

High Speed Rail (Crewe – Manchester)

Equality Impact Assessment

Summary document

HS2

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Summary report



Department for Transport

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

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1 What is the HS2 equality impact assessment (EQIA) about?

1.1 Purpose of this document

- 1.1.1 HS2 Ltd is an organisation set up by the Government to develop, build and operate High Speed Two (HS2), a national high-speed railway to connect major cities in Britain. HS2 Ltd has undertaken an Equality Impact Assessment (EQIA) of the HS2 Phase 2b Western Leg, referred to as 'the Proposed Scheme', which can be found in an EQIA Report at www.gov.uk/hs2. The purpose of this document is to provide a shorter and accessible summary of the EQIA report, using non-technical language and to help inform your responses to the consultation on the EQIA.

1.2 What is High Speed Two?

- 1.2.1 HS2 is a new high speed railway proposed by the Government to connect major cities in Britain. London, Birmingham, Manchester and cities in the Midlands, the North and Scotland will be served by high speed trains running at speeds of up to 360kph (225mph). You can see a map of the HS2 network and Crewe Northern Connection in Figure 1.
- 1.2.2 HS2 will be built in phases. Phase One, which will run between London and Birmingham, is currently being constructed. Phase 2a, which will run between the West Midlands and Crewe, has been approved by Parliament. HS2 Ltd is now seeking approval from Parliament for the Phase 2b Western Leg, which will run between Crewe and Manchester, with connections onto the West Coast Main Line and provision for connections to future Northern Powerhouse Rail services. The Proposed Scheme will also include some works beyond the route to enable its operation (referred to as 'off-route works'). Construction is expected to commence in 2025, and operation of the railway is planned to start in 2038.

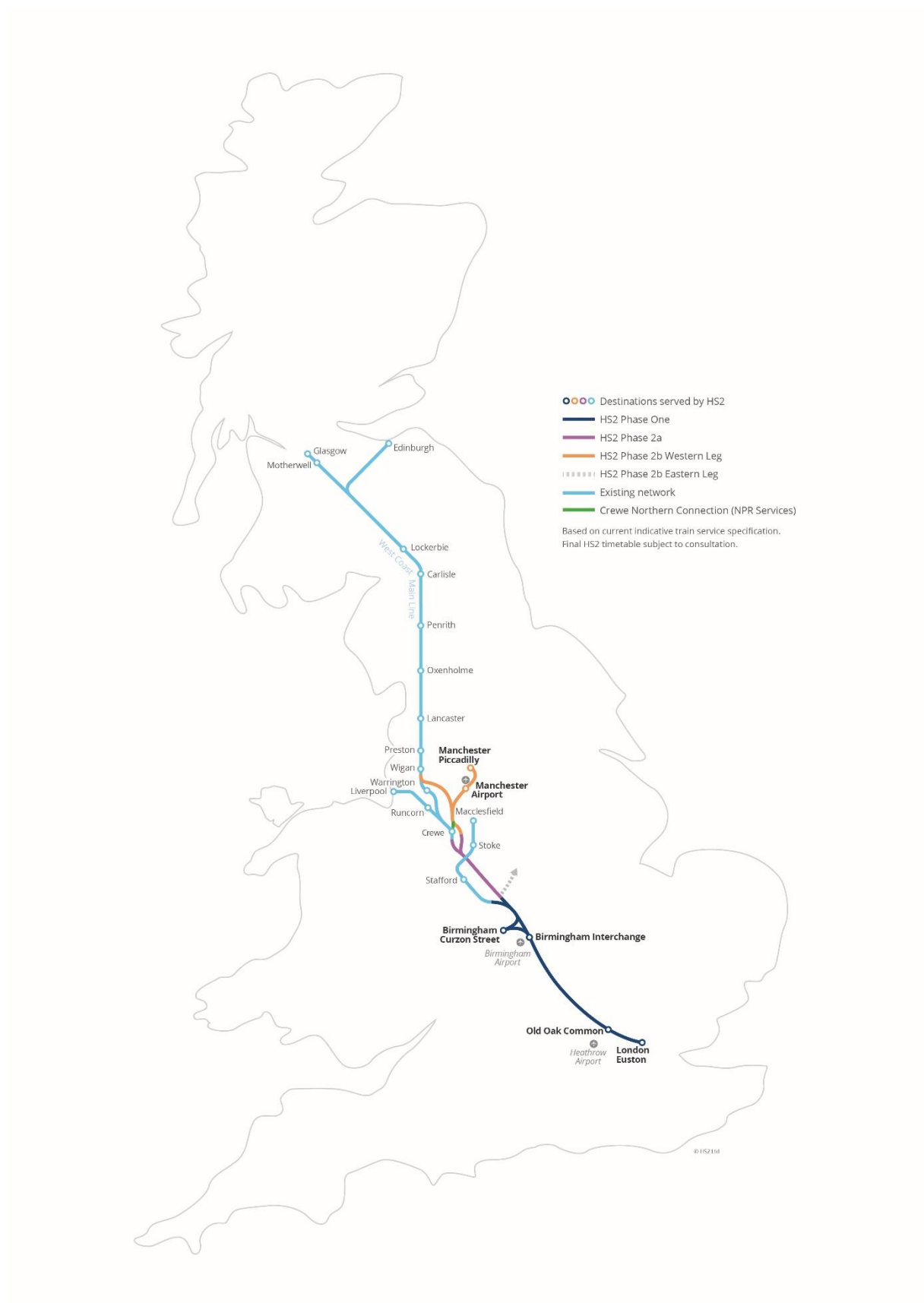
1.3 What is the EQIA for?

- 1.3.1 The purpose of the EQIA is to demonstrate how HS2 Ltd has considered any potential equality effects of the Proposed Scheme on affected communities, and, in particular, on groups with protected characteristics (PCGs), before the Proposed Scheme is approved.
- 1.3.2 The EQIA tells you what the potential equality effects of the Proposed Scheme are likely to be and what measures HS2 Ltd will take to avoid or reduce these.

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Figure 1: The HS2 network and Crewe Northern Connection



1.4 People with ‘protected characteristics’

- 1.4.1 The EQIA explains how building and operating the Proposed Scheme could affect people in ‘protected groups’ or with ‘protected characteristics’ – like older or young people, or people with certain backgrounds, conditions, or beliefs.
- 1.4.2 ‘Protected characteristics’ has a special meaning in law. The Equality Act 2010 explains that these characteristics can be your age, disability, sex, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation.
- 1.4.3 Under the Equality Act 2010, all public bodies are subject to the Public Sector Equality Duty (PSED). The PSED requires public bodies to give consideration in their activities to the need to prevent discrimination and to promote equality and good relations between different people. HS2 Ltd is a public body for the purposes of this Act.
- 1.4.4 People with protected characteristics may be affected by the construction and operation of the Proposed Scheme more than other people (‘disproportionately’), or in a particular way (‘differentially’).
- 1.4.5 A disproportionate effect could happen if a potential impact has a proportionately greater effect on people with a particular protected characteristic than others in the general population, or where protected groups use or rely on affected facilities more than other people.
- 1.4.6 A differential effect could happen because of specific needs or a recognised sensitivity associated with one or more protected characteristics.

1.5 HS2 Phase 2b Western Leg: community areas

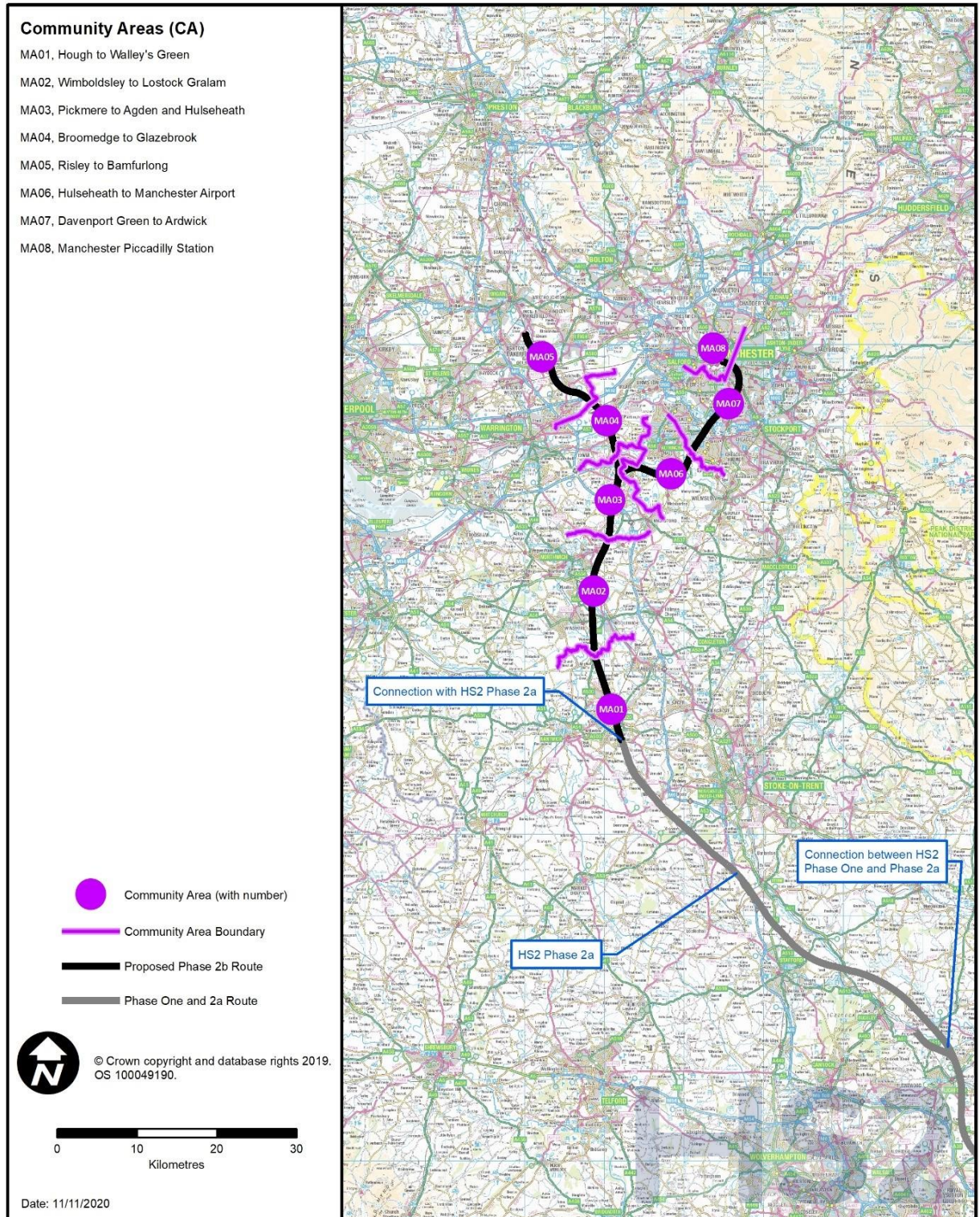
- 1.5.1 There are eight community areas along the Phase 2b Western Leg route. These are shown in Figure 2. They are defined areas along the Proposed Scheme (e.g. Hough to Walley’s Green community area). They are used as a geographical basis for reporting local community and environmental impacts and effects in the Environmental Statement¹ and the EQIA.

¹ An Environmental Statement is 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.

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Figure 2: The Proposed Scheme



1.6 What can I do now?

- 1.6.1 HS2 Ltd ('we') would like to receive your opinion about the equality impacts of the Phase 2b Western Leg scheme. The potential equality impacts described in this document summarise the more detailed information that you can find in the full EQIA Report.
- 1.6.2 We want to be sure that we have all the information we need to make decisions that are right for the people in protected groups who could be more affected or affected in a particular way compared to others in the area.
- 1.6.3 You can visit the EQIA consultation page at www.gov.uk/hs2 to see the full EQIA report and then follow the steps to tell us your views. Details about how to respond to this consultation are at the end of this document.
- 1.6.4 This is a public consultation. We welcome replies from any person or organisation.
- 1.6.5 The consultation closes at **23:45 on 31 March 2022**.

2 Here are the main findings of the EQIA

2.1 Introduction

2.1.1 This section summarises the findings of the EQIA. Section 2.2 and Section 2.3 provide a summary of all the equality effects identified during construction and operation respectively. Section 2.4 provides additional information on the equality effects reported by community area, where:

- the groups affected are known to have particular needs or sensitivities to impacts arising from the construction or operation of the Proposed Scheme;
- a community resource used by PCGs will be demolished as a result of land acquisition for the construction of the Proposed Scheme;
- there will be multiple equality effects arising from impacts on a specific community resource; or
- there is disproportionate representation of one or more PCGs within a community who are more likely to be sensitive to equality effects experienced within the local area.

2.1.2 HS2 Ltd has a number of policies in place which seek to reduce and/or avoid equality effects including the Code of Construction Practice (CoCP) which will act as a mechanism for controlling impacts during construction of the Proposed Scheme. The wider range of measures are summarised in the EQIA Report and explained in more detail in a series of information papers published by HS2 Ltd and are available on our website at www.gov.uk/hs2.

2.2 Potential construction effects

Residential properties

- 2.2.1 The construction phase will see some loss of housing in various locations along the route of the proposed railway. The EQIA does not assess the impact of the Proposed Scheme on occupiers of individual dwellings.
- 2.2.2 Some people living near to construction sites or construction traffic routes will experience noise impacts in the areas around their homes. Within the population potentially affected, there may be people who are more sensitive to noise and/or vibration. Visual impacts have the potential to affect residents who have particular needs or sensitivities to change in the visual environment.

Residential care homes

- 2.2.3 Bentley Manor Care Home Crewe (Hough to Walley's Green, MA01) and Lostock Lodge Care Home, Lostock Gralam (Wimboldsley to Lostock Gralam, MA02) are predicted to experience

visual impacts which could have differential effects for older people and disabled residents with conditions such as autism and dementia.

- 2.2.4 Residents of Bentley Manor Care Home, Crewe (Hough to Walley's Green, MA01) may also experience a disproportionate and differential effect as a result of predicted vibration impacts during construction.
- 2.2.5 During construction an increase in traffic could make it more difficult for pedestrians to cross some roads. This could have a differential effect on older people and disabled people living in the following care homes: Acorn Hollow Care Home (Wimboldsley to Lostock Gralam, MA02), Avandale Lodge Care Home (Wimboldsley to Lostock Gralam, MA02), Crossways Care Home (Wimboldsley to Lostock Gralam, MA02), Lostock Lodge Care Home (Wimboldsley to Lostock Gralam, MA02), Victoria Nursing Home (Davenport Green to Ardwick, MA07) and Mary and Joseph House (Davenport Green to Ardwick, MA07).

Schools and educational facilities

- 2.2.6 Land required for construction-related activities will result in the loss of Fairfield Farm Project, Higher Thorns Green Farm (Hulseheath to Manchester Airport, MA06), a training facility for children, young people and adults with learning disabilities. This may have disproportionate and differential effects on disabled children and adults. The SOL Christian Academy (Manchester Piccadilly Station, MA08) will also be demolished, which may have disproportionate and differential effects on children.
- 2.2.7 A small area of land required for construction purposes will be lost from Lowton Junior and Infant School (Risley to Bamfurlong, MA05), which could result in disproportionate and differential equality effects on children.
- 2.2.8 Parking spaces at Fallowfield Retail Park which are used for an informal 'park and stride' scheme to access nearby Birchfields Primary School and Manchester Enterprise Academy Central secondary school (Davenport Green to Ardwick area, MA07). If the 'park and stride' scheme is still operational when construction work commences on this site, at this stage it is unclear what the equality effect(s) might be. We will work with the schools to monitor the impacts of the loss of parking spaces on travel behaviour for students at these schools and identify measures that would help to mitigate identified equality effects.
- 2.2.9 Increased noise levels during construction may give rise to disproportionate and differential effects for children and young people engaging in indoor or outdoor learning at the following schools: Oakfield Lodge School, Crewe (Hough to Walley's Green, MA01), Darnhall Community Primary School (Wimboldsley to Lostock Gralam, MA02), Newchurch Community Primary School, Culcheth (Risley to Bamfurlong, MA05), Lowton Junior and Infant School, Lowton (Risley to Bamfurlong, MA05), First Steps Day Nursery, Lowton (Risley to Bamfurlong, MA05), Birchfields Primary School, Manchester (Davenport Green to Ardwick, MA07), University of Manchester (buildings on Sackville Street) (Davenport Green to Ardwick, MA07) and St Anne's Roman Catholic Primary School, Manchester (Manchester Piccadilly Station,

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MA08). We will continue to work with these schools to seek reasonably practicable measures to reduce construction and operational noise.

- 2.2.10 Increase in traffic during construction of the Proposed Scheme will make some journeys to schools more difficult for pedestrians and cyclists, which is likely to have a differential effect for children. Schools and other educational facilities whose pupils may experience differential effects from the increases in traffic during construction will be:

Hough to Walley's Green (MA01):

- Oakfield Lodge School, Crewe;
- Kids Planet Nursery, Crewe;
- Hungerford Primary Academy;
- Monks Coppenhall Academy;
- First Steps Pre-school; and
- Bright Stars Children's Day Nursery.

Wimboldsley to Lostock Gralam (MA02):

- Darnhall Primary School;
- Rudheath Primary Academy and Nursery;
- Little Owls Pre School and Nursery; and
- Lostock Gralam Church of England Primary School.

Pickmere to Agden and Hulseheath (MA03):

- The Mere Day Nursery;
- Little Bollington Church of England Primary School; and
- High Legh Primary School.

Broomedge to Glazebrook (MA04):

- Fairfield House School;
- Broadoak Secondary School;
- Oughtrington Pre-School;
- Gillitots Day Nursery; and
- Partington Central Academy Primary School.

Risley to Bamfurlong (MA05):

- Lowton West Primary School and After School Club (Lowton Time-Out Club);
- St Thomas Church of England Junior and Infant School; and
- St Thomas Playschool.

Hulseheath to Manchester Airport (MA06):

- Elmridge Primary School.

Davenport Green to Ardwick (MA07):

- Birchfields Primary School;
- Manchester Enterprise Academy (MEA) Central, Manchester;
- All Saints Primary School;
- St Brigid’s Roman Catholic Primary School;
- The East Manchester Academy;
- St Clements Church of England Primary School; and
- Manchester Road Primary Academy.

Manchester Piccadilly Station (MA08):

- St Anne’s Roman Catholic Primary School, Manchester.

- 2.2.11 Pinewood Children’s Centre (Wimboldsley to Lostock Gralam, MA02) is a fully accessible centre offering short breaks for disabled children, young people and their families. Increased traffic flows near the centre could have a differential effect on disabled children, and young people who attend Pinewood Children’s Centre who may be more likely to experience difficulty crossing busier roads.
- 2.2.12 Springfield School, Crewe (Hough to Walley’s Green, MA01) is a dedicated special educational needs and disabilities (SEND) school, catering for children and young people between the age of 4 – 19 with severe learning difficulties and complex needs. It is located on a construction traffic route, which may make it more difficult to cross the road, and students and staff travelling by vehicle to the school are likely to experience associated traffic delays. This may have differential effects on children including disabled children.
- 2.2.13 We will continue to work with these schools to seek mitigation measures to further reduce or avoid effects on the ease of reaching schools.
- 2.2.14 Construction activities associated with the Carr Brook aqueduct are predicted to have visual impacts at Lowton Junior and Infant School, Lowton (Risley to Bamfurlong, MA05). As this school has a dedicated SEND unit these impacts could give rise to differential effects for some children at the school.

Places to practise religion or belief

- 2.2.15 The construction of the Proposed Scheme in the Manchester Piccadilly Station area (MA08) will require the demolition of True Jesus Church. This may have disproportionate and differential equality effects for the Chinese Christian community in Manchester.
- 2.2.16 Construction noise will affect a number of places to practise religion or belief along the route, most of which are churches. This could have a disproportionate effect on Christians.
- 2.2.17 Users of the following places to practise religion or belief may experience these effects: Crewe Cemetery and Crematorium (Hough to Walley’s Green, MA01), Glazebrook Methodist Church, Glazebrook (Broomedge to Glazebrook, MA04), The Church of St Helen, Hollins

Green (Broomedge to Glazebrook, MA04), St Anne's Presbytery (Manchester Piccadilly Station, MA08) and Eternal Life Sanctuary (Manchester Piccadilly Station, MA08).

- 2.2.18 We will continue to engage with stakeholders to understand fully these places to practise religion or belief, their use, and the benefit of any potential mitigation measures.

Community centres

- 2.2.19 Construction noise will impact a number of community centres along the route. This could have a disproportionate effect on older people, younger people, women and members of faith groups.
- 2.2.20 The following community centres are predicted to experience construction noise impacts: Rixton-with Glazebrook Community Hall (Broomedge to Glazebrook, MA04) and Lowton Youth and Community Centre (Risley to Bamfurlong, MA05).
- 2.2.21 Children, disabled people and older people attending Partington Children's Centre (Broomedge to Glazebrook, MA04), Partington Community Centre (Broomedge to Glazebrook, MA04), The Hideaway Children's Play Centre (Broomedge to Glazebrook, MA04), Oughtrington Community Centre (Broomedge to Glazebrook, MA04), FUSE Community Centre (Broomedge to Glazebrook, MA04) and The Grange Community Resource Centre (Davenport Green to Ardwick, MA07), may experience differential effects as a result of a significant increase in traffic, which could make it more difficult for pedestrians to cross the road.

Health and social care centres

- 2.2.22 The following health and social care centres will be demolished during construction: Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL) (Manchester Piccadilly Station, MA08) and Manchester Action on Street Health (MASH) (Manchester Piccadilly Station, MA08). The loss of these facilities may give rise to disproportionate and differential effects on a number of PCGs, which are summarised later in this report.
- 2.2.23 The permanent loss of land, currently used for car parking (including Blue Badge spaces), at The Christie Hospital in the Davenport Green to Ardwick area (MA07), may have differential effects for disabled people.
- 2.2.24 Patients with cancer attending The Christie Hospital may experience differential effects from temporary visual impacts during construction. The proposed new cancer research centre at the Christie Hospital may also be temporarily impacted by vibration associated with the construction of the railway.
- 2.2.25 During construction of the Proposed Scheme, roads to the north and east of Leighton Hospital (Hough to Walley's Green, MA01) will be affected by traffic delays. This may give rise to disproportionate and differential effects on pregnant women who need to access the dedicated maternity unit at this hospital.

- 2.2.26 Disabled children attending the Children’s Adventure Farm Trust (CAFT) (Hulseheath to Manchester Airport, MA06) may experience differential effects from visual impacts during construction. The temporary closure of Millington Lane will sever access to car parking at CAFT. When Millington Lane is open construction traffic using local roads to access compounds and worksites will make journeys more difficult for pedestrians to cross the road. Both these impacts may give rise to differential effects on children, including disabled children, attending CAFT.

Recreational facilities

- 2.2.27 The following recreational facilities will be permanently lost as a result of the construction of the Proposed Scheme: Cheshire Showground (Pickmere to Agden and Hulseheath, MA03), English Karate Academy, Warehouse Studios, Wigshaw (Risley to Bamfurlong, MA05), Cloud Aerial Arts, Manchester (Manchester Piccadilly Station, MA08), Totem Gymnastics, Manchester (Manchester Piccadilly Station, MA08), Front Line Fit (FLF) Performance Centre, Manchester (Manchester Piccadilly Station, MA08) and Straight Blast Gym (SBG) Manchester (Manchester Piccadilly Station, MA08). Those PCGs which may experience equality effects as a result are summarised separately for each facility later in this report.
- 2.2.28 Some users of Studio A Dance Studio in Carlisle (off-route works) may experience differential effects as a result of noise impacts.
- 2.2.29 Predicted temporary increases in traffic due to the construction of the Proposed Scheme could make it more difficult to for pedestrians and cyclist to cross roads adjacent to the following recreational facilities: Lymm Rugby Football Club (Broomedge to Glazebrook, MA04), Ambitions Dance School (Broomedge to Glazebrook, MA04) and Culcheth Oaks recreational ground, the site of Culcheth Athletic Football Club (Risley to Bamfurlong, MA05). Children, older people, pregnant women and mothers of babies up to six months and disabled people who walk or cycle to these facilities may experience adverse differential effects as a result.

Open spaces and play spaces

- 2.2.30 There will be impacts on some public open spaces, playgrounds and their associated facilities along the route. This could have disproportionate and differential effects on children and young people for whom these spaces are important for play, health, fitness and social interaction.
- 2.2.31 Open space at Yellow Park in Crewe, in the Hough to Walley’s Green area (MA01) will be required temporarily during construction. However, access will be maintained to the children’s play park.
- 2.2.32 Construction of the Proposed Scheme will require the permanent loss of Hesketh Meadows Playing Fields in Lowton (Risley to Bamfurlong, MA05). Replacement playing fields will be provided at Cheetham Fold Farm Stables adjacent to the existing playing fields.

- 2.2.33 The following open spaces and play spaces will be impacted by construction traffic which could make it more difficult for non-motorised users to cross adjacent roads: Play Park, Landsdowne Road (Hough to Walley's Green, MA01), Broadfield Play Area (Wimboldsley to Lostock Gralam, MA02), Angus Grove Play Area (Wimboldsley to Lostock Gralam, MA02), Lostock Gralam Play Area and Recreation Ground (Wimboldsley to Lostock Gralam, MA02) and Haywood Park (Risley to Bamfurlong, MA05).

Other community facilities

- 2.2.34 Construction-related activity will result in the permanent loss of Lostock Green Picnic Area, a rest facility with public toilets (including an accessible toilet) on the A556 at Lostock Green (Wimboldsley to Lostock Gralam, MA02). This could give rise to disproportionate and differential effects for groups including children, older people, disabled people, pregnant women and mothers of babies up to six months who would have to travel further to find equivalent facilities.

Business and employment

- 2.2.35 An estimated 760 jobs could be directly lost or relocated as a result of the Proposed Scheme. Approximately 280 additional jobs could be lost through indirect effects.
- 2.2.36 Greenheyes Farm (Wimboldsley to Lostock Gralam, MA02) is a working farm that provides free educational trips for schools and other groups which will be demolished for construction of the Proposed Scheme. Potential equality effects as a result are summarised later in this report.
- 2.2.37 Across all phases of the project, we will support over 34,000 jobs to build the railway and create at least 2,000 new apprenticeships in the construction workforce. We have launched a Job Brokerage² service which has a primary aim of creating pathways into employment for people from disadvantaged and under-represented groups, including members of PCGs.
- 2.2.38 Potential contractors will be evaluated against a range of equality, diversity and inclusion (EDI) criteria and will be encouraged to adjust recruitment models and criteria where barriers to equality are identified. Contractors will be required to monitor aspects of EDI, including recruitment and retention, to inform targeted efforts to address under-representation.

² High Speed Two Ltd, *Careers with our supply chain*. Available online at: <http://www.hs2.org.uk/careers-with-our-supply-chain/>.

2.3 Potential operational effects

Residential properties

- 2.3.1 People living in some properties close to the route may potentially experience noise impacts due to a change in the acoustic environment once the railway is operational. Within the population potentially affected, there may be people who are more or less sensitive to noise.

Residential care homes

- 2.3.2 Older people and disabled people who are residents of Bentley Manor Care Home, Crewe (Hough to Walley's Green, MA01) and Sherborne Court Neurological Centre, Crewe (Hough to Walley's Green, MA01) may experience differential effects from the operation of the Proposed Scheme as a result of ground-borne noise.
- 2.3.3 Changes in the visual environment have the potential to result in differential effects for older people and disabled people with particular needs or sensitivities living in residential care homes, including people with conditions such as autism or dementia. Visual impacts during the operational phase may give rise to disproportionate and differential effects for residents of Bentley Manor Care Home, Crewe (Hough to Walley's Green, MA01) and Lostock Lodge Care Home, Lostock Gralam (Wimboldsley to Lostock Gralam, MA02).
- 2.3.4 Older people and disabled people resident may experience differential effects during the operational phase as a result of the impact of increases in traffic for pedestrians crossing roads close to the following care homes: Leftwich Green Community Support Centre (Wimboldsley to Lostock Gralam, MA02), Crossways Care Home (Wimboldsley to Lostock Gralam, MA02), Lostock Lodge Care Home (Wimboldsley to Lostock Gralam, MA02), Cedars Rest Home Ltd (Hulseheath to Manchester Airport, MA06), Anchor Care Homes (Davenport Green to Ardwick, MA07) and Mary and Joseph House (Davenport Green to Ardwick, MA07).

Schools and educational facilities

- 2.3.5 In some areas children attending schools and nurseries may experience differential effects during the operational phase as a result of the impact of increases in traffic on adjacent roads. Pedestrian access to the following schools and nurseries could be affected:

Wimboldsley to Lostock Gralam (MA02):

- Darnhall Primary School;
- Wharton CE Primary School; and
- Lostock Gralam Church of England Primary.

Pickmere to Agden and Hulseheath (MA03):

- Little Bollington Church of England Primary School.

Broomedge to Glazebrook (MA04):

- Oughtrington Pre-School

Hulseheath to Manchester Airport (MA06):

- Altrincham College;
- Altrincham Children's Centre;
- Back to the Garden childcare;
- Broadheath Primary School; and
- Elmridge Primary School.

Davenport Green to Ardwick (MA07):

- Little Faces Day Nursery in Wythenshawe;
- All Saints Primary School, Manchester;
- St Brigid's Roman Catholic Primary School, Manchester;
- The East Manchester Academy;
- DeeDee's Nursery;
- Love our Child Nursery and Pre-School;
- Clever Clowns Day Nursery; and
- Haveley Hey Community School.

Manchester Piccadilly Station (MA08):

- St Anne's Roman Catholic Primary School.

2.3.6 Disabled children, young people and their families attending Pinewood Children's Centre (Wimboldsley to Lostock Gralam, MA02) may experience differential effects during the operation of the Proposed Scheme as a result of increases in traffic flows which could make it more difficult for them to cross the road.

2.3.7 At certain times of the day, some schools along the route of the Proposed Scheme will see a reduction in traffic flow on adjacent or nearby roads and associated traffic-related severance for non-motorised users. Children walking or cycling to school may therefore experience differential beneficial effects.

Places to practise religion or belief

2.3.8 No equality effects are predicted on places to practise religion or belief during the operational phase.

Community centres

2.3.9 An increase in traffic may impact pedestrians or cyclists attending Oughtrington Community Centre in the Broomedge to Glazebrook area (MA04) and West Gorton Youth Centre in the

Davenport Green to Ardwick area (MA07), which may result in differential effects for children, young people and older people during operation of the Proposed Scheme.

Health and social care centres

- 2.3.10 No equality impacts are predicted on health or social care centres during operation the Proposed Scheme.

Recreational facilities

- 2.3.11 Children attending the Chuffchuff performing and visual arts centre in Crewe (Hough to Walley's Green, MA01) may experience differential effects due to a change in the acoustic environment once the Proposed Scheme is operational.
- 2.3.12 Predicted increases in traffic during the operational phase will have an impact on people walking or cycling to Ambitions Dance School and the Lymm Rugby Football Club in the Broomedge to Glazebrook area (MA04). This could have differential effects on children who use either of these two recreational facilities.
- 2.3.13 Some older people and disabled people who use Partridge Lake Fishery in the Risley to Bamfurlong Area (MA05) may experience disproportionate and differential effects as a result of increase in traffic along Glaziers Lane, which could make it more difficult to cross the road when travelling to the site by foot, cycle or public transport.

Open spaces and play spaces

- 2.3.14 Children using open spaces and play spaces in some locations may experience disproportionate and differential effects during the operational phase as a result of increases in traffic making it more difficult to cross the road. Pedestrian access to the following open spaces and play spaces could be affected: Boothbed Lane Play Area (Wimboldsley to Lostock Gralam, MA02), Broadfield Play Area (Wimboldsley to Lostock Gralam, MA02), and Townshend Road Play Area (Wimboldsley to Lostock Gralam, MA02).

Safety and accessibility at railway stations

- 2.3.15 New or reconfigured layout of new and existing railway stations will be designed to be accessible for all users, secure by design and supportive of passenger safety. Inclusive design features set out in HS2's Inclusive Design Policy will enable disabled people to use step-free options to transfer between the high-speed service and other services. New rolling stock will be designed to enable accessible travel for disabled people. This will deliver an inclusive system, differentially benefitting disabled people and other PCGs who may be more likely to experience barriers to their use of public transport.
- 2.3.16 Design that discourages crime and anti-social behaviour and supports passenger safety will benefit members of protected groups who have concerns about crimes and anti-social behaviour or are more at risk of being victims of some crimes.

Business and employment

- 2.3.17 The Proposed Scheme will create direct operational jobs at locations along the route and off-route, including at stations and maintenance depots, as well as employment associated with train crew facilities. Route-wide there will be an estimated 4,180 direct operational jobs created. Further jobs will be created route-wide and off-route through indirect impacts of the operational phase as result of spend via the supply chain and directly employed staff.
- 2.3.18 There may be the potential for direct and indirect employment opportunities, to result in a positive equality effect on certain PCGs who currently experience low socio-economic status and poor standards of living due to employment disadvantage. These groups include women, children, some ethnic minority groups, religious minority groups, disabled people and families with disabled members.

2.4 Community areas

- 2.4.1 This section provides further detail on the equality issues in each of the community areas arising from the construction and operation of the Proposed Scheme:
- Hough to Walley's Green (MA01);
 - Wimboldsley to Lostock Gralam (MA02);
 - Pickmere to Agden and Hulseheath (MA03);
 - Broomedge to Glazebrook (MA04);
 - Risley to Bamfurlong (MA05);
 - Hulseheath to Manchester Airport (MA06);
 - Davenport Green to Ardwick (MA07); and
 - Manchester Piccadilly Station (MA08).
- 2.4.2 Additional information is provided where: the PCGs affected are known to have particular needs or sensitivities to impacts arising from the construction or operation of the Proposed Scheme; a community resource used by PCGs will be demolished; there will be multiple equality effects arising from impacts on a specific community resource; or, there is disproportionate representation of one or more PCGs within a community who are more likely to be sensitive to equality effects anticipated within the local area.

Hough to Walley's Green (MA01)

Bentley Manor Care Home

- 2.4.3 Bentley Manor Care Home is a privately-owned residential care home, providing care for people aged 55 and older who may be physically frail, have visual impairments, or conditions including Alzheimer's, dementia, Parkinson's disease, cancer, schizophrenia, epilepsy and stroke. The Proposed Scheme will pass directly beneath the grounds of the home in tunnel, and the Middlewich Street vent shaft will be located just to the south of the care home.

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- 2.4.4 Temporary visual impacts arising from construction activities could result in differential effects for residents with dementia, and for those with visual impairments and conditions such as schizophrenia.
- 2.4.5 Residents of Bentley Manor Care Home are also likely to experience construction-related vibration impacts for up to three months during construction. It is possible that vibration could be disconcerting for some residents, for example those with dementia.
- 2.4.6 During the operational phase, permanent changes to the care home environment resulting from ground-borne noise and visual impacts could lead to a reduction in wellbeing benefits associated with the care home environment. This could have a disproportionate and differential effect on older people and disabled people living in the care home.
- 2.4.7 We will continue to engage with the owners and operators of Bentley Manor Care Home to identify mitigation measures.

Oakfield Lodge School

- 2.4.8 Oakfield Lodge School is a pupil referral unit (PRU) for 11-16 year old students who are outside mainstream education as a result of permanent exclusion. The school is located on Warmingham Road in Coppenhall Moss, to the north of Crewe, and is approximately 800m from the route of the Proposed Scheme.
- 2.4.9 Oakfield Lodge School is predicted to experience noise impacts during construction for a period of up to three years and seven months. This could have disproportionate and differential effects for children, including children with SEND attending the school.
- 2.4.10 Increases in construction traffic on Warmingham Road are likely to make it more difficult to cross the road and could give rise to differential effects for children, including children with SEND, walking or cycling to Oakfield Lodge School.
- 2.4.11 We will engage with Oakfield Lodge School to identify mitigation measures.

Leighton and Coppenhall Moss (North Crewe): area-based effects

- 2.4.12 Leighton and Coppenhall Moss are residential areas in North Crewe. Children (0-15 years) and older people (65+) are both disproportionately represented in these areas, which are within the 20% most deprived in England. Community facilities in this area include: Mablins Lane Community Primary School, Monks Hall Academy and Day Nursery, Oakfield Lodge School, and Bright Stars Day Nursery.
- 2.4.13 Construction works in this area will increase construction traffic movements and lead to impacts on pedestrians, who may find it more difficult to cross the roads. In addition, construction activities will also require temporary bus route diversions and temporary traffic

management, with consequential increases in journey times and the need to relocate bus stops.

- 2.4.14 During construction an impact on neighbourhood quality is predicted in parts of North Crewe for a period of up to five years and six months in Coppenhall and up to six months in Leighton. There will also be noise impacts from increased traffic for residential properties on some roads.
- 2.4.15 The coincidence of impacts on pedestrians, potential delays to public transport and impacts on neighbourhood quality in North Crewe during the construction phase could have disproportionate and differential effects on children and older people who are disproportionately represented in the area.

Wimboldsley to Lostock Gralam (MA02)

Greenheyes Farm

- 2.4.16 Greenheyes Farm is a working dairy farm that provides free educational trips for schools and other groups as part of the Countryside Stewardship Scheme. It is located on the A533 Bostock Road in Stanthorne and is within the land required for the construction of the Proposed Scheme.
- 2.4.17 Farm visits are open to all age groups and the farm has partial access for disabled visitors. The farm also offers farm experiences for students planning to apply for veterinary courses, and motivational courses for children in mainstream education who show disruptive behaviour.
- 2.4.18 Construction will require the permanent loss of the farm. This may give rise to differential effects for disabled people, children and young people in the local area who visit the farm for educational purposes. We will continue to engage with owners and operators of Greenheyes Farm to identify mitigation measures.

Lostock Green Picnic Area

- 2.4.19 Lostock Green Picnic Area is a rest facility on the A556 Chester Road at Lostock Green. It provides toilet facilities including a disabled toilet, a snack bar, and a picnic area, primarily for use by northbound motorists using the A556 trunk road.
- 2.4.20 All land at Lostock Green Picnic Area, including the toilet facilities and snack bar will be permanently lost during construction.
- 2.4.21 The loss of the toilet facilities has the potential for disproportionate and differential effects for groups including children, older people, disabled people, pregnant women and mothers of babies up to six months, who may need to stop more frequently than other road users for food, rest, and to use toilet and changing facilities.

Darnhall Primary School

- 2.4.22 Darnall Primary School is a mixed state primary school and nursery for children aged two to 11 serving Winsford and its wider community.
- 2.4.23 During construction, the early years department of the school, which is located adjacent to Darnhall School Lane, is predicted to experience temporary noise impacts. This could give rise to disproportionate and differential effects for children and young people attending Darnhall Primary School.
- 2.4.24 Increase in traffic along Darnhall School Lane is predicted to result in pedestrian severance along this road during construction. This may have differential effects for children attending Darnhall Primary School who walk or cycle to school.
- 2.4.25 During operation, predicted increases in traffic flow could have differential effects on children walking or cycling to the school.
- 2.4.26 We will engage with Darnhall Primary School to identify mitigation measures.

Lostock Lodge Care Home

- 2.4.27 Lostock Lodge Care Home, in Lostock Gralam, provides general residential care, dementia and end of life care for residents aged 55 and above.
- 2.4.28 During construction a noticeable change to views from the care home is predicted. These could have a disproportionate and differential effect on people with dementia and people with visual impairments who are resident at the care home. Increases in traffic near the care home during construction making it more difficult to cross the road may have differential effects on older and disabled residents.
- 2.4.29 Visual impacts are also predicted on Lostock Lodge Care home during operation of the railway. This may have a disproportionate and differential effect on people with dementia and people with visual impairments. Increases in traffic during operation making it more difficult for pedestrians to cross the road may also have differential effects on older and disabled residents.
- 2.4.30 We will continue to engage with owners and operators of Lostock Lodge Care Home to identify mitigation measures.

Lostock Gralam: area-based effects

- 2.4.31 Lostock Gralam is a settlement comprising approximately 1,000 residential properties immediately to the west of Northwich along the A559. It has several community facilities, including, a post office, a pharmacy, local shops, St John the Evangelist Church, including its church hall and churchyard, four residential care homes, and Lostock Gralam Community Centre. Older people aged between 65 and 84 are disproportionately represented in the population of some parts of the settlement.

- 2.4.32 During construction, increases in traffic flows are predicted to make it more difficult for pedestrians to cross multiple roads in Lostock Gralam. This is likely to give rise to disproportionate and differential effects on older people living in Lostock Gralam who are more likely to experience difficulty crossing busier roads and who are disproportionately represented in the area.

Pickmere to Agden and Hulseheath (MA03)

Cheshire Showground

- 2.4.33 Cheshire Showground is a multi-purpose greenfield venue located in Tabley which hosts the annual Royal Cheshire County Show and a wide range of other events, including the Scout Chamboree and CuBe, an activity camp for Cubs and Beavers scout groups.
- 2.4.34 Construction activities associated with the Proposed Scheme will temporarily require the use of approximately 25ha (21%) of the land at Cheshire Showground, for a period of three years and six months. A 5ha area of this land (5%) will be required permanently.
- 2.4.35 At this stage it is assumed, on precautionary basis, that this venue will not be able to continue to operate. As such, there will be a differential effect for some children attending Scout, Cubs and Beavers events who may not be able to travel to alternative facilities.

Broomedge to Glazebrook (MA04)

Warburton and Mossbrow: area-based effects

- 2.4.36 Warburton is a village located in the borough of Trafford. Facilities in Warburton include the Old Church of St Werburgh. St Werburgh's New Church, the Saracens Head public house and Moss Brow Farm Shop are located in the neighbouring hamlet of Mossbrow, to the west of Warburton. The two settlements are joined by Paddock Lane and by the A6144 Paddock Lane. Older people aged 65-84 are disproportionately represented in Warburton.
- 2.4.37 During construction, some roads will require permanent closure and realignment, which would result in increased journey times locally. Temporary and permanent visual impacts for residents of properties in Warburton and Mossbrow due to construction are also predicted, which may create a visual barrier between the two settlements.
- 2.4.38 The construction impacts have the potential to increase social isolation resulting from journey delays and increased travel time and distance, including for pedestrians. This may reduce the beneficial health effects gained through social contact for some residents of Warburton, resulting in an adverse impact on community cohesion which could have a disproportionate effect for older people who are disproportionately represented in the area.

Partington: area-based effects

- 2.4.39 Partington is situated between Warrington and Manchester on the southern side of the Manchester Ship Canal opposite Cadishead. There is a disproportionately high representation of children aged 0-15 in Partington.
- 2.4.40 During construction there is predicted to be a significant increase in heavy goods vehicles (HGV) traffic along Warburton Lane with impacts on pedestrians and cyclists. Partington Children's Centre, Partington Community Centre, The Hideaway Children's Play Centre, the FUSE Community Centre, Fairfield House School, Partington Central Academy Primary School, Broadoak Secondary School and Gillitots Day Nursery are all accessed from Warburton Lane. Construction traffic on these roads is likely to make it more difficult to cross the road and could have disproportionate and differential effects on children who are disproportionately represented in the local area.

Risley to Bamfurlong (MA05)

Lowton Junior and Infant School

- 2.4.41 Lowton Junior and Infant School is located on the A572 Newton Road in Lowton, Warrington and is approximately 150m from the route of the Proposed Scheme and adjacent to land required for the construction of the Proposed Scheme.
- 2.4.42 The school will experience construction noise effects for a period of three years and three months and visual effects. A small area of the playing fields (0.01ha) will also be required permanently.
- 2.4.43 Whilst no significant traffic impacts are reported on pedestrians, construction traffic on the A572 Newton Road could make it more difficult to cross the road and give rise to parental concerns about their children's safety.
- 2.4.44 Taken in combination, it is likely that environmental impacts arising from the construction activities close to the school will impact on educational activities at Lowton Junior and Infant School and could give rise to disproportionate and differential effects for children.
- 2.4.45 We will engage with Lowton Junior and Infant School to identify mitigation measures.

Hesketh Meadows Playing Fields

- 2.4.46 Hesketh Meadows Playing Fields is an open space located on Hesketh Meadow Lane, in Lowton. The 5.6ha playing field is a recreational open space with seven grass football pitches, under licence to East Leigh Junior Football Club. The football club is required to ensure that access to the playing fields is available to the community for recreation.
- 2.4.47 During construction, the playing field and car park will be permanently lost. This may give rise to disproportionate effects for children and young people, who are members of the

football club or who use the fields for informal recreation. There may also be a differential effect for girls, as there may be fewer alternative teams available for girls in the local area.

- 2.4.48 An area of land at Cheetham Fold Farm Stables, adjacent to the existing playing fields, has been identified to replace Hesketh Meadows playing fields in a like for like manner, with public access maintained. This will mitigate the equality effects identified.

English Karate Academy

- 2.4.49 The English Karate Academy is located at Warehouse Studios on Glaziers Lane, Culcheth. The English Karate Academy offers karate classes for children, adults and families at all levels.
- 2.4.50 This facility will be permanently lost during construction. The permanent loss of this facility during construction may have disproportionate effects for children and young people.
- 2.4.51 We will continue to engage with the owners of English Karate Academy, to identify reasonably practicable measures to help mitigate the loss of this resource.

Hulseheath to Manchester Airport (MA06)

Children's Adventure Farm Trust (CAFT)

- 2.4.52 The Children's Adventure Farm Trust (CAFT), based at Booth Bank Farm, is an open farm providing a variety of activity programmes and holiday respite accommodation for terminally ill, disabled and disadvantaged children (aged 0 - 17 years). The farm is open all year round, and approximately 3,500 children visit each year.
- 2.4.53 Construction will result in a noticeable change to views experienced by visitors to Booth Bank Farm for two years and nine months. This could have differential effects for children visiting CAFT who may be more sensitive to changes in the visual environment, including children with autism and children with visual impairments.
- 2.4.54 Road closures and diversions may also result in differential effects for children with autism and children with complex health needs who may be more sensitive to travel disruption and increased or unreliable journey times.
- 2.4.55 Car parking for CAFT is located on Millington Lane, and so the temporary closure of this road, may have a disproportionate effect for children, and a differential effect for disabled children, who are likely to require access to the car park in order to visit the resource. We will continue to engage with CAFT to identify mitigation measures.

Fairfield Farm Project, Higher Thorns Green Farm

- 2.4.56 Higher Thorns Green Farm is a working farm that hosts the Fairfield Care Services' farm project, run by Fairfield Residential. The Fairfield Farm Project provides a range of social and flexible educational opportunities for children and adults with learning difficulties and/or autism, supported by qualified staff.

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- 2.4.57 Construction activity will lead to the permanent loss of this facility which may have disproportionate and differential effects for people who currently use its services and may find it difficult to access an equivalent service in the local area, including children, young people and adults with learning disabilities and/or autism. We will continue to engage with the owners and occupiers of Higher Thorns Green Farm to identify mitigation measures.

Ringway: area-based effects

- 2.4.58 Ringway is a small linear settlement of less than 20 residential properties along Sunbank Lane, west of Manchester Airport, south of the M56. The area in which it is located has a disproportionate representation of older people (65-84 years and over 85 years).
- 2.4.59 Construction of Ringway cutting will require demolition of five properties. Adverse impacts on neighbourhood quality are also predicted, as a result of noise and visual impacts on residential properties.
- 2.4.60 Construction activity in the area will require the closure of Sunbank Lane for six years and three months. Three public footpaths in the area will be closed for between one year and three years and three months, with no viable alternatives available. Although no buses pass through the settlement, the buses which run nearby will experience significant delays during construction.
- 2.4.61 Together, the loss of residential properties, the adverse effects on neighbourhood quality, public transport delays and closures of public rights of way may lead to a loss of social capital and increased social isolation which could have a disproportionate and differential effect on older people, who are disproportionately represented in the local area.

Davenport Green to Ardwick (MA07)

Birchfields Primary School

- 2.4.62 Birchfields Primary School is a state school for children aged three to 11. The school is located adjacent to the A34 Birchfields Road, which will be a designated construction traffic route. The predicted increase in traffic could make it more difficult to cross the road and therefore have a disproportionate and differential effect for children walking and cycling to school.
- 2.4.63 Noise impacts arising from construction will also be present for a period of up to five years and two months, which may have disproportionate and differential effects for children attending the school. We will continue to engage with Birchfields Primary School to identify mitigation measures.

The Christie Hospital

- 2.4.64 The Christie Hospital is a hospital and research centre focusing on cancer research and treatment. It provides radiotherapy, chemotherapy, specialised surgery for complex and rare cancers, and a wide range of support and diagnostic services.
- 2.4.65 As a result of construction some car parking will be permanently lost, including Blue Badge parking spaces and wheelchair shelters. This may have disproportionate and differential effects for disabled people including those with cancer.
- 2.4.66 Construction activity is predicted to have visual impacts at the hospital which may have differential effects for patients with cancer. There are plans to introduce a new cancer research centre at The Christie Hospital. The noise assessment has identified, on a precautionary basis, a vibration impact on this proposed facility. This could give rise to differential effects for patients with cancer, should this impact on their diagnosis or treatment.
- 2.4.67 We will continue to engage with The Christie Hospital to identify mitigation measures.

Manchester Piccadilly Station (MA08)

SOL Christian Academy

- 2.4.68 SOL Christian Academy is an independent, co-educational faith school (Pentecostal). The school offers nursery, primary, secondary and sixth form education. Pupils work towards achieving the International Certificate of Christian Education qualification.
- 2.4.69 During construction, SOL Christian Academy will be demolished. This may have disproportionate and differential effects for children, including those from ethnic minority backgrounds and from the Pentecostal Christian faith.
- 2.4.70 We will continue to engage with owners and managers of SOL Christian Academy to identify mitigation measures.

Manchester Action on Street Health (MASH)

- 2.4.71 Manchester Action on Street Health (MASH) is a charity outreach service for women working in the sex industry in Manchester. The facility will be demolished during construction.
- 2.4.72 This may have a disproportionate effect for women and a differential effect for women working in the sex industry in Manchester. There may also be differential effects for women with mental health problems.
- 2.4.73 We will continue to engage with owners and operators of MASH to identify mitigation measures.

Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL)

- 2.4.74 Manchester Offenders: Diversion, Engagement and Liaison Team (MO:DEL) is an NHS mental health and substance abuse service for ex-offenders. MO:DEL will be demolished during construction. The permanent loss of this facility will give rise to a disproportionate and differential effect for men and women with mental health conditions and learning difficulties living in Manchester who access the services provided by this organisation.
- 2.4.75 We will continue to engage with owners and operators of MO:DEL to identify mitigation measures.

True Jesus Church

- 2.4.76 True Jesus Church is located on St Andrew's Street in central Manchester. The church serves a revised apostolic congregation, the majority of whom are from Chinese ethnic backgrounds.
- 2.4.77 Construction of the railway will require the demolition of True Jesus Church. This will give rise to a disproportionate effect for Christians, including children, from the revised apostolic/True Jesus denomination and there may also be a differential effect for people from the Chinese Christian community.
- 2.4.78 We will continue to engage with owners and operators of True Jesus Church to identify mitigation measures.

Straight Blast Gym (SBG) Manchester

- 2.4.79 The gym is located within the land required for the construction of the Proposed Scheme. Straight Blast Gym (SBG) specialises in marital arts and offers Brazilian jiu-jitsu, boxing, self-defence and kickboxing.
- 2.4.80 The permanent loss of this resource could result in differential effects for children and young people who currently attend classes or train at the gym.
- 2.4.81 We will continue to engage with the owners and operators of SBG Manchester to identify mitigation measures.

Front Line Fit (FLF) Performance Centre

- 2.4.82 Front Line Fit (FLF) Performance Centre is a gym located in railway arches on North Western Street in Manchester, close to Manchester Piccadilly Station. It offers specialist training and physical education, including workshops for schools and businesses.
- 2.4.83 Access to FLF Performance Centre will be affected, due to the permanent closure of North Western Street, between Chapelfield Road and Hoyle Street as a result of construction-related activities. The gym will no longer be able to function. Whilst the user profile of this

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facility is not known at this stage, there may be differential effects for children as the gym offers workshops and projects for school groups.

- 2.4.84 We will continue to engage with owners and operators of FLF Performance Centre to identify mitigation measures.

St Anne's Roman Catholic Primary School

- 2.4.85 St Anne's Roman Catholic Primary School is a state primary school for children aged three to 11. Admission criteria for the school for 2022/2023 give priority to baptised Catholic children who reside in the parish of the Holy Spirit.
- 2.4.86 During construction the students will experience noise effects for a period of five months. This will give rise to disproportionate and differential effects for children at the school. Construction activity will also increase HGV traffic on roads adjacent to the school making them more difficult to cross. During operation similar impacts of increased traffic on pedestrians will also occur on roads adjacent to the school. These impacts may give rise to parental concerns about their children's safety and have differential effects on children.
- 2.4.87 There will also be a temporary closure of the Metrolink Ashton Line, and the introduction of a bus replacement service for a period of approximately two years during construction, which may have differential effects for children who travel to the school by tram.
- 2.4.88 We will continue to engage with St Anne's Roman Catholic Primary School to identify mitigation measures.

Cloud Aerial Arts

- 2.4.89 Cloud Aerial Arts offers aerial, circus, acrobatic and dance classes for adults, as well as classes for children and young people.
- 2.4.90 The facility will be demolished during construction. The loss of this facility will reduce the opportunity for beneficial health outcomes achieved through physical exercise and may result in children and young people being disproportionately affected.
- 2.4.91 We will continue to engage with owners and operators of Cloud Aerial Arts to identify mitigation measures.

Manchester Piccadilly Station

- 2.4.92 A new Manchester Piccadilly High Speed station will be built adjacent to the existing station. This will require modifications to the existing station and the Metrolink to allow interchange between HS2 services and neighbouring services from Network Rail, Metrolink and local buses.

Construction

- 2.4.93 During construction there will be increases in traffic which will make it more difficult to cross a number of roads around the station, as well as temporary footway and road closures and diversions, which will increase journey length or introduce hindrances such as changes in ground levels. These may result in differential effects for older people, disabled people and pregnant women and mothers of babies up to six months when travelling to or from the station.
- 2.4.94 The construction of a new expanded Piccadilly Metrolink stop beneath Piccadilly High Speed station, will require the temporary closure of the Metrolink Ashton Line for approximately two years. Delays associated with this closure will disproportionately affect PCGs who make greater use of public transport. Users will be required to board and alight a replacement bus service 700m away in Piccadilly Gardens, which is likely to have differential effects for mothers of babies up to six months, older people and disabled people.
- 2.4.95 Removal of parking at Manchester Piccadilly Station to a new car park on Adair Street will increase journey length by up to 775m for pedestrians. This could have a differential effect on disabled people, although an accessible motorised link will be provided to mitigate this.

Operation

- 2.4.96 During operation the permanent increase in journey length from Manchester Piccadilly Station to the replacement car parking will be 650m. This may have differential effects for disabled people driving to the station. There will also be a differential effect on disabled people who use the private car park under Gateway House and ramp resulting from the permanent loss of 15 Blue Badge parking spaces.
- 2.4.97 Due to changes to road layout around the station, there will be a small number of permanent increases in journey lengths for pedestrians and cyclists, which could have differential effects on older people and disabled people as well as young children and mothers of babies up to six months who use these routes, and for which no shorter alternative will be available.
- 2.4.98 The layout of Manchester Piccadilly High Speed station will provide good connectivity through the station and enhance connectivity across the Manchester Piccadilly Station area to destinations including the existing Manchester Piccadilly Station, and the city centre and surrounds. These enhancements have the potential to have beneficial differential effects for disabled people in the operational phase compared to the current situation.

3 What do I do now?

- 3.1.1 You are welcome to send us your comments on how these changes will affect you – we'd like to know what you think. Your comments will go to the response analysis company and then come to us at HS2 Ltd to be considered as we design, plan, deliver, manage and operate the Proposed Scheme.
- 3.1.2 You can comment on the EQIA for the Proposed Scheme at <https://ipsos.uk/HS2EQIA> or download the response form from www.gov.uk/hs2. Please provide as much detail as possible and let us know if you think anything has been missed from the assessment. Before you comment, please read the confidentiality and data protection conditions that apply, as set out in the response form.
- 3.1.3 If you respond online, you can follow the instructions at: <https://ipsos.uk/HS2EQIA> or www.gov.uk/hs2
- 3.1.4 If you download the response form from our website at www.gov.uk/hs2 you can either: - email your response to HS2BillEQIA@Ipsos-MORI.com or - post your response to: FREEPOST HS2 Bill EQIA.
- 3.1.5 If you post your response, you don't need to add any more address information and you don't need a stamp. Please be sure to use UPPER CASE when writing this address. If you'd like to send your response by recorded delivery or special delivery, please call our helpdesk on 08081 434 434 and they will be happy to assist. You can also call our helpdesk to ask for this summary in an alternative format. This consultation closes at **23:45 on 31 March 2022**.
- 3.1.6 If you may struggle to access and engage with HS2 materials, you can contact our helpdesk which is open all day, everyday and can be reached by:
- email: HS2enquiries@hs2.org.uk;
 - freephone 08081 434 434;
 - minicom: 08081 456 472; or
 - website: fill out our form which can be found at <https://www.hs2.org.uk/contact-us/contact-form/>

4 How to find out more

- 4.1.1 HS2 Ltd has published a number of policies that help to reduce equality effects and meet the requirements of the Public Sector Equality Duty. These include:
- High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper H1: Equality, diversity and inclusion policy*. This shows how HS2 includes people from different backgrounds in the workforce and in how it plans, designs, builds and operates the new railway;
 - High Speed Two Ltd (2022), *Phase 2 Western Leg Information Paper H2: Skills and Employment*. This shows how HS2 trains and employs people to build and operate the railway and is committed to equal opportunities for local, disadvantaged or under-represented groups; and
 - the HS2 property compensation package, which includes provision for atypical properties and special circumstances.
- 4.1.2 You can find these policies online at www.gov.uk/hs2 where you will also find a copy of the full EQIA report 'High Speed Rail (Crewe – Manchester) Equality Impact Assessment Report'.

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