>. Where this mitigation is relevant to the EQIA, it has been referenced in the EQIA Report.
- 3.6.8 The process of review will continue to identify suitable measures to reduce, and if appropriate, mitigate impacts on people with protected characteristics. This process will be informed by ongoing engagement with stakeholders to identify the specific needs of these groups and appropriate mitigation.

---

<sup>8</sup> See ES Volume 1, Introduction to the Environmental Statement.

<sup>9</sup> See ES Volume 2, Community area reports.

## 4 Key route-wide consultation themes

### 4.1 Introduction

4.1.1 Sections 5 to 13 are structured to address key route-wide and location specific examples of equality issues, identified through analysis of consultation responses received during the Autumn 2016 consultation.

### 4.2 Consultation themes

4.2.1 The summary of key route-wide equality issues and where these are presented within the report, is set out below:

- Section 5, Construction of the Proposed Scheme;
- Section 6, Health, wellbeing and quality of life;
- Section 7, Housing and residential properties;
- Section 8, Community infrastructure and public open space;
- Section 9, Schools, educational and therapy facilities;
- Section 10, Employment and local businesses;
- Section 11, Places of worship; and
- Section 12, Road network, traffic, transport and accessibility.

4.2.2 Each section is structured to present a summary of the key issues raised by consultees with respect to route-wide community amenities, for example, places of worship. Where consultees have provided commentary on a location specific example of that amenity, such as referring to a particular place of worship, this is also identified.

4.2.3 Each section presents how consultees see those with protected characteristics as being affected either at a route-wide level or in respect of these individual locations. A summary of how the respective comments have informed the EQIA, both route-wide and with respect to individual locations, as appropriate, is provided.

4.2.4 The key issues raised by consultees are summarised and reference is made to the specific groups that may be affected, where appropriate.

## 5 Construction of the Proposed Scheme

### 5.1 Introduction

5.1.1 This section summarises issues raised by consultees in relation to the construction of the Proposed Scheme. Consultees who provided comments included: individual consultees; the Ramblers Association; Upper Moreton Rural Activities; Yarlet School; Cheshire East Council; Staffordshire local authorities<sup>10</sup>; Chebsey Parish Council; Swynnerton Parish Council; Weston and Basford Parish Council; Ingestre with Tixall Parish Council and Wybunbury Parish Council.

### 5.2 Consultation issues

5.2.1 The potential effects on people with protected characteristics from construction activity and the construction workforce was identified by consultees. Specific issues included commentary on:

- the potential danger to children from construction compounds and sites. It is suggested that robust safeguarding measures are implemented to prevent accident or injury;
- the particular impact of noise, dust and light pollution from construction activity on elderly residents;
- perceptions of potential crime and antisocial behaviour which may arise from the presence of construction workers, of particular concern to elderly residents; and
- the potential impacts of a construction workforce entering local communities.

### 5.3 Location specific consultation issues

5.3.1 Consultees identified the potential impacts on people with protected characteristics from the construction of the Stone railhead. This included comments around the disruption which construction activity would cause to residents, and also stating that there will be noise impacts from construction works on children playing in outdoor areas.

### 5.4 Responses to consultation issues

#### *Construction compounds*

5.4.1 Detailed consideration has been given to the location of proposed construction compounds. This has involved applying assessment criteria to seek to identify optimum locations for these compounds, where they do not pose a threat to the safety and amenity of local residents and communities. Further information is

---

<sup>10</sup> This was a response to the HS2 Phase 2a Working Draft EIA Report. It was prepared jointly by Staffordshire County Council, Lichfield District Council, Stafford Borough Council and Newcastle-under-Lyme Borough Council.

provided in the HS2 Ltd Information Paper<sup>11</sup>: D2 Selection of the location of construction compounds.

- 5.4.2 The draft Code of Construction Practice (CoCP)<sup>12</sup> sets out a series of proposed measures and standards of work, which will be applied by the nominated undertaker<sup>13</sup> and its contractors throughout the construction period. The draft CoCP sets out measures to ensure the safe operation of the construction compounds, including measures such as provision of fencing to prevent unauthorised access, lighting and provision of footpaths to facilitate safe access around the compounds.
- 5.4.3 Other measures which will be used, as set out in the draft CoCP, include communication initiatives for local schools to warn of the dangers of construction sites. Consultation will also be undertaken with neighbours and local crime prevention officers on site security matters to reduce and, if appropriate, mitigate potential impacts on elderly residents near construction sites.
- 5.4.4 Further information is provided in the HS2 Ltd Information Paper: D9 Worksite security.

#### *Lighting of compounds*

- 5.4.5 Lighting for construction compounds will be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, to prevent unnecessary disturbance and interference with local residents. This will apply particularly to sites where night working will be required. The contractors will develop and implement lighting controls required under the draft CoCP, as part of their environmental management systems (EMS). This will reduce impacts on all residents and where there are particular factors which need to be considered, such as impacts on older residents, these can inform the controls required.
- 5.4.6 Further information on the approach and measures to lighting of construction workites is provided in the draft CoCP.

#### *Noise and dust from construction activity*

- 5.4.7 Other impacts that may arise from construction activities, such as noise and dust, will be controlled by measures set out in the draft CoCP.
- 5.4.8 Generally, HS2 Ltd is committed to reducing impacts to communities along the route of the Proposed Scheme. The Proposed Scheme has sought to mitigate impacts to local communities through the design, assessment and development of key project strategies, including the draft CoCP.

#### *Workforce management*

- 5.4.9 The nominated undertaker and its contractors will be responsible for management of their workforce including behaviour on site. This involves overseeing workforce management and the avoidance of anti-social behaviour. Engagement will be

---

<sup>11</sup> Available at [www.gov.uk/hs2](http://www.gov.uk/hs2)

<sup>12</sup> See ES Volume 5: Appendix CT-003-000, Draft Code of Construction Practice.

<sup>13</sup> The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the railway.

undertaken with local authorities and relevant local stakeholders to communicate proposals regarding workforce numbers and their proposed accommodation.

- 5.4.10 Helplines will be provided to enable members of the public to communicate any issues during the construction period, including workforce behaviour.
- 5.4.11 Construction worker impacts on communities and community resources are considered at a route-wide level in Volume 3 of the ES<sup>14</sup> and at a local, community area level in Volume 2 of the ES. The assessment has been based on experience from other similar large projects, such as HS1 and Crossrail. It takes into account the number of workers, the type and location of accommodation, working hours, facilities provided on construction compounds and the measures contained in the draft CoCP.
- 5.4.12 Further information is provided in HS2 Ltd Information Paper: D3 Code of Construction Practice.

### *Stone railhead*

- 5.4.13 The environmental impacts associated with the Stone railhead are reported in Volume 2 of the ES. It is not anticipated that there will be any significant noise effects associated with the temporary Stone railhead, given the high existing ambient noise levels due to the proximity of the M6.
- 5.4.14 Track laying, power system and signalling installation works are also unlikely to result in significant construction noise effects, given the short duration close to any communities, and where included in the Proposed Scheme, the presence of the permanent noise fence barriers.
- 5.4.15 At night, however, the lighting associated with the Stone railhead main compound will be visible to some local residents. The measures set out in the draft CoCP will help to mitigate this effect.
- 5.4.16 In order to facilitate access to the Stone railhead, slip roads are included from the M6 northbound and southbound. These slip roads will mitigate the need for construction traffic to U-turn at the adjacent motorway junctions. The slip roads will not have a significant effect on traffic flows and delays for vehicle occupants during construction.
- 5.4.17 As set out in the draft CoCP, the nominated undertaker will work with local stakeholders to reduce disruption during construction, where reasonably practicable.
- 5.4.18 The permanent Infrastructure Maintenance Base- Rail (IMB-R) will be located on the site of the temporary railhead, following construction of the Proposed Scheme. This land will no longer be accessible to the public.
- 5.4.19 The environmental impacts associated with the IMB-R are reported in Volume 2, Community area 3 report, of the ES. With respect to noise, the assessment of operational noise and vibration, including that from the Stone IMB-R, indicates that significant direct effects on residential communities are unlikely to occur.
- 5.4.20 The ES also notes that whilst the provision of the northbound slip road to facilitate access to the Stone Railhead is temporary, this will be retained for emergency access.

---

<sup>14</sup> See ES Volume 3, Route-wide effects.

The southbound slip road will be retained to form the main permanent access to the Stone IMB-R.

- 5.4.21 Some local worker trips are likely to access the Stone IMB-R via Yarnfield Lane but as the main arrivals and departures will be outside the peak periods, the effect will not be significant. The maintenance of the Proposed Scheme will generate a limited number of vehicular trips and the effect will not be significant.



## 6 Health, wellbeing and quality of life

### 6.1 Introduction

6.1.1 This section summarises issues raised by consultees in relation to health, wellbeing and quality of life. Consultees who raised issues included: Madeley Parish Council, Upper Moreton Rural Activities; Yarlet School; Cheshire East Council; Councillor (Cllr) Janet Clowes; Public Health England; Chebsey Parish Council; Ingestre with Tixall Parish Council; Ingestre and Tixall Against HS2 Action Group and Jeremy Lefroy MP.

### 6.2 Consultation issues

6.2.1 Issues raised by consultees included:

- impacts on health and wellbeing, in particular for younger and older residents, from proximity to construction activity;
- increased stress and anxiety experienced by people with protected characteristics, in particular, elderly residents, caused by uncertainty over the Proposed Scheme and specifically issues such as property compensation, relocation of neighbours and their own relocation;
- the potential reduction in access for emergency service vehicles and to local General Practitioners (GPs) would cause stress and anxiety for the elderly and those in poor health;
- potential impacts on safety of those with protected characteristics, from construction traffic, road diversions and footpath realignments; and
- comments questioning the level of engagement with public health bodies.

### 6.3 Response to consultation issues

#### *Impacts on residents*

6.3.1 The assessment of impacts on residents from construction activity is presented in the Volume 2 community area reports in the ES. This has been used to inform the EQIA, which has considered whether there will be any disproportionate impacts on health and wellbeing for people with protected characteristics. It is recognised that for those living in proximity to construction activity, such impacts may be greater. Younger and older residents can be more susceptible to such impacts.

#### *Uncertainty related to property impacts*

6.3.2 HS2 Ltd recognises that home-owners along the route have been and will continue to be affected by the Proposed Scheme. HS2 Ltd has worked to reduce uncertainty by consulting with local communities on the announced line of the route and through the working draft EQIA and EIA Reports. It is recognised that despite these measures, there remains the potential for homeowners, including older people, to be affected by generalised blight in the period prior to, and during, construction. The health assessment recognises the potential for anxiety. Property compensation issues are considered further in Section 7.4.

- 6.3.3 Impacts on social capital through housing loss and relocation of residents, has been presented in the health assessments set out in Volume 2 and Volume 3 of the ES. The EQIA Report has further considered how people and groups with protected characteristics may be disproportionately affected by changes to community cohesion within their local community.

#### *Emergency services*

- 6.3.4 Prior to the commencement of construction works, the nominated undertaker will ensure that a route-wide traffic management plan (RTMP) is prepared, in consultation with the highway and traffic authorities and the emergency services and other relevant key stakeholders. The RTMP will include, as appropriate, the arrangements for liaison with the relevant highway authorities and emergency services, including air ambulances and protecting corridors for emergency vehicles.
- 6.3.5 Further information on liaison with the emergency service is set out in the draft CoCP.

#### *Safety, traffic and transport*

- 6.3.6 The RTMP will set out measures to ensure that the maintenance and condition of public roads, cycle paths and public rights of way (PRoW) do not deteriorate due to the construction traffic. These measures may include engagement with vulnerable road users including pedestrians, motorcyclists, cyclists and equestrians. This is intended to ensure road safety for users of all modes of transport during traffic management works and temporary traffic control measures.
- 6.3.7 Further information on measures that will be adopted to protect the safety of the public and road users during construction works is set out in the draft CoCP.
- 6.3.8 The EQIA has further considered and assessed any differential or disproportionate effects arising from traffic and transport.

#### *Engagement with public health bodies*

- 6.3.9 Engagement between HS2 Ltd and relevant public bodies and statutory organisations in relation to health, including Directors of Public Health and Public Health England, is ongoing. This includes consultation on the Proposed Scheme, which has informed the assessment in the EQIA and relevant sections of the ES.

## 7 Housing and residential properties

### 7.1 Introduction

7.1.1 This section summarises issues raised by consultees in relation to housing and residential properties. Consultees who raised issues included: the Canal & River Trust; Cheshire East Council; Staffordshire County Council; Stafford Borough Council; Ingestre with Tixall Parish Council; Ingestre and Tixall Against HS2 Action Group; Madeley HS2 Action Group and Jeremy Lefroy MP.

### 7.2 Consultation issues

7.2.1 Issues raised by consultees with regard to housing and residential properties included:

- the potential for noise, air quality and traffic impacts associated with construction on residential areas where people with protected characteristics may be living;
- the potential for isolation impacts on residential areas where people with protected characteristics may be living, including significant loss of housing and/or people leaving the area;
- the potential for the Proposed Scheme to cause loss of house value, uncertainty and difficulties in selling houses, particularly affecting people with protected characteristics;
- the potential for difficulties in accessing information associated with and using the Compensation Code and other HS2 Ltd property services for people with protected characteristics, affecting the elderly in particular, causing stress and anxiety when planning for retirement; and
- the restricted ability of older people to pay up-front legal fees before claiming these back.

### 7.3 Location specific consultation issues

7.3.1 Location specific issues included:

- consultees stated that there may be impacts on elderly residents across the South Cheshire area from construction work in the area. This includes proximity to works and compounds, use of driveways and access and loss of property value. Cheshire East Council has suggested that these properties should be purchased and compensation be provided where appropriate; and
- consultees stated that there would be impacts from construction activities, including reduced access, for properties on Chorlton Lane and Lane End Court. This location has been noted in a consultation response, as a particularly sensitive area with a high proportion of families with young people, including a household with a child with learning disabilities.

## 7.4 Response to consultation issues

### Residents

- 7.4.1 Volumes 2 and 3 of the ES identify the predicted air, noise, isolation and traffic and transport impacts of the Proposed Scheme in specific locations and at a route-wide level, during both construction and operation.
- 7.4.2 It is recognised that those with protected characteristics, such as older people, may be differentially affected by loss of housing and reduction in accessibility to community facilities, with the impacts on community cohesion and ties that this has the potential to create. It is also recognised that change generally has the potential to disproportionately affect older people.
- 7.4.3 Isolation arising from housing loss or from impacts on transport services has been considered, however, no permanent isolation effects have been reported in the ES or in the EQIA Report.
- 7.4.4 While there is potential for impacts on residents with protected characteristics, the profile of residents with protected characteristics along the route is not currently known in detail. The assistance of consultees in identifying those with protected characteristics will, therefore, help to focus future engagement and inform both communications and planning of construction activity in areas identified to have representation of this and wider protected characteristics. This includes working with stakeholders to provide continuity of transport services to reduce the potential disproportionate impact to those with protected characteristics.
- 7.4.5 During construction, engagement will be undertaken by the nominated undertaker and its contractors to identify and implement appropriate mitigation, informed by the draft CoCP, to reduce impacts experienced by residents.

### Residential properties and compensation

- 7.4.6 HS2 Ltd recognises that home-owners along the route will be affected by the Proposed Scheme. HS2 Ltd has worked to reduce uncertainty by consulting with local communities. However, notwithstanding the measures in place to reduce the impacts of the Proposed Scheme, there is a potential for home-owners to be affected by generalised blight in the period leading up to and including construction.
- 7.4.7 The Government has developed a package of non-statutory measures to address generalised blight resulting from the promotion of the Proposed Scheme. These include express purchase, a need to sell scheme, rent back and an extended homeowner protection zone, safeguarding properties where changes to the route occur. Eligibility for these depends on the location of the affected property.
- 7.4.8 Those who have a qualifying interest in land to be acquired for construction of the Proposed Scheme will be able to claim compensation in line with the provisions of the Compensation Code. Where no land is to be acquired but a right in property is taken away or interfered with, compensation may also be claimed. Compensation may also be claimed, once the Proposed Scheme is in operation, by those who have had no land acquired but can demonstrate that a reduction in the value of their land has been caused by the operation of the Proposed Scheme.

- 7.4.9 Further information on the property compensation schemes in place for HS2 Phase 2a, eligibility criteria and how consultees can discuss issues relating to compensation, is set out on the HS2 Ltd website.
- 7.4.10 Further information can be found in the HS2 Ltd Information Papers: C Series.

### **Chorlton Lane and Lane End Court**

- 7.4.11 The closure of Chorlton Lane to the north of the existing WCML is recognised as affecting residential properties in the Chorlton area. Specifically, residents of eight properties along Chorlton Lane west of the existing WCML will be required to use a permanent diversion as a result of the road closure.
- 7.4.12 These properties include Dairy Farm, two properties at New Cottages, Lane End Farm and four properties at Lane End Court. In order to travel from these properties to Chorlton village, road users will need to follow the diverted Chorlton Lane and realigned Newcastle Road before re-joining Chorlton Lane on the east side of the WCML. When compared with the existing journey length to Chorlton village, this permanent diversion will increase the length of the journey by up to 4km for these properties.
- 7.4.13 For pedestrians who are affected by the Chorlton Lane closure, a diversionary route from Chorlton Lane west of the WCML to Chorlton Lane east of the WCML will be available. The diversion will follow the diverted Chorlton Lane, the realigned Chorlton Footpath 7 via the Chorlton Footpath 7 overbridge, the diverted Chorlton Footpath 9, and diverted Chorlton Footpath 13. The diversion will increase the journey length by 1.7km, while the diversion via Newcastle Road (for the use of cyclists and equestrians), is up to 4km longer. This will result in a significant severance effect on non-motorised users of Chorlton Lane who currently travel through the existing underbridge and beyond the WCML.
- 7.4.14 During construction, engagement will be undertaken by the nominated undertaker and contractors to identify and implement appropriate mitigation where reasonably practicable, in accordance with the draft CoCP, to reduce impacts experienced by residents.

## 8 Community infrastructure and public open space

### 8.1 Introduction

8.1.1 This section summarises issues raised by consultees in relation to community infrastructure and public open spaces. Consultees who raised these issues included: Cheshire East Council; Jeremy Lefroy MP; Cllr Janet Clowes; Ingestre with Tixall Parish Council; Chebsey Parish Council; Kings Bromley Parish Council; Swynnerton Parish Council; Madeley Parish Council; Springfields First School; Yarlet School; National Trust; Public Health England; the Inland Waterways Association; the Forestry Commission; the Ramblers Association; the Cheshire and Staffordshire Wildlife Trusts; Kings Bromley Joint Action Group; Madeley HS2 Action Group; Ingestre and Tixall Against Hs2 Action Group; Maer & Aston and Whitmore Neighbourhood Development Plan; Wellbeing Park sports centre; Bromley Hayes Cattery; and Upper Moreton Farm Rural Activities.

8.1.2 Issues were also raised regarding the impact of the Proposed Scheme on the local road network and PRoW for communities. These are discussed in Section 12.

### 8.2 Consultation issues

8.2.1 Key issues raised in relation to community infrastructure and public open spaces included:

- the potential for isolation of communities, particularly affecting the elderly, causing health and wellbeing impacts;
- the potential for impacts on, and access to, community facilities and resources that may be used by groups with protected characteristics more than others, including schools, churches and riding facilities for disabled people;
- the potential for impacts on areas of open space that are used for leisure and recreational activities, including those accessible for people with protected characteristics;
- the potential for impacts on the canal infrastructure and users; and
- the potential for impacts on NHS service provision.

### 8.3 Location specific consultation issues

#### Pipe Ridware and Bentley Hall Farm (CA1)

8.3.1 Potential impacts on people with protected characteristics from the construction of the Pipe Ridware maintenance loops were identified during consultation. Consultees state that construction works associated with the Pipe Ridware maintenance loops would impact upon the access and use of this area by the community generally, but particularly for children living in this area, who may be potentially disproportionately affected.

- 8.3.2 Individual consultees noted that the loss of an area of open space near Bentley Hall Farm would also impact children who use this space for recreation.

### **Stockwell Heath and Colton (CA1)**

- 8.3.3 Consultees stated that the potential split of communities at Stockwell Heath and Colton would reduce access to services and community facilities, particularly for elderly people and school children.

### **Ingestre and Tixall (CA2)**

- 8.3.4 Ingestre with Tixall Parish Council commented that road closures and diversions could affect the workers and clients of Little Ingestre House Care Home, a residential home for the elderly.
- 8.3.5 Consultees stated that there would be a potential reduction in access to open space and recreational facilities for children and young people due to impacts on PRow, particularly bridleways in Tixall. It was also stated that access to Yarlet Wood and Ingestre Millennium Green will be reduced due to construction works in the area.
- 8.3.6 Consultees stated that the impact of road diversions and closures, coupled with construction activity in the Ingestre area, would reduce access to community facilities. It was stated that sections of the community, such as elderly residents, would be particularly affected by this.

### **Yarnfield Lane (CA3)**

- 8.3.7 Consultees stated that there would be isolation and severance impacts on elderly and disabled residents living in rural communities around Yarnfield with reduced access to services including shops, GPs and hospitals in Eccleshall, Stone and Stoke-on-Trent. It was also stated that there would be reduced access and increased journey times for elderly people using Yarnfield Village Hall. This issue was raised by both Chebsey and Swynnerton Parish Councils.
- 8.3.8 Staffordshire County Council, Stafford Borough Council and Wellbeing Park also stated that there would be reduced accessibility to Wellbeing Park, which hosts Springfield Football Academy/Stone Dominoes and Yarnfield Sports Centre due to the closure of Yarnfield Lane. It was stated that this could disproportionately impact children and young people who are the main users of these facilities.

### **Bar Hill (CA4)**

- 8.3.9 Consultees stated that there would be impacts on elderly residents at Bar Hill, Madeley from construction work in the area. This includes proximity to works and compounds, use of driveways, access and isolation and loss of property value. Madeley HS2 Action Group has suggested that these properties should be purchased and compensation provided where appropriate.

### **Blakenhall, Weston and Hough (CA5)**

- 8.3.10 Weston and Basford Parish Council and Cllr Janet Clowes stated that there would be reduced access to community facilities such as Blakenhall Community Hall, Weston Church Hall and Hough Village Hall. It was also stated that elderly residents use these

facilities more than other groups in the community and therefore they will be disproportionately affected by increased journey times.

## **8.4 Response to consultation issues**

### **Isolation and impacts to community facilities**

- 8.4.1 The design of the Proposed Scheme has sought to avoid isolation and impacts on community infrastructure and public space. Where it has not been possible to avoid such impacts, then the design has sought to reduce and mitigate such impacts, through detailed consideration of baseline information, emerging assessment findings and feedback from stakeholders. Mitigation that has been identified and incorporated into the Proposed Scheme is set out in Volume 2 of the ES.
- 8.4.2 Volume 2 of the ES reports the potential impacts on and access to community facilities and resources, as a consequence of physical, psychological and social barriers that communities could face, resulting from construction or operation of the Proposed Scheme. The community assessment has been used to inform the EQIA Report, which has considered whether there will be any differential or disproportionate impacts for people with protected characteristics.
- 8.4.3 The specific measures in the draft CoCP for the mitigation of individual noise, air quality, visual and construction traffic effects will also serve to reduce in-combination effects on community facilities, residential properties and open space.
- 8.4.4 HS2 Ltd Information Paper E22: Mitigation of Significant Community Effects on Public Open Space and Community Facilities outlines the mitigation approach to ensuring that open space and community facilities remain accessible.
- 8.4.5 Engagement with communities will remain ongoing and feedback will be used to identify further opportunities for mitigation during the undertaking of construction works.

### **NHS**

- 8.4.6 Access to services, including NHS healthcare services, is one of the key factors considered within the health impact assessment. This includes a consideration of transport routes that may be affected in the local area: principally the route between a person's home and the facility that might typically be used. The assessment of such impacts is set out in Volume 2 and Volume 3 of the ES.

### **Waterways**

- 8.4.7 The potential impacts of the Proposed Scheme on waterways have been considered and the assessment is set out in Volume 2 of the ES.

### **Pipe Ridware and Bentley Hall Farm (CA1)**

- 8.4.8 The land required for construction of the Proposed Scheme has been reduced as a result of the removal of the maintenance loops from Pipe Ridware since publication of the working draft EIA Report. The construction compound located between Bentley Hall Farm and the Proposed Scheme is no longer required, which will reduce the impacts associated with construction work at this location and reduce land required for the Proposed Scheme. This will reduce impacts on open space in this area. It is



nonetheless recognised that Bentley Hall Farm will remain significantly affected by the Proposed Scheme.

### **Stockwell Heath and Colton (CA1)**

- 8.4.9 The route of the Proposed Scheme will introduce a physical barrier between the settlements of Stockwell Heath and Colton. Construction traffic in the Stockwell Heath area will be mainly associated with the Stockwell Heath cutting satellite compound and this is expected to be operating for four years and three months starting January 2021. While a new Newlands Lane underbridge is being constructed, access to High Street for connections to Colton from the north of the village will be maintained by diversion along Moor Lane to the west then back, south of the route of the Proposed Scheme, by a new Moor Lane diversion route.
- 8.4.10 During operation, connectivity will be retained via Newlands Lane and the diverted Moor Lane, 500m south of its existing alignment, to meet Newlands Lane on the southern side of the route of the Proposed Scheme, increasing the length of journey by 170m. Moor Lane will be closed where it crosses the route of the Proposed Scheme, with a section of Moor Lane to the northern side of the route retained to allow access to properties. Connectivity between Colton and Stockwell Heath will be maintained via the Newlands Lane underbridge and the diverted Moor Lane.

### **Ingestre and Tixall (CA2)**

- 8.4.11 There are no predicted isolation effects on residents in the Ingestre and Tixall area. A temporary roundabout will be provided at the junction between Ingestre Park Road, Hoo Mill Lane, Great Haywood Road and Mill Lane during construction. The roundabout will be in place for four years and three months. The changes to the road network and the presence of additional construction vehicles using this junction are likely to cause negligible delays to journeys for residents during the construction period.

### **Yarnfield Lane (CA3)**

- 8.4.12 Since publication of the working draft EIA Report, further design work has been undertaken to allow Yarnfield Lane to remain open during construction and operation of the Proposed Scheme. The revised Yarnfield Lane realignment will cross over the M6 on the Yarnfield Lane M6 overbridge replacement, which will be built offline.
- 8.4.13 The realignment of Yarnfield Lane will result in no change to journey length and has reduced impacts on accessibility to Wellbeing Park and other community facilities in the area.

### **Bar Hill (CA4)**

- 8.4.14 The location of the construction compounds and stockpiles in proximity to Bar Hill have been revised since publication of the working draft EIA Report. It is acknowledged that construction work at this location will likely impact local residents, in particular the construction traffic associated with the compounds and stockpiles.
- 8.4.15 It is anticipated that Bar Hill will be used for construction traffic for approximately four years and six months, during which time access to properties will be maintained. Information on how access to properties, including driveways, is provided in the HS2

Ltd Information Paper D10: Maintaining access to residential and commercial property during construction.

- 8.4.16 In accordance with the draft CoCP, measures will be implemented, wherever reasonably practicable, to reduce the impacts of construction on residents of Bar Hill. The measures that will be put in place to control construction noise and vibration are set out in HS2 Ltd Information Paper E13 Control of construction noise and vibration and in the draft CoCP. Liaison with local residents will be maintained throughout the construction period to reduce disruption wherever possible in accordance with the requirements of the draft CoCP.

### **Blakenhall, Weston and Hough (CA5)**

- 8.4.17 Volume 2 of the ES reports on the traffic and transport assessment findings for key roads in the South Cheshire area. Access to community facilities will be maintained and the draft CoCP sets out measures through which local traffic management will be planned, informed by engagement with local residents and stakeholders.
- 8.4.18 Information from consultation responses regarding the use of and access to community facilities in the South Cheshire area, such as the wider social and recreational functions of various village and community halls in the area, are noted and have been used in the assessment of these community facilities in the EQIA Report.

## 9 Schools, educational and therapy facilities

### 9.1 Introduction

9.1.1 This section summarises issues raised by consultees in relation to schools, educational and therapy facilities across the route. Consultees who raised these issues included: Staffordshire County Council; Stafford Borough Council; Swynnerton Parish Council; Yarlet School; Cllr Janet Clowes; Ingestre with Tixall Parish Council; Ingestre and Tixall Against HS2 Action Group; Kings Bromley Joint Action Group; Kings Bromley Parish Council; Springfields First School and Upper Moreton Farm Rural Activities.

### 9.2 Consultation issues

9.2.1 The key general issues identified by consultees in relation to schools, educational and therapy facilities included:

- disruption to travel routes and the impact on journey times and accessibility caused by road diversions and closures;
- the impacts of construction traffic on accessibility and the safety of younger, vulnerable and disabled people travelling to and from schools and home; and
- the impact of construction on facility functioning and impacts on young, vulnerable and disabled people and teachers within facility buildings.

### 9.3 Location specific consultation issues

#### Richard Crosse Primary School (CA1)

9.3.1 Kings Bromley Parish Council and other consultees stated that if the proposed closure of Common Lane was to go ahead, HGVs and agricultural equipment used by local businesses would have to use Crawley Lane, endangering the safety of children going to/returning from the school, which is located at the end of Crawley Lane.

#### Yarlet School (CA2)

9.3.2 A consultee identified impacts on accessibility and safety of school children from proposed construction traffic. The impact of nearby construction activity, in particular noise, was identified as impacting upon the operation of the school with potential disproportionate impacts on children.

#### Weston Road High School (CA2)

9.3.3 A consultee raised the issue of disruption to school routes for children and parents, including journeys and access to Weston Road High School.

#### Upper Moreton Farm (CA2)

9.3.4 It was stated in the consultation response that the impact of construction activity on Upper Moreton Farm would result in disproportionate and differential impacts on children and people with mental health problems and emotional difficulties.

### **Yarnfield Lane (CA3)**

- 9.3.5 Consultees referred to the potential impacts of the closure of Yarnfield Lane, including isolation, reduced accessibility and noise impacts from construction for pupils, parents and staff at local schools in Stone including Alleyne's Academy, Manor Hill First School, Walton Priory Middle School, Springfields First School, Pirehill First School and an unnamed children's nursery in Yarnfield. Consultees noted that many of these schools will be expanding over the coming years.

### **Springfields First School (CA3)**

- 9.3.6 Consultees stated the closure of Yarnfield Lane could affect journey times of pupils and staff attending Springfields First School and could result in reduced accessibility at the school. Consultees also noted the school has plans to increase pupil numbers and the number of vehicles accessing the school is likely to increase. Comments stated construction traffic could reduce the safety of pupils and teachers in the absence of a traffic management plan.

### **Whitmore Heath and Madeley (CA4)**

- 9.3.7 Consultees identified the potential for disruption to access to school routes for pupils living in Whitmore Heath and attending schools in Madeley, particularly along Manor Road.

## **9.4 Response to consultation issues**

### **Avoiding, reducing and mitigating impacts on facilities**

- 9.4.1 The Proposed Scheme has been designed to avoid or reduce impacts on communities and key community facilities such as schools, educational and therapeutic facilities, during both construction and operation of the railway.
- 9.4.2 Baseline mapping identified the location of these community facilities and iterative assessment has been undertaken to inform the development of the scheme design. Engagement with individual facilities has enhanced the understanding of the potential impacts and of the opportunities to avoid, reduce and mitigate such impacts. This engagement remains ongoing.

### **Impacts on local road networks**

- 9.4.3 Reflecting consultee feedback, the scheme design was reviewed to identify where opportunities exist for realignment of road diversions and to reduce the duration of time required for key road closures through approaches such as offline construction. This will serve to reduce disruption and impacts on accessibility for young children going to/from school.
- 9.4.4 The draft CoCP includes a series of measures intended to reduce impacts from construction activities. Early engagement will be undertaken with schools, educational and therapy facilities to plan activities in their specific locations.

## Road safety

- 9.4.5 Road safety is a key consideration in highway design and is part of the transport assessment reported in Volume 2 and Volume 5<sup>15</sup> of the ES. Road safety audits will be undertaken for the realigned highways and junctions as part of the detailed design process. The draft CoCP makes further provision for measures, including engagement with vulnerable road users to ensure the safety of users of all modes of transport and construction staff during traffic management and temporary traffic control measures. This provides the opportunity to engage with stakeholders, including school heads, to understand individual school considerations or concerns around road safety and factor these into the planning of construction traffic management.

## Impacts on school activity

- 9.4.6 HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid impacts from construction or operational noise. This includes continuing engagement with such facilities to identify appropriate mitigation.
- 9.4.7 In accordance with the draft CoCP, local traffic management plans (LTMPs) will be produced, which will include as appropriate a list of roads that may be used by construction traffic in the vicinity of the site, including any restrictions to the timing of construction traffic on these routes such as the avoidance of HGVs operating adjacent to schools during drop off and pick up periods.

## Richard Crosse Primary School (CA1)

- 9.4.8 The embedded mitigation within the Proposed Scheme at this location has been redesigned since the scheme set out in the working draft EIA Report. The effect of this change has been to reduce predicted traffic on Crawley Lane, where the school is located. As set out in the draft CoCP, engagement will be undertaken with the school to identify specific considerations around road safety and factor these into planning of construction traffic management.

## Yarlet School (CA2)

- 9.4.9 Since publication of the working draft EIA Report, amendments to the Proposed Scheme design have included a reduction in the extent of works and modified access to a balancing pond, from the A34 Stone Road, south of Yarlet School, to the north of Marston Lane to reduce the disruption and impact upon Yarlet School.
- 9.4.10 Other refinements include:
- As the route passes to the south of Yarlet School, acoustic screening will be provided by the Yarlet South cutting, as a result of the cutting depth in this location. As the route continues north-west of the A34 Stone Road, the depth of the cutting is reduced, which will reduce its acoustic screening capability. To mitigate the effects here, a noise fence barrier, up to 3m in height, will be installed along the top of the northern side of the Yarlet South cutting to maintain the acoustic screening for properties in Yarlet and along the A34

---

<sup>15</sup> See ES Volume 5, Appendices

Stone Road, including Yarlet School. This noise mitigation will ensure an appropriate teaching environment is maintained; and

- areas of woodland habitat creation to the north of Yarlet South cutting will be provided for ecological enhancement and connectivity. This woodland will have the added benefit of providing visual screening to residents adjacent to the A34 Stone Road and Yarlet School, and to help integrate the Proposed Scheme into the surrounding landscape.

9.4.11 HS2 Ltd has held meetings with Yarlet School to develop a full understanding of the impact of the Proposed Scheme, the potential for equality effects and any appropriate mitigation that may be required.

### **Weston Road High School (CA2)**

9.4.12 Weston Road High School is located on Weston Road with access provided from Blackheath Lane. During the peak periods of construction of the Proposed Scheme, there will be increases in traffic that will from time to time cause additional congestion and/or increase delays for road users at the A518 Weston Road/ Blackheath Lane roundabout. The nominated undertaker will work with local stakeholders, including Weston Road High School, to identify appropriate mitigation measures to reduce impacts to the school.

### **Upper Moreton Farm (CA2)**

9.4.13 Studies completed prior to the working draft EIA Report concluded there were major constraints to changing the scheme design at this location. The horizontal alignment as it passes Upper Moreton Farm, Moreton House and Moreton Grange Farm was assessed prior to the working draft EIA Report and it was concluded that the alignment could not be changed without requiring demolition of additional properties either side of the Proposed Scheme.

9.4.14 HS2 Ltd has held meetings with representatives of Upper Moreton Farm in order to develop a full understanding of the impact of the Proposed Scheme, the potential for equality effects and any suitable mitigation that may be required.

9.4.15 There is the potential for equality effects at Upper Moreton Farm with disproportionate impacts on disabled users, school children and people with mental health issues. The EQIA Report has identified that there is the potential for loss of land, noise and visual impacts at Upper Moreton Farm to have disproportionate effects during both construction and operation of the Proposed Scheme. HS2 Ltd will continue to engage with the owners and operators of this facility to identify appropriate mitigation measures.

### **Yarnfield Lane (CA3)**

9.4.16 Since publication of the working draft EIA Report, further design work has been undertaken to allow Yarnfield Lane to remain open during construction and operation of the Proposed Scheme. The revised Yarnfield Lane realignment will cross over the M6 on Yarnfield Lane replacement overbridge, allowing Yarnfield Lane to remain open during construction with limited weekend temporary closures to facilitate specific works.

- 9.4.17 The design of temporary works will take account of the safety of non-motorised road users (NMU) and provide suitable protection and segregation from motorised users where appropriate.
- 9.4.18 These design refinements will reduce the impacts of the Proposed Scheme on accessibility to schools within the Yarnfield area.

### **Springfields First School (CA3)**

- 9.4.19 Since publication of the working draft EIA Report, further design work has been undertaken to allow Yarnfield Lane to remain open during construction and operation of the Proposed Scheme.
- 9.4.20 The realignment of Yarnfield Lane and limited weekend temporary closure to facilitate specific works will reduce impacts to the accessibility of community facilities and key amenities such as schools and shops and mitigate the loss of access between nearby communities.

### **Whitmore Heath and Madeley (CA4)**

- 9.4.21 Manor Road is expected to be used for four years and six months for construction traffic accessing the River Lea viaduct satellite compound. The impact of this has been assessed in the ES.
- 9.4.22 At Manor Road, localised diversions to facilitate the construction of the Manor Road overbridge will also be required. These are expected to be required for approximately three months during the works.
- 9.4.23 The off-line construction of the Manor Road overbridge and realignment will not affect road users other than during intermittent lane closures and overnight and weekend closures for the tie-ins with the existing road. It is not anticipated that construction activities at Manor Road will lead to isolation of residential properties at Madeley Park Wood from amenities at Madeley.
- 9.4.24 The use of site haul routes and of the borrow pit in the Proposed Scheme at this location will help to reduce the impact of construction HGV traffic on public roads including Manor Road.

## 10 Employment and local businesses

### 10.1 Introduction

10.1.1 This section summarises issues raised by consultees in relation to employment and local businesses. Consultees who raised issues relating to employment and business included Crewe Town Council; Ingestre with Tixall Parish Council; Staffordshire local authorities; Dean Lewis Estates Limited; the Inland Waterways Association; Bromley Hayes Cattery and Cllr Jeremy Pert from Staffordshire Borough Council.

### 10.2 Consultation issues

10.2.1 The key issues raised by consultees include:

- it was stated that the economic benefits that the Proposed Scheme would deliver would not be enjoyed by those with protected characteristics;
- comments questioned the extent to which economic benefits of the Proposed Scheme would be distributed throughout rural communities in Staffordshire; and
- comments questioned the extent to which HS2 Ltd will be facilitating training and apprenticeship programmes for people with protected characteristics.

### 10.3 Location specific consultation issues

10.3.1 Consultees raised issues with regard to the limited public transport services available in the Ingestre and Tixall area. Traffic and congestion associated with construction work in this area could further reduce accessibility for elderly residents to community amenities such as GPs, shops and community facilities.

### 10.4 Response to consultation issues

10.4.1 HS2 Ltd is committed to the provision of apprenticeships, training and employment opportunities<sup>16</sup> in line with its stated objective to be a catalyst for growth across Britain. Direct and indirect impacts on employment at both the community area and route-wide level are assessed in Volume 2 and Volume 3 of the ES.

10.4.2 Overall, it is estimated that the construction phase will generate the equivalent of 2,240 permanent full time construction jobs, ranging from unskilled and low skilled jobs to technical and managerial roles. A further 840 jobs could be created as a result of additional demand for goods and services, through the business supply chain and expenditure effects of workers.

10.4.3 During operation, the Proposed Scheme will create an estimated 100 direct operational jobs at the IMB-R near Stone. A further estimated 40 jobs will be created route-wide through indirect effects as a result of the operational phase of the Proposed Scheme.

---

<sup>16</sup> HS2 Ltd. Apprentices and Graduates, <http://careers.hs2.org.uk/apprentices-and-graduates/apprentices/>



- 10.4.4 HS2 Ltd is committed to providing a minimum of 2,000 apprenticeships over the lifetime of the project, across Phase One and Phase Two. These apprenticeships will be principally delivered through the supply chain, offering a diversity of services and opportunities for individuals. These opportunities will be open to residents across the Staffordshire region and beyond. This includes opportunities for those with protected characteristics.
- 10.4.5 HS2 Ltd is a committed equal opportunity employer and responsibilities under the Equality Act and the HS2 Ltd Equality, Diversity and Inclusion Policy<sup>17</sup> affirms HS2 Ltd's commitment to making opportunities accessible to all.
- 10.4.6 Training will be delivered through the National College for High Speed Rail, applications for which can be registered at the College website<sup>18</sup>. Applications are open to all and in accordance with the HS2 Ltd EDI Policy. Training will be inclusive in approach and accessible to those with protected characteristics.

---

<sup>17</sup> HS2 Ltd. *Equality, Diversity and Inclusion Policy*; November 2015, <https://www.gov.uk/government/publications/hs2-equality-diversity-and-inclusion-policy>

<sup>18</sup> National College for High Speed Rail, <http://nchr.ac.uk/>

# 11 Places of worship

## 11.1 Introduction

11.1.1 This section summarises issues raised by consultees in relation to places of worship. Consultees who raised issues relating to places of worship included: the Church Buildings Council, the Commonwealth War Graves Commission; Ingestre and Tixall Against HS2 Action Group; Parochial Church Councils and Benefice (group) Council and St. Mary's Church, Swynnerton.

## 11.2 Consultation issues

11.2.1 The key issues raised by consultees include:

- The Church Buildings Council detailed Anglican churches which may be affected by the Proposed Scheme. It was noted these churches could become unusable, could experience structural damage, their status as listed buildings may be impacted where appropriate, or the churches could be affected by changes to local communities resulting from the construction and operation of the Proposed Scheme;
- attendants at churches included in the Parochial Church Councils and Benefice (group) Council noted potential disruption to religious ceremonies from construction activity. It is stated that this would increase running costs for the churches and impact upon the functioning of parishes due to road closures and diversions; and
- the Commonwealth War Graves Commission identified the need to protect both the remains and setting of war graves in the graveyards of churches within proximity to the land required for construction of the Proposed Scheme. It was also stated that commemorative events should not be affected by construction activity in forthcoming years.

## 11.3 Location specific consultation issues

- The Church Buildings Council cited five Anglican churches that it stated may be impacted by the Proposed Scheme: St Mary the Virgin at Pipe Ridware (taken to be St James Church, Pipe Ridware); St Mary the Virgin at Ingestre; St Peter at Hopton; St Leonards at Marston; and St Mary at Swynnerton;
- individual consultees and Ingestre and Tixall Against HS2 Action Group commented that the Church of St. Mary the Virgin, Ingestre may be damaged during construction and that the church may lose income as people are no longer able to access the site;
- impacts on access and amenity of churches in the area including St Leonards (Marston) and All Saints (Hopton) due to the Proposed Scheme. Consultees stated that reduced access to these churches will disproportionately impact on elderly residents;
- the closure of Yarnfield Lane (CA3) was identified by consultees as impacting upon accessibility to St. Mary's Church, Swynnerton for elderly parishioners

who use Yarnfield Lane. This issue was raised by the Parochial Church Council of St. Mary's Church Swynnerton; and

- the Commonwealth War Graves Commission identified three cemeteries in Staffordshire along the route which they noted could be affected by construction activity: Madeley (All Saints) New Churchyard, Madeley (All Saints) Churchyard and Ingestre (St Mary) Churchyard.

## **11.4 Response to consultation issues**

- 11.4.1 HS2 Ltd recognises the importance of religious establishments both to individuals and the wider community.
- 11.4.2 Survey work has been undertaken to identify religious establishments and places of worship that may potentially be affected by the Proposed Scheme. In discussion with the representatives of these places of worship, mitigation measures have been identified, which would include noise insulation where appropriate.
- 11.4.3 Impacts to the communities within which churches are located, are reported in Volume 2 of the ES. A cultural heritage assessment has also been undertaken and is set out in Volume 2 of the ES. Where the assessment has identified impacts or effects to specific churches, these are listed below.
- 11.4.4 Engagement remains ongoing and the draft CoCP notes the importance of this dialogue to informing detailed planning of construction activity, including traffic management plans, in order to protect the uses of both the buildings and their surroundings.
- 11.4.5 The nominated undertaker and its contractors will engage with transport service providers to seek to ensure continuity and access to places of worship, to reduce any potential disproportionate impact being experienced by those with protected characteristics, in particular the older people identified in consultee responses.

### **St James Church, Pipe Ridware (CA1)**

- 11.4.6 The former St James Church, Pipe Ridware was delisted during the 1980s and is no longer a functioning church. The Proposed Scheme is predicted to result in a significant adverse impact, as a result of noise, during construction and operation. Effects resulting from vibration have been assessed and determined not to present a risk to the structure of the building.

### **Church of St. Mary the Virgin, Ingestre (CA2)**

- 11.4.7 The ES reports that visual effects resulting from construction and operation of the Proposed Scheme will not be significant, as views of the Proposed Scheme are limited and distant and do not, therefore, impact on setting. Effects resulting from noise have been assessed as not significant, as levels will not adversely impact the amenity value of the church or churchyard.

### **St Leonards Church, Marston (CA2)**

- 11.4.8 A non-significant temporary effect on St Leonards Church is predicted during construction as a result of noise and visual intrusion into its setting. No visual or physical effects (such as those resulting from vibration) on St Leonards Church or its

churchyard are predicted during construction or operation. A significant noise effect is, however, reported in the ES during operation of the Proposed Scheme. This noise effect will permanently affect the amenity value of the churchyard during operation of the Proposed Scheme. This effect has the potential to result in disproportionate or differential effects on church users. HS2 Ltd will seek reasonably practicable measures to further reduce or avoid noise effects on users of the church.

### **St Peter's Church, Hopton (CA2)**

- 11.4.9 St Peters Church comprises a brick built building with no associated churchyard. No significant effects are predicted as a result of the construction or operation of the Proposed Scheme. This is as a result of the orientation of the church; away from the alignment of the Proposed Scheme, and the fact that the church is screened from the Proposed Scheme by intermediate buildings. In addition, mitigation measures for the operational phase, including fencing, will reduce further the non-significant effects resulting from noise. No visual or physical effects (such as those resulting from vibration) on St Peter's Church or its churchyard are predicted during construction or operation.

### **Ingestre (St Mary) Churchyard (CA2)**

- 11.4.10 No significant effects from sound, noise and vibration at Ingestre (St Mary) Churchyard are reported in the ES. The graves and their setting will, therefore, be protected.

### **Yarnfield Lane and St Mary's Church, Swynnerton (CA3)**

- 11.4.11 No effects are predicted on St Marys, Swynnerton as a result of the construction or operation of the Proposed Scheme. Temporary effects resulting from road improvement works would result in temporary noise and visual intrusion into the setting of the church; these effects have not been assessed as significant. The Proposed Scheme is screened from St Marys Church by dense woodland and would not be visible during either the construction or operational phases. As a result, no significant effects on the church or its setting are predicted.

### **Madeley Cemetery (CA4)**

- 11.4.12 The ES reports that there will be significant noise effects, during both construction and operation at Madeley Cemetery near Hey House. Details of this assessment are provided in Volume 2 of the ES.

### **Madeley (All Saints) Churchyard (CA4)**

- 11.4.13 No significant effect from sound, noise and vibration at Madeley (All Saints) Churchyard is reported in the ES. The graves and their setting will, therefore, be protected.

## 12 Road network, traffic, transport and accessibility

### 12.1 Introduction

12.1.1 This section summarises the key issues raised by consultees in relation to the road network, traffic, transport and accessibility. Consultees who raised issues included:

- local authorities, governance representatives and health bodies including: Cheshire East Council; Stone Town Council; Stafford Borough Council; Staffordshire County Council; Jeremy Lefroy MP; Cllr Janet Clowes and Public Health England;
- parish councils including: Hough and Chorlton Parish Council; Hopton and Colton Parish Council; Ingestre with Tixall Parish Council; Hough and Chorlton Parish Council; Chebsey Parish Council; Swynnerton Parish Council; Whitmore Parish Council; Maer and Aston Parish Council and Madeley Parish Council; and
- interest and local community groups and facilities including: the Canal & River Trust; Kings Bromley Joint Action Group; Madeley HS2 Action Group; Ingestre and Tixall Against Hs2 Action Group; Manor Road HS2 Action Group and Parochial Church Councils and Benefice (group) Council of Great Haywood, Colwich, Colton, Blithfield and Abbots Bromley and Yarlet School.

### 12.2 Consultation issues

12.2.1 The key issues raised in relation to the road network and PRow include:

- the potential for reduced access for groups with protected characteristics to activities and areas;
- comments that key transport routes were being closed or affected, including school and public transport routes as well as bus stops that are predominantly used by groups with protected characteristics;
- issues with regard to the reduced access to PRow for groups with protected characteristics as well as a lack of footpaths and lighting on diverted PRow;
- issues with regard to equestrian use of PRow being affected by road closures and diversions; and
- the potential for emergency service routes and routes connecting communities to other medical facilities to be disrupted, with elderly populations disproportionately affected.

12.2.2 Issues were also raised regarding impact of traffic routes on access to community, and recreational facilities. These have been discussed in Section 8 and are, therefore, not repeated here.

## 12.3 Location specific consultation issues

### Fradley to Colton (CA1)

- 12.3.1 Closures, diversions and delays on roads were identified by consultees as having the potential to cause disproportionate or differential impacts on groups with protected characteristics, in particular, younger and older people. The identified roads included: the B5014 Uttoxeter Road, the B5013 Uttoxeter Road, Blithbury Road, the A51 Lichfield Road, Common Lane, Newlands Lane and Crawley Lane.
- 12.3.2 Issues were raised with regard to accessibility for young people, the elderly and disabled people using PRoW across the Fradley to Colton area. The Rugeley to Colton Circular Walk was also identified in responses.

### Colwich to Yarlet (CA2)

- 12.3.3 Closures, diversions or delays on the following roads were identified by consultees as having the potential to cause disproportionate or differential impacts on groups with protected characteristics: Hoo Mill Lane, Mount Edge, the B5066 Sandon Road, the A34 Stone Road, Spode Avenue, Tixall Road, Marston Lane, Trent Walk, the A518 Weston Road, the A513 Beaconside and Ingestre Park Road.
- 12.3.4 Issues raised with regard to the potential impact on groups with protected characteristics affected by activity on these roads, included:
- isolation of elderly residents in Marston, Hopton, Ingestre, Tixall and along Hoo Mill Lane potentially resulting in increased anxiety and stress. Consultees stated that these residents are dependent on local transport networks, which may be disrupted during construction;
  - Ingestre with Tixall Parish Council stated that access to outdoor spaces and recreational facilities for children in Ingestre and living on Hoo Mill Lane would be affected by construction activities and diversions which impact local roads;
  - Ingestre with Tixall Parish Council stated that routes used by the Riding for the Disabled Association would be affected by construction activities. The routes were not specified;
  - insufficient lighting, drainage and footpaths on new roads in the Hopton area, specifically at bus stops at Mount Edge. Consultees stated that this may impact upon the safety of children in the locality that use this road; and
  - disruption for NMU due to impacts on PRoW, particularly bridleways in Tixall.

### Stone and Swynnerton (CA3)

- 12.3.5 Issues were raised by consultees in regard to the potential impact on groups with protected characteristics affected by activity on Yarnfield Lane. This included increased journey time and reduced access as a result of road closure and diversions.

### Whitmore Heath to Madeley (CA4)

- 12.3.6 Closures, diversions or delays on the following routes were identified by consultees as having the potential to cause disproportionate or differential impacts on groups with

protected characteristics: the M6, the A53 Newcastle Road, Snape Hall Road, the A525 Bar Hill Road, the A51 Lichfield Road, Common Lane, School Lane, Appleton Drive, Heath Road, Dab Green, Three Mile Lane and Manor Road.

12.3.7 Issues raised with regard to the potential impact on groups with protected characteristics affected by activity on these roads, included:

- isolation issues and reduced accessibility for elderly residents in Baldwin's Gate, Whitmore Heath and Madeley. Consultees stated that this will cause stress and anxiety as access to GP surgeries, dentists and pharmacies in Madeley will be reduced; and
- disruption to walking routes around Baldwin's Gate and Whitmore Heath. Connectivity and isolation issues for elderly residents have been identified as well as the potential impacts on health and wellbeing from reduced physical activity.

### South Cheshire (CA5)

12.3.8 Closures, diversions or delays on the following routes were identified by consultees as having the potential to cause disproportionate or differential impacts on groups with protected characteristics included: Chorlton Lane, the A531 Newcastle Road, the A500 Shavington Bypass, Casey Lane, Mill Lane, Den Lane and Weston Lane.

12.3.9 Issues raised with regard to potential impacts on groups with protected characteristics associated with activity on these roads, included:

- isolation issues for elderly residents in Chorlton, Basford and Weston due to closures, diversions and delays along routes in these areas, reducing access to services and potentially causing stress and anxiety. This issue has been raised by Weston and Basford Parish Council and Cheshire East Council;
- it was commented that the community of Wybunbury would be disproportionately affected by road closures and diversions due to the high number of elderly residents here being dependent on cars for access to services, potentially causing stress and anxiety; and
- impact on vulnerable pedestrians' ability to cross the road safely in Betley due to construction activities.

## 12.4 Response to consultation issues

12.4.1 The Proposed Scheme has been designed to avoid or reduce impacts on the road network and PRow, including footpaths, bridleways and cycle paths. A detailed assessment has been undertaken of the impacts of the Proposed Scheme on the road network and on both motorised and NMU, including equestrian and pedestrian users. This assessment is reported in Volumes 2 and 5 of the ES.

12.4.2 On the basis of this assessment and reflecting consultee responses changes have been made to the design of the Proposed Scheme presented in the working draft EIA Report. These changes include reviewing and where appropriate, making further refinements to road and footpath realignments.

- 12.4.3 The ES identifies that diversions, realignments and closures of roads have the potential to increase journey time and accessibility for both motorised users and NMU. The EQIA Report further recognises that this may create potential disproportionate impacts on those with protected characteristics, including younger, older and disabled people.
- 12.4.4 HS2 Ltd Phase 2a Information Paper E3: Management of Traffic during Construction outlines the framework for the control and management of matters that will affect the road network, such as construction traffic and temporary measures affecting traffic that will be necessary during construction of the Proposed Scheme.
- 12.4.5 The draft CoCP sets out various mitigation measures to reduce the impact of construction traffic for all road users, including younger and older people. Where reasonably practicable, PRow, including diversions, will be maintained for pedestrians, cyclists and equestrians affected by the Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access.
- 12.4.6 Inclusive access, including for people with reduced mobility, will also be maintained to services and buildings where this has been temporarily disrupted during the work, as far as is reasonably practicable.
- 12.4.7 Where the normal means of access has to be diverted or blocked off, alternative safe routes for persons with restricted mobility will be identified, taking into account existing hazards and obstructions such as pavement kerbs and street lighting columns. Safe access and adequate lighting of such diverted routes will be provided.

### Emergency services

- 12.4.8 The nominated undertaker will be responsible for undertaking ongoing engagement with the emergency services to identify key routes used by those services and how to reduce impacts on these during construction.

### Key local roads (CA1)

- 12.4.9 Changes have been made to the Proposed Scheme described in the working draft EIA Report, to provide for enhanced accessibility for residents and the wider community. This includes realignment of footpaths, as set out below, to provide more direct pedestrian access and a reduction in the impacts identified by consultees.
- 12.4.10 Although Blithbury Road and the B5014 Uttoxeter Road will remain as construction routes in the Proposed Scheme, some refinements have been made to the agricultural access and diversions of these roads, as well as improvements to the B5014 Uttoxeter Road / Blithbury Road junction to assist traffic turning between the two routes (and hence avoiding the village centre), and localised improvements along them to accommodate heavier traffic, all of which will help to reduce the impacts of construction traffic through Blithbury.
- 12.4.11 Realignment of Kings Bromley Footpath 12 around the Kings Bromley viaduct piers, will address issues raised with respect to use of PRow. Access will be maintained to properties along the A515 Lichfield Road during construction, in line with the revised road layout and local residents will be informed of changes as appropriate.
- 12.4.12 Where the route of the Proposed Scheme intersects Common Lane (South) access to properties to the north and south of the route will be retained via diverted traffic



routes along Crawley Lane and the A515 Lichfield Road. Access during construction will be maintained in line with the revised road layout and local residents will be informed of changes as appropriate. Liaison with local residents will be maintained throughout the construction period to reduce disruption wherever possible in accordance with the requirements of the draft CoCP.

- 12.4.13 General traffic, pedestrians, cyclists and equestrians travelling between the A515 Lichfield Road and Common Lane (South) on the northern side of the route, will need to be diverted in the Proposed Scheme. It is acknowledged that NMU will be also be affected by the permanent closure of the section of Common Lane (South) which intersects the Proposed Scheme. Journey lengths for NMU may be increased by up to 2.5km.
- 12.4.14 During construction of the Newlands Lane underbridge, access to High Street (for connections to Colton) from the north of the village will be maintained via a diverted Moor Lane to the west, then back (south of the route of the Proposed Scheme) by a new Moor Lane diversion route. During operation connectivity between Colton and Stockwell Heath will be maintained via the Newlands Lane underbridge and the diverted Moor Lane.

### Key local roads (CA2)

- 12.4.15 Changes have been made to a number of key roads within the Colwich to Yarlet area. These changes reflect consultee issues regarding impacts on accessibility and isolation and will benefit residents and road users, including those with protected characteristics. Examples of these changes are set out below.
- 12.4.16 Since publication of the working draft EIA Report, the Hopton and Coton new footpath overbridge has been introduced provide a new pedestrian route between Mount Edge and Hopton Lane. This will provide a more direct route between Hopton village, from the diverted Hopton Lane to the north-east of the Proposed Scheme to the existing Hopton Lane at Mount Edge to the south-west.
- 12.4.17 The Hopton and Coton new footpath overbridge will be brought into use before the closure of Hopton Lane. Where necessary, temporary pedestrian diversions will be provided, therefore, maintaining access from north of the Proposed Scheme to the school pick up point at Mount Edge. All work areas will be fully fenced as required in the draft CoCP and safe access to dwellings, bus stops and pick-up points will be provided during construction. It is anticipated that school children on the north side of the Proposed Scheme will be able to access the bus stop via the Hopton and Coton new footpath overbridge.
- 12.4.18 Hoo Mill Lane will be diverted over a distance of approximately 100m, just north of its existing alignment. The road will join Ingestre Park Road and maintain access to properties along Hoo Mill Lane. For the construction period, a temporary roundabout will be provided at the junction of Hoo Mill Lane and Ingestre Park Road to manage construction and residential traffic. The changes to the road network at the junction of Hoo Mill Lane and Ingestre Park Road and the presence of additional construction vehicles using this junction are not likely to cause substantial disruption or delays to journeys for residents during the construction period. Access to recreational and sporting amenities will be maintained.

- 12.4.19 There are no predicted isolation effects on residents in the communities of Marston, Hopton, Ingestre, Tixall and along Hoo Mill Lane set out in the ES. The EQIA also reports no differential or disproportionate effect on elderly residents.

### **Key local roads (CA3)**

- 12.4.20 Since publication of the working draft EIA Report, further design work has been undertaken to allow Yarnfield Lane to remain open during construction and operation of the Proposed Scheme. The revised Yarnfield Lane realignment will cross over the M6 on the Yarnfield Lane M6 overbridge replacement, which will be built offline.
- 12.4.21 During construction, temporary closures of Yarnfield Lane will be required for short durations to allow for the construction of connections to either end of the Yarnfield Lane realignment works, requiring two weekend closures to complete within a period of three months.
- 12.4.22 Temporary restrictions will also be required on Yarnfield Lane for the construction of a temporary construction access roundabout to the north-east of the route of the Proposed Scheme, which will take three months to complete.
- 12.4.23 New temporary northbound and permanent southbound accesses off the M6, located to the north of the existing Norton Bridge to Stone Railway, will be constructed as part of the Proposed Scheme to aid the construction of the Stone railhead and the Stone IMB-R. Both junctions will be open to the emergency services and Highways England vehicles, with the temporary northbound junction being converted to a permanent emergency access junction once construction is complete. The southbound junction will be permanent and will facilitate access to the Stone IMB-R during the operation phase. There will be no change to journey length as a result of the realignment of Yarnfield Lane and therefore no impact to access for emergency services.

### **Key local roads (CA4)**

- 12.4.24 Changes have been made to a number of key roads within the Whitmore Heath to Madeley area. These changes reflect consultee issues regarding impacts on accessibility and isolation and will benefit residents and road users, including those with protected characteristics. Examples of these changes are set out below.
- 12.4.25 A temporary diversion will be provided while the realignment of the A53 Newcastle Road is constructed. The temporary diversion will be adjacent to the existing alignment and is expected to be in use for approximately one year and nine months. It will serve to maintain access to key community facilities in the area during construction of the realignment of the A53 Newcastle Road. This will not create significant traffic or severance effects.
- 12.4.26 Since publication of the working draft EIA Report, changes have been made to the scheme at Snape Hall Road. A section of Snape Hall Road will be closed resulting in a diversion up to 950m for non-motorised users. This closure is not expected to have a significant effect on motorised users.
- 12.4.27 Information from consultation responses regarding the use of and access to community facilities and services in the Whitmore Heath to Madeley area, such as

reliance on Madeley village for medical services in the locality, are noted and have informed the consideration of these community facilities in the EQIA.

### Key local roads (CA5)

- 12.4.28 Changes have been made to a number of key roads within the South Cheshire area. These changes reflect consultee issues regarding impacts on accessibility and isolation, and will benefit residents and road users, including those with protected characteristics. Examples of these changes are set out below.
- 12.4.29 Relocation of the Crewe Infrastructure Maintenance Depot (IMD) to Stone in the form of the IMB-R and the extension of the Crewe tunnel southward, compared to the design presented within the working draft EIA Report, has subsequently avoided the need to reconstruct a number of highways such as the A500 Shavington Bypass overbridge, Weston Lane overbridge, Casey Lane, Newcastle Road, Croatia Mill Road and Crewe Road.
- 12.4.30 Chorlton Lane will remain permanently closed to the east of the WCML. The diverted Chorlton Lane will head northwards before joining the existing Newcastle Road. This road diversion will maintain accessibility to residential properties on Chorlton Lane located west of the WCML.
- 12.4.31 The proposed Newcastle Road realignment has been retained, but reflecting consultee concerns, an offline realignment of the Newcastle Road is now proposed in order to maintain the transport connectivity during construction works.
- 12.4.32 Reconstruction of the Den Lane overbridge, which crosses the WCML, is no longer required as a result of further studies to optimise the connection of the Proposed Scheme to the existing WCML.
- 12.4.33 Information from consultation responses regarding the use of and access to community facilities in the South Cheshire area, such as the wider social and recreational functions of various village and community halls in the area, are noted and have informed the consideration of these community facilities in the EQIA.

# 13 Concluding comments

## HS2 Ltd EQIA consultation

- 13.1.1 The EQIA Report will be made available by HS2 Ltd for public consultation. Responses received will be used to support HS2 Ltd in active fulfilment of its PSED. Responses will also inform HS2 Ltd's ongoing consideration of equality issues and addressed through the further design stages, the planning and delivery of construction and during the operation of the Proposed Scheme.
- 13.1.2 HS2 Ltd is continuing to engage with stakeholders, which will continue to inform the assessment of the potential disproportionate and differential impacts on groups with protected characteristics arising from the Proposed Scheme. This will include meetings with local authorities and other stakeholders and this feedback will be used to inform further opportunities for mitigation.
- 13.1.3 Where the need arises, HS2 Ltd has taken and will continue to take specialist advice to explore and determine appropriate measures to mitigate effects on groups with protected characteristics.

## 14 References

Department for Transport (2015), *High Speed Two: East and West, The next steps to Crewe and beyond*. Available online at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/480712/hs2-east-and-west.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/480712/hs2-east-and-west.pdf)

Cheshire East Council (2014), *Vulnerable and Older People's Housing Strategy*. Available online at:

<http://www.cheshireeast.gov.uk/pdf/housing/vulnerable-and-older-peoples-housing-strategy-2014.pdf>

Cheshire East Council (2011), *Strategies for Carers in East Cheshire 2011-2015*. Available online at:

<http://www.southcheshireccg.nhs.uk/publication/2096-strategy-for-carers-in-east-cheshire-2011-2015>

EHRC (2013), *Equality Act 2010: Technical Guidance on the Public Sector Equality Duty: England*. Available online at:

[https://www.equalityhumanrights.com/sites/default/files/technical\\_guidance\\_on\\_the\\_psed\\_engl\\_and.pdf](https://www.equalityhumanrights.com/sites/default/files/technical_guidance_on_the_psed_engl_and.pdf)

HS2 Ltd (2017), High Speed Rail (West Midlands - Crewe) Environmental Statement. Available online at: [www.gov.uk/HS2](http://www.gov.uk/HS2).

HS2 Ltd (2017), High Speed Rail (West Midlands - Crewe) Bill. Available online at:

[www.gov.uk/HS2](http://www.gov.uk/HS2).

HS2 Ltd (2017), High Speed Rail (West Midlands-Crewe) Equality Impact Assessment Report.

Available online at: [www.gov.uk/HS2](http://www.gov.uk/HS2).

HS2 Ltd, *Apprentices and Graduates*. Available online at: <http://careers.hs2.org.uk/apprentices-and-graduates/apprentices/>

HS2 Ltd (2015), *Equality, Diversity and Inclusion Policy, November 2015*. Available online at:

<https://www.gov.uk/government/publications/hs2-equality-diversity-and-inclusion-policy>

HS2 Ltd (2017), High Speed Rail (West Midlands – Crewe) Information papers. Available online at:

[www.gov.uk/hs2](http://www.gov.uk/hs2)

National College for High Speed Rail. Available online at: <http://nchsr.ac.uk/>

## Glossary of terms

Term	Definition
Baseline	Existing environmental conditions present on, or near a site, against which future changes can be measured or predicted.
Borrow pit	Areas excavated to provide material for construction purposes.
Code of Construction Practice	A document setting out the measures and standards to which a developer or contractor must adhere in order to provide effective planning, management and control of potential impacts on individuals, communities and the environment during construction.
community area	Defined areas along the proposed HS2 Phase 2a route (e.g. South Cheshire community area). They are used as a geographical basis for reporting local community and environmental impacts and effects in the environmental statement.
Compensation Code	The collective term for the principles derived from both statute and case law, relating to compensation for compulsory acquisition. It ensures that when land is needed to build an infrastructure project, the owners receive compensation to help them to move house or to relocate a business. The code also ensures that those who experience, physical effects from a scheme once it is in operation, for example vibration or noise, are entitled to compensation.
Cutting	A linear excavation of soil or rock to make way for a new railway or road. Cuttings help reduce the noise and/or visual impact of passing trains or road vehicles.
diversion	Used to refer to a change to the route or direction of a road due to the location of the route of the Proposed Scheme. (See also: 'realignment'.)
East Coast Main Line	The existing rail route connecting London King's Cross, Peterborough, Doncaster, Wakefield, Leeds, York, Darlington, Newcastle, Edinburgh and Aberdeen.
Effect	Used throughout this report to refer to the consequence of an impact to the receiving environment (see also: 'impact')
Environmental impact assessment	A process of systematically assessing the likely environmental effects of proposed development projects. EIA is a legal requirement for certain public and private projects in EU countries under Directive 2014/52/EU.
Environmental statement	A suite of documents produced as part of an environmental impact assessment. It must include all information that is reasonably required to assess the likely significant environmental effects of a proposed development.
Full-time equivalent (employment)	Combines full- and part-time employment to provide a standard measure of employment by working week. Someone who works 2.5 days a week, for instance, would be counted as 0.5 full-time equivalent.
High Speed Two	Proposed high speed rail line between London and the West Midlands (Phase One) and on to Manchester and Leeds (Phase Two). Phase 2a is the section between the West Midlands and Crewe.

Term	Definition
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.
Infrastructure maintenance depot	A facility providing logistical support for the maintenance and repair of the HS2 railway track and associated infrastructure (excluding trains).
Impact	Used throughout this report to refer to changes to the environment that have the potential to occur as a result of the construction and/or operation of the Proposed Scheme.
Isolation (community and socio-economic)	Physical and psychological barriers faced by users in accessing socio-economic and community resources, which may affect their tendency to use them.
maintenance loop	<p>Additional track that runs for a short distance alongside the main HS2 rail line, and can be used for the storage of maintenance trains during operation. They also provide a safe stopping location for any HS2 train that develops a fault.</p> <p>Maintenance loops were originally proposed at Pipe Ridware as part of the scheme assessed in the working draft Environmental Impact Assessment Report. As the infrastructure maintenance depot previously proposed at Crewe is now proposed to be located near Stone on the site of the construction railhead, in the form of the Stone IMB-R, maintenance loops are no longer required.</p>
mitigation	The proposed means to avoid, prevent or reduce the likely adverse effects on the environment.
Nominated undertaker	The body or bodies appointed to implement the powers of the hybrid Bill to construct and maintain the Proposed Scheme.
Overbridge	A bridge crossing over a transport corridor such as a railway line.
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. 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 Phase One 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.
Phase 2a	The section of the Phase Two route between the West Midlands and Crewe. It will include a connection with Phase One at Fradley, to the north-east of Lichfield, and a connection with the West Coast Main Line (WCML) south of Crewe.
Proposed Scheme	Proposed high speed rail line between the West Midlands and Crewe (i.e. Phase 2a of HS2).
Protected characteristic groups	Groups identified in the Equality Act 2010 as sharing a particular characteristic against whom it is illegal to discriminate.

Term	Definition
Public right(s) of way	A highway where the public has the right to walk; and, depending on its class, use for other modes of travel. It can be a footpath (used for walking only), a bridleway (used for walking, riding a horse and cycling), a restricted byway (as a bridleway, but use by non-motorised vehicles also permitted) or a byway that is open to all traffic (include motor vehicles).
Realignment	Used to refer to a slight change to the route or direction of a road due to the location of the route of the Proposed Scheme. (See also: 'diversion'.)
Receptor	A component of the natural or built environment (such as a human being, water, air, a building or a species) affected by an impact of the construction and/or operation of a proposed development.
Royal Assent	The final step required for any parliamentary Bill to become law.
site haul route	Temporary roads provided within the area of land required for construction to allow for the movement of construction material, construction machinery and/or construction workers between the construction compounds and work sites.
Underbridge	A bridge crossing under a transport corridor such as a railway line.
Viaduct	A type of bridge composed of a series of spans, used to carry roads and railways across valleys or other infrastructure.
West Coast Main Line	Inter-urban rail line connecting London, Birmingham, Manchester, Liverpool and Glasgow.



## List of abbreviations

Abbreviation	Meaning
CA	Community Area
Cllr	Councillor
CoCP	Code of Construction Practice
CSR	Consultation Summary Report
DbyD	Dialogue by Design
DfT	Department for Transport
EDI	Equality, Diversity and Inclusion
EIA	Environmental Impact Assessment
EMS	Environmental Management System
ES	Environmental Statement
EQIA	Equality Impact Assessment
GP	General Practitioner
HGVs	Heavy Goods Vehicles
HS2	High Speed Two
HS2 Ltd	High Speed Two Limited
IMB-R	Infrastructure Maintenance Base- Rail
IMD	Infrastructure Maintenance Depot
JSNA	Joint Strategic Needs Assessment
Km	kilometre
Kph	kilometres per hour
LTMP	Local Traffic Management Plan
M	metre
MP	Member of Parliament

Abbreviation	Meaning
Mph	metres per hour
NHS	National Health Service
NMU	Non-motorised user
NTS	Non-Technical Summary
PRoW	Public Right(s) of Way
PSED	Public Sector Equality Duty
RTMP	Route Wide Traffic Management Plan
SMR	Scope and Methodology Report
WCML	West Coast Main Line

High Speed Two (HS2) Limited  
Two Snowhill  
Snow Hill Queensway  
Birmingham B4 6GA

08081 434 434  
[HS2Enquiries@hs2.org.uk](mailto:HS2Enquiries@hs2.org.uk)