

# High Speed Rail (Crewe – Manchester)

## Equality Impact Assessment

Working Draft Equality Impact Assessment  
Consultation Summary Report

# HS2

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Consultation 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 Working draft Equality Impact Assessment: Consultation summary report

## 1.1 Introduction to High Speed Two

1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. It will transform intercity and long distance passenger rail travel in the UK, providing the first major increase in intercity rail capacity for over a century and freeing up substantial capacity for rail travel and freight on the conventional rail network. 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) on HS2 lines and on the existing conventional rail network. As part of the Western Leg Proposed Scheme, new stations will be built at Manchester Piccadilly and Manchester Airport, in addition to the new stations in London and the West Midlands included in HS2 Phase One.

### Phase One

1.1.2 HS2 is being built in phases. Phase One comprises the first section of the HS2 network of approximately 230km between London and the West Midlands, which will commence operations between 2029 and 2033. It was the subject of an Environmental Statement (ES) deposited with the High Speed Rail (London – West Midlands) hybrid Bill in November 2013. The High Speed Rail (London – West Midlands) hybrid Bill received Royal Assent in February 2017. Advance works on Phase One commenced in July 2017, with the main works commencing in April 2020.

### Phase Two

1.1.3 In January 2013, the Government announced its initial preferred route for Phase Two between the West Midlands, Leeds and Manchester. Following some minor amendments, the proposed route was subject to a seven-month public consultation from July 2013 until January 2014.

### Phase 2a

1.1.4 In two reports, HS2 Plus<sup>1</sup> and Rebalancing Britain<sup>2</sup>, the then HS2 Ltd Chairman, Sir David Higgins, recommended accelerating the section of the Phase Two route between the West

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<sup>1</sup> High Speed Two Ltd (2014), *HS2 Plus – A report by David Higgins*. Available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/374695/HS2\\_Plus\\_-\\_A\\_report\\_by\\_David\\_Higgins.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374695/HS2_Plus_-_A_report_by_David_Higgins.pdf).

<sup>2</sup> High Speed Two Ltd (2014), *Rebalancing Britain – From HS2 towards a national transport strategy*. Available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/374709/Rebalancing\\_Britain\\_-\\_From\\_HS2\\_towards\\_a\\_national\\_transport\\_strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf).

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Midlands and Crewe to deliver some of the benefits that HS2 will bring to the region and the north of England and Scotland sooner. In the November 2015 Command Paper High Speed Two: East and West: The next steps to Crewe and beyond<sup>3</sup>, the Government announced its intention to bring forward the route between the West Midlands and Crewe, and set out the preferred line of route for what is known as Phase 2a. Phase 2a comprises the section of the route between the West Midlands and Crewe. The High Speed Rail (West Midlands – Crewe) hybrid Bill, together with an ES, was prepared for the Phase 2a proposals and deposited in Parliament in July 2017. The High Speed Rail (West Midlands – Crewe) hybrid Bill received Royal Assent in February 2021.

## Phase 2b

- 1.1.5 On 15 November 2016 the Government set out the majority of its preferred route<sup>4</sup> between Crewe and Manchester and between the West Midlands and Leeds, referred to as Phase 2b to complete what is known as the ‘Y network’. Alongside the preferred route of the full Phase 2b scheme, the Government also announced a consultation on seven route refinement areas.
- 1.1.6 On 17 July 2017, the Government announced a decision on these refinements and confirmed the remainder of the preferred route for the full Phase 2b scheme.
- 1.1.7 The full Phase 2b scheme announced comprised the route from:
- Crewe to Manchester (approximately 85km), with a connection onto the West Coast Main Line (WCML) - referred to as ‘the Phase 2b Western Leg’ and the route of the Proposed Scheme in the High Speed Rail (Crewe – Manchester) hybrid Bill; and
  - the West Midlands to Leeds via the East Midlands and South Yorkshire – ‘the Eastern Leg’, which will be legislated for separately.
- 1.1.8 In October 2018, HS2 Ltd launched two parallel consultations on the working draft Equality Impact Assessment (EQIA) Report and the working draft ES for the full Phase 2b proposed scheme (including both Eastern Leg and Western Leg). The Consultation ran for 10 weeks, launching on 11 October 2018 and closing on 21 December 2018.
- 1.1.9 On 6 June 2019, the Government launched a national consultation on 11 proposed design refinements to the Phase 2b scheme. These refinements included proposed infrastructure for HS2 to accommodate future potential Northern Powerhouse Rail (NPR) services.

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<sup>3</sup> Department for Transport (2015), *High Speed Two: East and West: The next steps to Crewe and beyond November 2015*. Cm 9157, November 2015. 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).

<sup>4</sup> Department for Transport (2016), *High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and beyond*. Cm 9355, November 2016. Available online at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/568208/high-speed-two-crewe-manchester-west-midlands-leeds-web-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/568208/high-speed-two-crewe-manchester-west-midlands-leeds-web-version.pdf).



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- 1.1.10 In August 2019, the Department for Transport (DfT) announced that Douglas Oakervee would chair an independent review of HS2, referred to as the 'Oakervee Review'. The review was asked to assemble and test all the existing evidence in order to allow the Government to make properly informed decisions on the future of all Phases of the HS2 project.
- 1.1.11 The Oakervee Review, published on 11 February 2020<sup>5</sup>, concluded that the HS2 project should proceed, based on a number of recommendations. These included the need for Phase 2b to be considered as part of an Integrated Rail Plan (IRP) for the North and Midlands and for the full Phase 2b scheme to be split into smaller sections.
- 1.1.12 In February 2020 the Government recommitted to providing better rail connectivity between London, the Midlands and the North, ensuring all parts of the country benefit from opportunities for economic development and prosperity. The Government committed to preparing an IRP (including consideration of the Eastern and Western Legs), informed by a 'Rail Needs Assessment' undertaken by the National Infrastructure Commission (NIC).
- 1.1.13 At that time the Government also announced<sup>6</sup> its decision to proceed with the legislation to allow for the development of the Phase 2b Western Leg (the Proposed Scheme) separately and that, subject to the IRP, the full Phase 2b scheme could be legislated for in two or more hybrid Bills. This ensured work on the HS2 project continued whilst the IRP was being developed, to minimise delay.
- 1.1.14 The IRP was published in late 2021<sup>7</sup>. In terms of the Proposed Scheme, the IRP confirmed that the HS2 Crewe – Manchester hybrid Bill should proceed to deposit in Parliament. The outcomes will be taken into account in the on-going development of the Proposed Scheme.
- 1.1.15 The conclusions of the IRP will be taken into account in the on-going development of the Western Leg Proposed Scheme.

## Phase 2b Western Leg design refinement

- 1.1.16 On 7 October 2020, the Government provided a Western Leg route-wide update and launched a national consultation on four further proposed design refinements that were relevant to the Western Leg of the Phase 2b route. This included changes to allow the HS2 route to be used by future NPR trains to link cities across the North of England.

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<sup>5</sup> Oakervee, D, (2020), *Oakervee review of HS2*. February 2020. Available online at: <https://www.gov.uk/government/publications/oakervee-review-of-hs2>.

<sup>6</sup> Department for Transport (2020), *Terms of reference for an integrated rail plan for the north and midlands*. Available online at: <https://www.gov.uk/government/publications/high-speed-north-an-integrated-rail-plan-for-the-north-and-midlands-terms-of-reference/terms-of-reference-for-an-integrated-rail-plan-for-the-north-and-midlands>.

<sup>7</sup> Department for Transport (2021), *Integrated Rail Plan for the North and Midlands*. Available online at: [Integrated Rail Plan for the North and Midlands - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-midlands).

- 1.1.17 The NIC published the Rail Needs Assessment for the Midlands and the North in December 2020<sup>8</sup>. The NIC developed a menu of options for a programme of rail investments in the Midlands and the North, using three different illustrative budget options: focussing on upgrades (baseline budget only); prioritising regional rail links; and prioritising long distance links. The Proposed Scheme was included in the scope of all options.
- 1.1.18 In June 2021 HS2 Ltd published a route wide update<sup>9</sup> of the Proposed Scheme and included the latest design proposals.

### High Speed Rail (Crewe – Manchester) hybrid Bill

- 1.1.19 As announced by Government, the powers for the Western Leg Proposed Scheme are being sought through a hybrid Bill named the High Speed Rail (Crewe – Manchester) Bill, with the aim of receiving Royal Assent in early 2024, construction assumed to commence in 2026, and operation planned to start in 2038.
- 1.1.20 The Proposed Scheme that is the subject of the EQIA consists of:
- the HS2 Western Leg from Crewe to Manchester, including:
    - new stations at Manchester Airport and Manchester Piccadilly;
    - a depot north of Crewe;
    - maintenance facilities north of Crewe and at Ashley; and
    - a connection onto the West Coast Main Line (WCML) near Bamfurlong;
  - the Crewe Northern Connection, connecting the route of the Proposed Scheme with the WCML and enabling future Northern Powerhouse Rail (NPR) services to connect with HS2;
  - provision for the NPR London to Liverpool, Manchester to Liverpool, and Manchester to Leeds junctions, to enable these future NPR routes to connect with HS2; and
  - a number of works at locations beyond the Western Leg route corridor, referred to as ‘off-route works’, which include:
    - works to enable HS2 trains to call at existing stations further north on the WCML; and
    - construction of depots to provide overnight stabling for HS2 trains serving the north of England and Scotland.
- 1.1.21 The environmental effects of the Proposed Scheme have been assessed. The findings of the assessment are reported in the ES. The ES has been deposited alongside the hybrid Bill, in

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<sup>8</sup> National Infrastructure Commission (2020), *Rail Needs Assessment for Midlands and the North Final Report*. Available online at: <https://nic.org.uk/app/uploads/RNA-Final-Report-15122020.pdf>.

<sup>9</sup> High Speed Two Ltd (2021), *HS2 route wide update 2021*. Available online at: <https://www.hs2.org.uk/what-is-hs2/phase-2b/>.

accordance with the requirements of Parliamentary Standing Order 27A (SO27A)<sup>10,11</sup>. HS2 Ltd has also considered the equality impacts of the Proposed Scheme and produced an EQIA alongside the bill and the ES to identify the potential effects of the scheme on people with 'protected characteristics' as defined in the Equality Act 2010.

## 1.2 The scope and purpose of this report

- 1.2.1 As identified above, two parallel consultations were undertaken by HS2 Ltd in 2018; a consultation on the working draft EQIA Report and working draft ES. The working draft EQIA and working draft ES consultations are collectively referred to as the '2018 Consultations', and were undertaken between 11 October 2018 and 21 December 2018. Further details of the 2018 Consultations are provided in Section 2 of this report.
- 1.2.2 The scope of the 2018 Consultations included the Eastern and Western Legs of the full Phase 2b Scheme. Since then, the Government has decided to proceed with legislation for the Western Leg of Phase 2b as a priority.
- 1.2.3 The feedback received in response to the working draft EQIA consultation and a summary of how this feedback has been considered is the focus of this report. A separate report has been prepared in response to the feedback received on the working draft ES. In addition, consultations and decisions made by Government as well as stakeholder engagement undertaken by HS2 Ltd following the working draft EQIA have helped to shape the content of this report.
- 1.2.4 The purpose and scope of this report is to provide a summary of the key equality issues that were raised by stakeholders in response to the working draft EQIA consultation in relation to the Western Leg of Phase 2b ('the Western Leg Proposed Scheme'). This report is being published alongside the Proposed Western Leg hybrid Bill, referred to as the hybrid Bill.
- 1.2.5 The issues summarised in this report are not an exhaustive list. They reflect the key locations, issues and themes that were identified by consultees to the 2018 Consultations that relate to the Western Leg Proposed Scheme and the working draft EQIA. This report explains how feedback has been considered through the EQIA and scheme development and includes key issues relating to the approach in general of the EQIA for the Western Leg Proposed Scheme since the 2018 Consultations.
- 1.2.6 A separate working draft ES Consultation Summary Report, relating to the consultation on the working draft ES for the Western Leg Proposed Scheme has been published at the same time as this report and can be found on the [gov.uk](https://www.gov.uk) website.

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<sup>10</sup> House of Commons (2019), *Standing Order 27A relating to private business (environmental assessment)*, House of Commons. Available online at:

<https://www.parliament.uk/business/publications/commons/sessional-orders-private1/>.

<sup>11</sup> House of Lords (2018), *Standing Orders - Private Business, House of Lords*. Available online at:

<https://www.parliament.uk/documents/publications-records/House-of-Lords-Publications/Standing-Orders-Private/privord02.pdf>.

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- 1.2.7 In preparing the key themes raised by stakeholders, this report does not include feedback or issues raised from ongoing engagement with stakeholders outside of the consultation on the working draft EQIA nor does it respond to feedback received specifically with regard to the Eastern Leg. The themes included in this report to which response is provided are those raised through the 2018 Consultations.
- 1.2.8 Information relevant to the EQIA of the Western Leg Proposed Scheme received from consultation responses on the working draft ES Report have also been considered in this report. Comments submitted in response to the working draft EQIA that were considered relevant to the working draft ES Report have been considered in the Western Leg Proposed Scheme ES Consultation Summary Report.
- 1.2.9 Throughout this report, references are made to other sections of the EQIA Report and ES where the reader can obtain more detailed information on specific issues identified during consultation. References are also made to other available reports and information papers that have been published in advance or alongside the hybrid Bill that can assist the reader to find further information in relation to a theme or issue raised. These reports are available on the [gov.uk](https://www.gov.uk) website and in non-electronic formats.

## 1.3 The working draft EQIA Report

- 1.3.1 As described in Section 1.1, HS2 Ltd undertook the 2018 Consultations on the working draft EQIA Report and the working draft ES for both the Eastern Leg and Western Leg of the Phase 2b Scheme (referred to as the full Phase 2b route).
- 1.3.2 As a public body, HS2 Ltd is subject to the Public Sector Equality Duty (PSED) under the Equality Act 2010. The PSED requires public authorities, in the exercise of their functions, to have due regard to the need to eliminate discrimination, and any other conduct prohibited under the Act, as well as to advance equality of opportunity, and foster good relations between persons who share a relevant protected characteristic and persons who do not. The PSED is an ongoing duty which applies during the design stage, construction and operation of the railway.
- 1.3.3 As part of its activities to keep local people and relevant authorities informed, HS2 Ltd undertook consultation on the 2018 working draft EQIA Report, in order to contribute towards enabling and documenting HS2 Ltd's active fulfilment of its PSED during the design of the full 2b Phase route.
- 1.3.4 The working draft EQIA Report presented draft equality information based on the scheme as described in the working draft ES, hereafter referred as the 2018 Consultations Scheme. It considered whether the 2018 Consultations Scheme could have disproportionate or differential effects, for groups of people with protected characteristics. The protected characteristics defined in the Equality Act are age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, or sexual orientation. The working draft EQIA Report described the understanding at the time of the

potential equality effects that could arise for people with relevant protected characteristics<sup>12</sup> and explained the general measures that HS2 Ltd proposed to avoid or reduce any adverse equality effects that could occur over the life of the HS2 project.

1.3.5 Since the 2018 Consultations, the Government announced its decision to progress the Western Leg of Phase 2b in a separate Proposed Western Leg hybrid Bill.

1.3.6 The Western Leg Proposed Scheme is divided into eight community areas (CA) and the EQIA and ES sets out information on each of these<sup>13</sup>.

## 1.4 Structure and content of this report

1.4.1 This report is structured to provide the reader with an understanding of the 2018 working draft EQIA Consultation process, the key issues raised by consultees and the project's response to these issues. As set out in Section 1, these are in relation to the Western Leg Proposed Scheme only. This Consultation Summary Report also sets out HS2 Ltd's responses to the issues described.

1.4.2 The structure of this report is as follows:

- Section 2: the 2018 Consultations and response processing;
- Section 3: approach, scope and technical content of the working draft EQIA Report;
- Section 4: introduction to route-wide themes;
- Section 5: route-wide scheme design;
- Section 6: housing and residential properties;
- Section 7: community facilities and public open space;
- Section 8: schools, educational and therapeutic facilities;
- Section 9: employment and local businesses;
- Section 10: places of worship;
- Section 11: road network, traffic, transport and accessibility;
- Section 12: health, wellbeing and quality of life; and
- Section 13: concluding comments.

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<sup>12</sup> For the protected characteristic of marriage and civil partnership, only the first requirement of the PSED applies, and only in relation to employment. This is because the parts of the Act covering services and public functions, premises, and education do not apply to that protected characteristic.

<sup>13</sup> The working draft EQIA covered both the Western and Eastern Legs of Phase 2b which were divided into 28 community areas in total. This report relates to the Western Leg Proposed Scheme only, covering eight community areas. Route-wide consultation issue responses are provided based on information available to date and will be updated if needed in future documents.

## **2 The 2018 Consultations and response processing**

### **2.1 Introduction**

2.1.1 This section provides a summary of the 2018 Consultations, including the documents consulted upon, the time provided for responding to the consultation and the ways that consultees were invited to comment.

### **2.2 2018 Consultations**

2.2.1 As outlined in Section 1, two reports were formally consulted upon during the 2018 Consultations:

- High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact Assessment (EQIA) Report; and
- High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft ES.

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

2.2.3 Hard copies were available upon request to the HS2 Helpdesk and document sets were made available at community facilities along the full Phase 2b scheme as consulted in 2018.

### **2.3 Engagement to support the 2018 Consultations**

2.3.1 To support the 2018 Consultations, engagement was undertaken before and during the formal consultation period. A summary of this activity is provided in the section below, and included information events held in communities along both the Eastern and Western Legs of the scheme.

2.3.2 Letters were sent by email to a range of stakeholders including: local authorities (including parish councils), business and representative bodies, non-governmental organisations, statutory agencies and other community organisations. Prior to the launch, the consultation documentation was sent to public libraries and parish councils with a request that they be made available/displayed at community locations. Posters advertising the events were displayed at information points, the event venues and distributed by HS2 Ltd to stakeholders, including parish councils.

2.3.3 A leaflet advertising the information events was sent to people living up to 1km either side of the proposed line of route, as well as to key local stakeholders.

2.3.4 Letters were also sent to affected parties along the full Phase 2b route. An affected party is a stakeholder whose land, property or business operations may be affected by the construction and/or operation of the railway and who will be included in the Book of Reference at hybrid Bill submission.

- 2.3.5 Notices informing the public of the information events were placed in a number of local newspapers along the full Phase 2b route in the week following the launch of the 2018 Consultations. This was to ensure those living further away from the line of route who might have an interest, were aware that the consultation was taking place. A press release was issued to local media to promote the consultations and information events. Social media was also used to promote the information events. Advertisements with a reminder of the deadline to respond were placed two weeks before the close of the consultation.
- 2.3.6 Briefings were offered to local authority elected members along the full Phase 2b route. HS2 Ltd also engaged with parish councils during the consultation period.
- 2.3.7 The consultation materials provided details about the HS2 Ltd consultation website and where further information about the consultations could be found.

## 2.4 Information events

- 2.4.1 During the 2018 Consultations, 37 information events were held along the full Phase 2b route. Those held in areas along the Western Leg Proposed Scheme are listed in Table 1.

**Table 1: 2018 Consultation information events associated with the Western Leg Proposed Scheme**

Venue	Date
Canalside Conference Centre, Middlewich	Tuesday 13 November
Rixton-with-Glazebrook Community Hall, Warrington	Wednesday 14 November
Britannia Country House Hotel, Manchester	Tuesday 20 November
Golborne Parkside Sports & Community Club, Warrington	Tuesday 27 November
Culcheth Sports Club, Culcheth	Wednesday 28 November
The Venue, Rudheath	Thursday 29 November
High Legh Village Hall, Knutsford	Friday 30 November
Holiday Inn – Manchester City Centre	Monday 3 December
Manchester Airport Marriott, Hale Barns	Tuesday 4 December
Crewe Alexandra FC, Gresty Road, Crewe	Thursday 6 December

- 2.4.2 In addition, two off-route location information events were held in November 2018. These events provided in the form of HS2 Ltd staff being present on Carlisle and Preston stations (one event at each station) to promote and explain the working draft EQIA Report and working draft ES. This was considered at the time to be a proportionate way of providing an information event for these off-route locations referenced in the working draft EQIA Report.
- 2.4.3 At each event, maps and relevant reports were available to inspect and take away. These included copies of the documents being consulted on, as described in Section 1.3 and supporting documentation. HS2 Ltd staff and consultants attended to discuss the 2018 Consultations Scheme and answer questions.
- 2.4.4 The information events along the Western Leg Proposed Scheme were attended by approximately 1,750 people.



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- 2.4.5 Attendees at the information events were requested to provide written feedback via the official consultation response channels once they had had the opportunity to review the available materials.
- 2.4.6 Provision was made for affected parties to attend a 30-minute appointment with relevant technical experts. This presented an opportunity for them to ask questions and to provide HS2 Ltd with insight into the potential impact of design on their land, property or business operations. These discussions did not preclude stakeholders from consultation, and they were strongly encouraged to respond to formal consultation in addition to any feedback they had provided during the meeting.

## 2.5 Responding to the consultations

- 2.5.1 HS2 Ltd employed an independent specialist response analysis company, Ipsos MORI, to receive, collate and summarise responses to the 2018 consultations, through online, email and postal platforms.
- 2.5.2 Stakeholders were invited to submit their comments through the following mechanisms facilitated by Ipsos MORI:
- online: accessible through the [gov.uk](https://www.gov.uk) website;
  - by email: [equality2b@ipsos-mori.com](mailto:equality2b@ipsos-mori.com); or
  - by post: FREEPOST HS2 PHASE 2B EQUALITY CONSULTATION.
- 2.5.3 All responses submitted or postmarked before the end of consultation were eligible for consideration as part of the consultation response analysis.
- 2.5.4 A separate response form was available for each of the consultations, namely: the working draft EQIA Report and the working draft ES. Stakeholders were invited to submit their comments against the questions asked within the respective response forms.
- 2.5.5 Ipsos MORI's summary of consultation responses to the working draft EQIA Report and working draft ES (with regard to both the Eastern and Western legs) are available on the [gov.uk/hs2](https://www.gov.uk/hs2) website.
- 2.5.6 The purpose of the reports prepared by Ipsos MORI was to provide a summary of the collated responses, the consultation process and the key themes raised by stakeholders. The purpose of this report is to provide detail around how the consultation feedback has been used in the EQIA and consideration of potential equality effects or in the Western Leg Proposed Scheme development. This Consultation Summary Report also sets out HS2 Ltd's responses to the issues described.



## 2.6 Analysing consultation responses

### Consultee response numbers

- 2.6.1 The 2018 Consultations generated 38,336 responses, comprising:
- 437 responses on the working draft EQIA Report; and
  - 37,899 responses on the working draft ES.
- 2.6.2 Consultees were able to submit responses to each of the two consultations. Duplications of responses did occur and were identified and managed during the collation and review process undertaken by Ipsos MORI.

### Review of the consultation responses

- 2.6.3 This report sets out a summary of the issues raised that were specific to the Western Leg Proposed Scheme or were relevant to the approach taken in general to the EQIA.
- 2.6.4 Responses were first reviewed for their thematic content and not on the location of the stakeholder providing the response. Consultation responses were analysed to identify the relevant consultation document that their response related to, their thematic content and the specific location being commented on (often responses included comments related to multiple documents, themes or geographical locations). Review of consultation responses was then undertaken to consider how the issues raised during the consultation could inform the Western Leg Proposed Scheme design and EQIA in a timely and appropriate manner.
- 2.6.5 In order to prepare this Western Leg Proposed Scheme Consultation Summary Report, responses considered to be specific to the Eastern Leg scheme have been discounted. Responses from national consultees or organisations often provided response relating to route-wide themes, multiple community areas and/or multiple topics. National consultees or organisations with national or regional coverage are included in this report where their response has provided feedback relating to general EQIA or scheme development approaches, as this feedback was relevant and therefore considered in the development of the Western Leg Scheme design and consideration of potential equality effects since the working draft EQIA Consultation.
- 2.6.6 To facilitate this consultation response review, multi-disciplinary working groups were established. These groups included representation from project engineers, construction and logistics engineers, environmental specialists, equality specialists and stakeholder engagement personnel. Further reviews were conducted by technical topic teams to ensure that responses informed ongoing assessment in the ES as well as within the EQIA, where relevant.
- 2.6.7 Reviews were undertaken through workshops, which commenced once consultation responses were available to review. The reviewers analysed the responses and considered

whether changes to the EQIA approach or further changes to the design might be required and whether the potential for equality issues might arise in light of the issues raised.

- 2.6.8 At the beginning of the relevant sections in the remainder of this report, an indicative list of consultee organisations who provided responses on a particular issue or topic is set out (excluding those that requested confidentiality). No names or contact details of individuals are provided within this report. Such consultees are referred to as 'individuals'.

## 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 Western Leg Proposed Scheme or its EQIA. These included:
- requests for further information on how to engage with HS2 Ltd; and
  - issues relating to the availability of compensation and relevant eligibility criteria.
- 2.7.2 These issues are noted to be of importance, but were not related to the content of the working draft EQIA 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 Approach, scope and technical content of the working draft EQIA Report**

### **3.1 Introduction**

- 3.1.1 This section summarises issues raised by consultees in relation to the approach, scope and technical content of the EQIA.
- 3.1.2 The key topic areas identified through analysis of consultee comments in respect of the approach, scope and technical content of the EQIA included:
- presentation of information and content;
  - approach to consultation and engagement;
  - the scope and methodology of the EQIA;
  - assessment of impacts; and
  - mitigation and monitoring.
- 3.1.3 Consultees who raised these issues included: Network Rail, Highways England, Members of Parliament (MPs), local authorities, parish councils, Culcheth and District Rail Action Group, The Bridgewater Canal Company and individuals.

### **3.2 Presentation of information and content**

#### **Consultation issues**

- 3.2.1 Consultees raised concerns in relation to presentation of information and content, including:
- the perceived lack of accessibility of documents for certain groups with protected characteristics (PCG), particularly regarding provision of Easy Read documents and the general difficulty in understanding documentation for individuals with visual impairments or limited literacy skills;
  - the concentration of consultation information online meant access was restricted for groups without access or with limited access to the internet; and
  - availability of working draft EQIA Report and related documents at consultation events.
- 3.2.2 Consultees who raised these issues included: Cheshire West and Chester Council, Culcheth & Glazebury Parish Council, and individuals.

## **Response to consultation issues**

### **Accessibility of documents**

3.2.3 HS2 Ltd is committed to open and inclusive engagement with members of the public and wider stakeholders, to facilitate their meaningful participation in scheme development. Consultation data is presented in written and visual formats, such as maps, to respond to different stakeholder requirements. Information about the 2018 Consultations Scheme was also presented in a non-technical form in the working draft ES Non-Technical Summary (NTS) and the 'In Your Area' booklets. In addition, a 'Guide to the working draft Environmental Statement and working draft EQIA' document was produced alongside the working draft ES and working draft EQIA Report, which included an overview of the documents. Alternative formats of data were also able to be requested from HS2 Ltd. The EQIA Report submitted alongside the hybrid Bill is also accompanied by an Easy Read version and an executive summary of the document.

### **Alternatives to online information**

3.2.4 The information events provided the opportunity for any individual or group who was unable to engage with data presented in written and visual formats, to discuss the 2018 Consultations Scheme and the working draft ES and/or working draft EQIA Report and obtain information directly from the Phase 2b project team. Requests for alternative presentation of information, or requests for direct engagement were also able to be made via the HS2 Helpdesk.

### **Availability of EQIA and other documents**

3.2.5 It is recognised that not all members of the public are able or prepared to review consultation data online. Consultation information was, therefore, made available at information events and in community facilities. Copies of this information were available to take away from information events. Members of the public were also able to request copies of working draft EQIA Report consultation information directly from HS2 Ltd in the event that copies were no longer available at information events or in community facilities, predominantly libraries.

## **3.3 Approach to consultation and engagement**

### **Consultation issues**

- 3.3.1 Concerns were raised by consultees relating to the general approach to consultation and engagement including:
- consultees suggested the length of the consultation period was too brief to allow for proper submission of a consultation response; and

- concerns surrounding level of engagement that had taken place to date.

3.3.2 Consultees who raised these issues included: Culcheth & Glazebury Parish Council, Cheshire West and Chester Council, Cheshire West and Chester Borough Council, The Bridgewater Canal Company and individuals.

## **Response to consultation issues**

### **Consultation period**

3.3.3 The consultation period was 10 weeks, consistent with established practice and providing stakeholders with the opportunity to consider the published documents, attend public information events and formally respond to consultation. It was scheduled to avoid the festive period, with completion in advance of this and avoiding what is known to be a busy period for the public and wider stakeholders.

### **Level of engagement**

- 3.3.4 Volume 1 of the ES details the programme of engagement, which has been undertaken to inform the development of the Western Leg Proposed Scheme.
- 3.3.5 It is established practice to provide an online forum for consultations and this is actively sought by many stakeholders to enable their timely and effective participation. It is recognised, however, that not all stakeholders will seek to use the online forum and public information events are held in local communities to provide an alternative means of participation. Hard copies of the consultation documents were made available at information events for members of the public to take away. In addition, hard copies were also able to be requested from the HS2 Ltd Helpdesk. A freepost postal address was also established to enable stakeholders to provide consultation feedback, as an alternative to online and in-person.
- 3.3.6 Details of the consultation were published online and in local media, and a letter drop was also undertaken to residents along the route of the 2018 Consultations Scheme as the consultation launched. Key community stakeholders were also contacted ahead of the consultation launch. Information on the consultation was also provided to local authorities and technical stakeholders.
- 3.3.7 Potentially impacted residents were informed of the consultation and public information events within proximity to them. In addition, affected parties received letters offering a 30-minute appointment in a private space with the relevant technical experts. Where residents indicated they were unable to attend the event or appointment, alternative means of engagement were offered.
- 3.3.8 Public information events were organised across communities along the route of the 2018 Consultations Scheme and venues were selected to maximise their accessibility to the public and wider stakeholders. It is recognised that not all stakeholders are able or willing to attend

such events, so all consultation documents were available to view online and copies were also provided in facilities within local communities throughout the consultation period. Members of the public and wider stakeholders were also able to contact the HS2 Helpdesk for further information or assistance.

- 3.3.9 In order to increase accessibility and opportunities for stakeholders to ask questions of the project team, HS2 Ltd has explored new tools to support the use of information events. For example, a virtual exhibition room and interactive map were used in support of the Western Leg Design Refinement Consultation in October 2020.
- 3.3.10 A process of engagement continued with stakeholders following the 2018 Consultations and prior to the hybrid Bill submission. Following hybrid Bill submission there will be a further period of consultation, as outlined in Section 12 of this report. The PSED is an ongoing duty and the consideration of equality effects will continue during the passage of the bill through Parliament and through the process of detailed design.
- 3.3.11 There will also be a Select Committee process during which people and organisations whose interests and property are specially and directly affected will have the opportunity to submit petitions to Parliament for consideration by the Select Committee. Further details on this process are set out in Volume 1 of the ES and in the Phase 2b Western Leg Information Paper B9: Introduction to hybrid Bill Powers<sup>14</sup>.

## 3.4 The scope and methodology of the EQIA

### Consultation issues

- 3.4.1 The following key issues regarding the scope and methodology of the EQIA were raised:
- consultees questioned the purpose of the EQIA and the focus on groups with protected characteristics, and queried why certain groups were considered as protected characteristics and others not (including socio-economic status);
  - questions as to why certain EQIA resources/receptors were not included in the working draft EQIA Report;
  - consultees expressed concern regarding the level of detail in the baseline for certain protected characteristic groups, and suggested that additional data should be provided for some groups; and
  - consultees raised general concerns regarding the level of detail included in the EQIA, and requested further detail on specific effects for groups with protected characteristics.
- 3.4.2 Consultees who raised these issues included: Cheshire West and Cheshire Councils, Cheshire West, Chester Borough Council and individuals.

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<sup>14</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper B9: Introduction to hybrid Bill Powers*.

## Response to consultation issues

### The EQIA and protected characteristic groups

- 3.4.3 As described in Section 1, HS2 Ltd has undertaken an EQIA in active compliance with its legal duties under the PSED, as set out in section 149 of the Equality Act 2010.
- 3.4.4 The methodology for the EQIA is set out in the EQIA Scope and Methodology Report (EQIA SMR)<sup>15</sup>, and is consistent with the requirements under the PSED and the Equality Act 2010. There are nine protected characteristics identified in the Act. These are: age; disability; gender reassignment; marriage and civil partnership<sup>16</sup>; pregnancy and maternity; race; religion or belief; sex; and sexual orientation. The Act does not specify socio-economic status as a protected characteristic. The EQIA, however, does consider effects for PCG who may be more likely to experience low socio-economic status and poor standards of living. This is in line with the approach taken for the EQIAs for Phase One and Phase 2a.
- 3.4.5 The Phase 2b EQIA SMR was provided to the Equality and Human Rights Commission (EHRC) for comment prior to the undertaking of the assessment and reflects both consultation feedback and established practice. Comments received on the scope and methodology of the working draft EQIA Report have been taken into consideration and any relevant changes are set out in the revised version of the EQIA SMR accompanying the hybrid Bill.

### EQIA resources and receptors

- 3.4.6 The spatial scope of the EQIA is guided by the assessments reported in the ES and based around eight community areas and three off-route works. The assessment process has considered the potential for equality effects to arise in a wide range of locations and for a wide range of community resources, informed by the scope and findings of the EIA, where relevant, and by professional judgement. The EQIA reports on those locations and resources where the assessment has identified a potential equality effect for residents or users with relevant protected characteristics.

### Baseline data and protected characteristic groups

- 3.4.7 The approach to baseline data collection is outlined in the EQIA SMR<sup>15</sup>, and is included in Annex A of the EQIA Report accompanying the hybrid Bill. The baseline analysed ONS Census data at Lower Super Output Area (LSOA) level for the protected characteristics of

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<sup>15</sup> High Speed Two Ltd (2021), High Speed Rail (Crewe – Manchester), *Equality Impact Assessment Scope and Methodology Report*.

<sup>16</sup> For the protected characteristic of marriage and civil partnership, only the first requirement of the PSED applies and only in relation to employment. This is because the parts of the Act covering services and public functions, premises, and education do not apply to that protected characteristic.

## Equality Impact Assessment

### working draft Equality Impact Assessment consultation summary report

age, disability, race, and religion or belief, and identifies those LSOA where there is 'disproportionate representation' of residents with one or more protected characteristic.

- 3.4.8 Data for the protected characteristics of sexual orientation, gender re-assignment and pregnancy and maternity were not collected, due to a lack of reliable data available at LSOA level. Data for the protected characteristic of sex were not collected as it was considered unlikely that the analysis would identify disproportionate representation of males or females in any given LSOA. Data for the protected characteristic of marriage and civil partnership were not collected, as the PSED is only partially applicable to this characteristic<sup>17</sup>.
- 3.4.9 Alongside baseline data collection and analysis, a detailed literature review has been undertaken to understand the needs of PCG and support a robust assessment. This has considered published evidence regarding how PCG experience particular social or economic issues that may shape their sensitivity or resilience to potential effects arising from the construction or operation of the Western Leg Proposed Scheme. The literature review is included in Annex C of the EQIA Report. The EQIA Report also draws on local data regarding specific resources that has emerged through the stakeholder engagement and consultation process, where relevant.

### Level of detail in the EQIA assessment

- 3.4.10 HS2 Ltd undertook consultations on the working draft EQIA Report to provide the public and stakeholders with the opportunity to respond to and provide feedback on the emerging assessments. The design and assessment of the full Phase 2b route presented in the working draft EQIA Report were at an early stage of development and were presented to enable comments to be taken into account, as appropriate, during the development of the scheme design and EQIA.
- 3.4.11 Since the publication of the working draft EQIA Report, the design of the Western Leg Proposed Scheme has continued to evolve, and stakeholder engagement and technical assessment work has been ongoing to fully understand the potential equality impacts of the Western Leg Proposed Scheme for communities and specific resources along the route and in the three off-route areas.
- 3.4.12 The EQIA accompanying the hybrid Bill now includes a more detailed assessment of equality effects for PCG and has taken into consideration consultation responses where these have identified further information relevant to the assessment. The EQIA reports the disproportionate and differential equality effects predicted by the assessment, reflecting the evolved Western Leg Proposed Scheme design, and additional mitigation embedded within it.

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<sup>17</sup> For the protected characteristic of marriage and civil partnership, only the first requirement of the PSED applies, and only in relation to employment. This is because the parts of the Act covering services and public functions, premises, and education do not apply to that protected characteristic.



## 3.5 Assessment of impacts

### Consultation issues

- 3.5.1 Consultees raised issues regarding the assessment of impacts of the 2018 Consultations Scheme, these included:
- concerns surrounding the adequacy of baseline information used to form the assessment in the working draft EQIA Report;
  - consultees stressed the importance of engaging local communities to fully assess equality impacts;
  - consultees felt neighbourhood quality was not adequately assessed through current EQIA methodology; and
  - concern that more detail is required to properly assess certain equality impacts, and that further assessment of differential effects is required.
- 3.5.2 Consultees who raised these issues included: Cheshire West and Chester Borough Council, Cheshire West and Cheshire Councils, Cheshire East Council, Wigan Council, The Bridgewater Canal Company and individuals.

### Response to consultation issues

#### Adequacy of baseline information

- 3.5.3 The approach to baseline data collection is outlined in the Phase 2b EQIA SMR, and is included in Annex A of the EQIA Report accompanying the hybrid Bill. The approach is consistent with Phase 2a. Baseline data has been collected for all LSOA within 1km of the route of the Western Leg Proposed Scheme and of the ORW sites. Data is collected at LSOA level to provide a high level of detail that will allow the EQIA to identify, as far as reasonably practicable, the representation of people with protected characteristics at local level within communities along the route of the Western Leg Proposed Scheme and in the areas around the ORW sites. The focus of the analysis is on identifying 'outliers', or areas where there is disproportionate representation of one or more PCG.
- 3.5.4 Data from the Office for National Statistics (ONS) 2011 Census is used. Although this dataset is 10 years old, the benefits offered by LSOA level data, in terms of local detail, outweigh the fact that it may not be the latest data available. As noted above, data for the protected characteristics of sexual orientation, gender re-assignment and pregnancy and maternity was not collected due to a lack of reliable data available at LSOA level, and data for sex was not collected as it was considered unlikely that the analysis would identify disproportionate representation of males or females in any given LSOA. Data for the protected characteristic of marriage and civil partnership was not collected, as the PSED is only partially applicable to this characteristic<sup>17</sup>. The EQIA Report draws on local data regarding specific resources that has emerged through the stakeholder engagement and consultation process.

- 3.5.5 Alongside baseline data collection and analysis, a detailed literature review has been undertaken to understand the needs of PCG and support a robust assessment. This has considered published evidence regarding how PCG experience particular social or economic issues that may shape their sensitivity or resilience to potential effects arising from the construction or operation of the Western Leg Proposed Scheme. The literature review is included in Annex C of the EQIA Report.

### **Engagement with communities to inform the assessment**

- 3.5.6 HS2 Ltd is committed to ongoing engagement in support of the equality assessment and will continue to work with local authorities to identify and engage local communities along the Western Leg Proposed Scheme. HS2 Ltd's approach to engagement is described in the HS2 Community Engagement Strategy<sup>18</sup>, as published in September 2017. It sets out how HS2 Ltd will Be a Good Neighbour and what this means for those who either live or work within the communities along the whole line of the new railway. The strategy includes 10 Community Commitments that are used as the basis to measure success. Every six months reports are published which measure progress against the 10 Community Commitments described in the Strategy. As well as providing transparency about HS2 Ltd's performance, these reports demonstrate continuous learning and improvement.
- 3.5.7 Alongside general stakeholder engagement activity, equality-specific engagement has been, and will continue to be, undertaken to understand potential impacts for particular PCG. Targeted engagement with stakeholders is used to address any gaps in baseline data and to develop a broader understanding of potential equality issues, for example, with the use of tailored questionnaires depending on the type of facilities or resources being engaged. This includes community groups, service providers and other organisations working with particular PCG. The approach to stakeholder engagement for the EQIA is outlined in the High Speed Rail (Crewe – Manchester) EQIA SMR.

### **Neighbourhood quality**

- 3.5.8 The health assessment within the ES includes an assessment of effects on neighbourhood quality, which considers the combined effects on health and wellbeing of sound, noise and vibration, dust, landscape and visual effects, and traffic and transport. Neighbourhood quality effects are considered within the EQIA as part of the assessment of 'area-based' effects. These are potential equality effects which may be experienced, not by the users of individual community resources or occupants of a group of residential properties, but by one or more protected characteristic groups who are disproportionately represented over a wider geographical area. Area-based effects may arise individually or from a combination of effects. Further information is provided in the EQIA Report accompanying the hybrid Bill.

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<sup>18</sup> High Speed Two Ltd (2017), *Community Engagement Strategy*. Available online at: <https://www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy>.

## **Assessment of differential effects**

3.5.9 The working draft EQIA Report and working draft ES were undertaken at a relatively early stage in the design of the full Phase 2b route, and published for consultation to allow stakeholders the opportunity to respond to and provide feedback on the emerging assessments. The design of the Western Leg Proposed Scheme has continued to evolve, and stakeholder engagement and technical assessment work has been ongoing to understand more fully the potential impacts. The EQIA Report published alongside the hybrid Bill provides a more detailed assessment of both disproportionate and differential equality effects for PCG. It has drawn on information gathered and developments in the design since the working draft EQIA Report and the subsequent design refinements relevant to the Western Leg Proposed Scheme, as well as the more detailed environmental assessment presented in the ES.

## **3.6 Mitigation and monitoring**

### **Consultation issues**

- 3.6.1 Consultees raised concerns regarding the approach to mitigation and monitoring along the route of the Western Leg Proposed Scheme, these included:
- concerns regarding the adequacy of mitigation for specific PCG and at certain locations;
  - concern regarding the adequacy of mitigation for closed or diverted public rights of way (PRoW) and specific requests for suitable reinstatement or replacement of these;
  - requests to be engaged in discussions regarding mitigation decisions; and
  - requests for further information regarding levels of ongoing monitoring.
- 3.6.2 Consultees who raised these issues included: Highways England, Cheshire West and Chester Council, Wimboldsley Primary School, Warburton Village Committee and individuals.

### **Response to consultation issues**

#### **Mitigation for specific PCG**

- 3.6.3 Mitigation is embedded in the Western Leg Proposed Scheme, with the approach to this process set out in Volume 1 of the ES and further detailed in Volume 2 of the ES. Where mitigation is relevant to the EQIA, it is referenced in the assessment of equality effects in the EQIA Report.
- 3.6.4 The EQIA has, and will continue to, inform design, mitigation and other relevant project-related decisions. As well as identifying measures to avoid, reduce and/or mitigate possible negative equality effects, the EQIA report identifies relevant measures, which, as part of the Western Leg Proposed Scheme design or mitigation, can enhance equality, address existing disadvantage or support good relations between PCG and other people.

- 3.6.5 Section 20 of the Equality Act 2010 requires decision-makers to make 'reasonable adjustments' in certain circumstances. For instance, where a disabled person is at a substantial disadvantage in comparison with people who are not disabled, then in certain circumstances there is a duty to take reasonable steps to remove that disadvantage. The EQIA Report helps HS2 Ltd to identify where such adjustments may be required. Engagement with affected stakeholders remains ongoing, to identify appropriate mitigation.

### Public Rights of Way

- 3.6.6 The Western Leg Proposed Scheme has been designed to avoid or reduce impacts on PRoW, including footpaths, bridleways and cycle paths, where reasonably practicable. The draft Code of Construction Practice (CoCP) sets out the approach that will be undertaken to reduce impacts due to diversions, realignments and/or closures of PRoW. Where reasonably practicable, PRoW, including diversions, will be maintained for pedestrians, cyclists and equestrians, including reasonable adjustments to maintain or achieve inclusive access. HS2 Phase 2b Western Leg Information Paper E5: Roads and public rights of way<sup>19</sup> explains how the effects of the Western Leg Proposed Scheme on roads and PRoW along the line of route will be managed.

### Engagement on proposed mitigation

- 3.6.7 HS2 Ltd is committed to an open and constructive dialogue with its stakeholders and to ongoing engagement in support of the evolving scheme design and assessment. HS2 Ltd will continue to work with local authorities and other affected stakeholders to identify reasonably practicable measures to help mitigate any equality effects that are identified in the EQIA.
- 3.6.8 The effects of the Western Leg Proposed Scheme on PCG will be monitored on an ongoing basis. HS2 Ltd will ensure that any potential effects that are identified in the EQIA Report are kept under review, and where appropriate, the baseline evidence will be updated and further stakeholder engagement undertaken. The process of review will continue to identify suitable measures to reduce and, if appropriate, mitigate effects on people with protected characteristics in line with the Public Sector Equality Duty (PSED). This process will be informed by ongoing engagement with relevant stakeholders to identify the specific needs of these groups and appropriate mitigation.

### Monitoring

- 3.6.9 The HS2 Ltd Equalities, Diversity and Inclusion (EDI) team is responsible for reporting and monitoring during design and construction on the effectiveness of measures taken to mitigate potential or actual negative equality effects as well as positive actions to promote equality.

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<sup>19</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E5: Roads and public rights of way*.

## 4 Introduction to route-wide themes

### 4.1 Introduction

- 4.1.1 Sections 5 to 12 are structured to address key route-wide and Western Leg location-specific examples of equality issues, identified through analysis of consultation responses received during the 2018 consultations.
- 4.1.2 The summary of key route-wide equality issues and where these are presented within the report, is set out as follows:
- Section 5: route-wide scheme design;
  - Section 6: housing and residential properties;
  - Section 7: community infrastructure and public open space;
  - Section 8: schools, educational and therapeutic facilities;
  - Section 9: employment and local businesses;
  - Section 10: places of worship;
  - Section 11: road network, traffic, transport and accessibility;  
and
  - Section 12: health, wellbeing and quality of life.

### 4.2 Content of sections

- 4.2.1 Sections 7 to 10 are structured to present a summary of the key issues raised by consultees with respect to route-wide community resources, for example, places of worship. This is followed by a summary list of Western Leg location-specific examples of these amenities and the issues raised in respect of these by consultees. Detail is provided on how consultees perceive those with protected characteristics as being affected.
- 4.2.2 Each section then sets out the responses to the issues raised by consultees, including how the respective comments have informed the EQIA at route-wide level or with respect to individual locations, where this is appropriate.

## 5 Route-wide scheme design

### 5.1 Introduction

5.1.1 This section summarises issues raised by consultees in relation to route-wide scheme design and reported route-wide effects relevant to the Western Leg Proposed Scheme. Consultees who provided comments included local authorities and parish councils, community and action groups, Action for Hearing Loss, Network Rail and individuals.

### 5.2 Consultation issues

5.2.1 Issues raised by consultees included:

- assurance sought that scheme design will ensure accessibility, safety and ease of use for PCG, including operating trains, depots and stations;
- the opportunity for the Proposed Scheme to have a positive equality impact through focus on accessibility;
- concern over whether cross-platform access suitable for people with disabilities would be provided at hub stations; and
- concern that the chosen scheme design and route impact certain PCG (i.e. communities with high number of retirees).

5.2.2 Consultees who raised these issues included: Highways England, Action on Hearing Loss, Network Rail, Cheshire West and Chester Council, Network Rail, Warburton Village Committee, Helen Jones former MP for Warrington North, Culcheth & Glazebury Parish Council, Culcheth and District Rail Action Group (CADRAG) and individuals.

### 5.3 Response to consultation issues

#### **Inclusive design and accessibility**

5.3.1 HS2 Phase 2b Western Leg Information Paper D6: Inclusive Design Policy<sup>20</sup> outlines the approach of HS2 Ltd to inclusive design of the Western Leg Proposed Scheme. The approach will apply to all publicly accessible elements of the HS2 rail network, including stations. HS2 Ltd's objective is to design and provide a service that can be used safely, independently, easily and with dignity by everyone.

5.3.2 The design of the Western Leg Proposed Scheme will comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI), which sets standards for accessible trains, stations and other facilities, and with applicable

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<sup>20</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper D6: Inclusive Design Policy*.

UK standards. By complying with these standards, HS2 Ltd will ensure that the Western Leg Proposed Scheme provides equal access for all potential users.

## **Station design and operation**

- 5.3.3 Station design and operation, including elements such as cross-platform access, is a matter of detailed design, which is outside the scope of the hybrid Bill.
- 5.3.4 As set out in HS2 Phase 2b Western Leg Information Paper D6: Inclusive Design Policy. The design will comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI). It sets standards for accessible trains, stations and other facilities to benefit a wider range of rail users that might have difficulty with accessing rail infrastructure. The design will also comply with the applicable UK standards. The design will also confirm to the relevant requirements of the Equality Act 2010.

## **Scheme design and impacts on PCG**

- 5.3.5 The Western Leg Proposed Scheme has been designed to avoid impacts where reasonably practicable on communities and key facilities within these communities during both construction and operation of the railway. Where it is not possible to avoid such impacts, the design has sought to reduce and mitigate such impacts, taking account of baseline information, assessment findings and feedback from stakeholders. Engagement with individual facilities has enhanced the understanding of potential impacts and of the opportunities to avoid, reduce and mitigate. This engagement will continue.

## **6 Housing and residential properties**

### **6.1 Introduction**

6.1.1 This section summarises issues raised by consultees in relation to housing and residential properties.

### **6.2 Consultation issues**

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

- issues concerning direct impacts on properties home to residents with protected characteristics, and concerns about appropriate consideration and re-provision of suitable properties;
- concern and uncertainty regarding loss of value, relocation, acquisition or compensation, particularly concern that residents with protected characteristics will experience disproportionate levels of stress and anxiety;
- the potential for isolation impacts on residential areas and loss of social networks due to severance, particularly for elderly or vulnerable members of the community; and
- concerns about indirect impacts on residential properties, including sound, noise and vibration arising from the construction and operation of the Western Leg Proposed Scheme.

6.2.2 Consultees who raised these issues included: Culcheth High School, Culcheth and District Rail Action Group (CADRAG), Highways England, Action on Hearing Loss, The Children's Adventure Farm Trust, Wimboldsley Primary School, businesses and individuals.

### **6.3 Response to consultation issues**

#### **Direct impacts on residential properties and effects for residents with protected characteristics**

6.3.1 HS2 Ltd recognises that residents and homeowners along the route of the Western Leg Proposed Scheme, including those with protected characteristics, will be affected by the construction and operation of the Western Leg Proposed Scheme.

6.3.2 The community assessment in the ES identifies areas where it is expected that five or more residential properties will be lost due to construction. It also identifies any resources such as residential care homes that will be lost.

6.3.3 The EQIA reports the potential for impacts on housing and residential resources, including residential care homes, to result in disproportionate or differential equality effects for PCG,



and has set out appropriate mitigation measures that have been identified and incorporated into the Western Leg Proposed Scheme.

- 6.3.4 While residents of care homes will be entitled to rehousing, it is recognised that PCG, including older people and disabled people, may be more sensitive to emotional distress and anxieties associated with relocation and the loss of existing social ties, particularly if required to move away from their local area. Engagement will continue to be undertaken with the owners of care facilities to understand their requirements and identify appropriate measures. Feedback from all engagement will be used to inform further opportunities for mitigation.
- 6.3.5 HS2 Ltd has worked to reduce the uncertainty associated with impacts on residential property by consulting with local communities. However, notwithstanding the measures in place to reduce the impacts of the Western Leg Proposed Scheme, there is a potential for homeowners with protected characteristics to be affected by generalised blight<sup>21</sup> in the period leading up to and including construction.
- 6.3.6 The Government has developed a package of non-statutory property compensation measures to address generalised blight resulting from the promotion of the Western Leg Proposed Scheme<sup>22</sup>. 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. The property compensation package includes provision for atypical properties and special circumstances, which allows wider consideration to be given to an applicant's health and mobility, and the suitability of their current property.
- 6.3.7 Further information on the property compensation schemes in place for HS2 Phase 2b, eligibility criteria and how anyone affected can discuss issues relating to compensation, is set out on the HS2 Ltd website at [www.hs2.org.uk](http://www.hs2.org.uk).

## Severance and isolation effects

- 6.3.8 The Volume 2 Community Area reports of the ES has identified the likely significant isolation effects of the Western Leg Proposed Scheme in specific locations along the route, during both construction and operation. Isolation effects can arise as a result of construction activities, increased traffic flows on local roads, the closure or diversion of local roads, or the presence of infrastructure and visual barriers in the landscape. Increased traffic on local roads can result in severance effects for non-motorised users (NMU), such as difficulties crossing some roads.

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<sup>21</sup> Generalised blight is the adverse effect on the market value of land and property, or the future enjoyment of the land and property, arising from the perceived effect of future developments (also referred to as 'generalised property blight' or 'property blight').

<sup>22</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper C5: Generalised blight*.

## Equality Impact Assessment

### working draft Equality Impact Assessment consultation summary report

- 6.3.9 It is recognised in the EQIA that children, older people and disabled people may be more likely to experience difficulties crossing busier roads. Groups with protected characteristics, including women, children, older people and disabled people, may also have particular needs in terms of accessing services, and may therefore experience differential effects as a result of isolation. Older and disabled residents may also be more likely to experience isolation as a barrier to accessing services and social activities.
- 6.3.10 The EQIA has identified isolation effects in specific areas, where it is known that people with protected characteristics are likely to be affected. The EQIA also considers the potential for impacts on community cohesion to result in differential effects for people with protected characteristics who may be reliant on strong social networks within their local communities.
- 6.3.11 The implementation of the CoCP, in combination with the construction workforce travel plan, will reduce transport-related effects for residents of affected areas, including severance and isolation, during construction of the Western Leg Proposed Scheme. HS2 Ltd will continue to work with stakeholders to identify areas with high proportions of residents with protected characteristics who may be sensitive to severance or other transport disruption, to plan and communicate construction activity in those areas, and to seek to ensure continuity of transport services to reduce any potential differential effect to those with protected characteristics.

## Noise effects for residents

- 6.3.12 The EQIA Report considers whether identified sound, noise and vibration impacts could have the potential to result in disproportionate or differential effects for people with protected characteristics. It is recognised that within the demographic potentially affected, there may be people who are more or less sensitive to noise. Measures set out in the draft CoCP, and other Environmental Minimum Requirements (EMR)<sup>23</sup>, will reduce sound, noise and vibration and other environmental impacts that may arise from construction activities.
- 6.3.13 Households affected by noise during construction may be eligible for noise insulation or temporary re-housing in accordance with the noise insulation and temporary rehousing policy set out in the HS2 Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration<sup>24</sup>.
- 6.3.14 Specific noise trigger levels and/or alternative noise control measures will be considered on a case-by-case basis for situations such as: residential homes where noise insulation does not represent a viable option including houseboats or mobile homes, night workers, those who regularly work from home needing a quiet environment to work in and those that have a medical condition which will be seriously aggravated by construction noise. Where

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<sup>23</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E1: Control of Environmental Impacts*.

<sup>24</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration*.

appropriate, the nominated undertaker will liaise with the local authority to determine appropriate thresholds.

## **6.4 Location specific consultation issues**

6.4.1 No location-specific issues were raised with regard to the western leg.

## **7 Community facilities and public open space**

### **7.1 Introduction**

- 7.1.1 This section summarises issues raised by consultees in relation to community infrastructure and public open spaces.
- 7.1.2 Issues were also raised regarding the impact of the Western Leg Proposed Scheme on the local road network and PRow for communities. These are discussed in Section 11 of this report.

### **7.2 Consultation issues**

- 7.2.1 Key issues raised in relation to community infrastructure and public open spaces included:
- impacts on the operation or viability of community facilities as a result of proximity to the 2018 Consultations Scheme, including acquisition of land or loss of access;
  - impact on the amenity of open space and reduced enjoyment and visitor numbers;
  - concern that road closures and diversions will result in community severance, and difficulties in accessing community infrastructure in neighbouring communities, particularly for those with protected characteristics;
  - concern that road closures and diversions will result in increased journey times and difficulties in accessing open spaces, in particular for groups with protected characteristics; and
  - concern about disruption to the footpaths and walking routes within open spaces and that any changes will disproportionately impact less mobile users.
- 7.2.2 Consultees who raised these issues included: Cheshire West and Chester Council, Highways England, Culcheth & Glazebury Parish Council, Culcheth and District Rail Action Group (CADRAG), Wimboldsley Primary School, The Children's Adventure Farm Trust, Friends of Gorse Covert Mounds, Culcheth High School, businesses and individuals.

### **7.3 Response to consultation issues**

#### **Impacts on community facilities and amenity areas**

- 7.3.1 The design of the Western Leg Proposed Scheme has sought to avoid impacts on community infrastructure and public open space where reasonably practicable. Where it has not been possible to avoid such impacts, then the design has sought to reduce or mitigate the resulting effects, taking account of detailed consideration of baseline information, assessment findings and feedback from stakeholders. Mitigation that has been identified and incorporated into the Western Leg Proposed Scheme is set out in Volume 2 of the ES.

- 7.3.2 The measures set out in the draft CoCP for the mitigation of individual sound, noise and vibration, air quality, landscape and visual and construction traffic effects will also serve to reduce effects on community facilities and open space.
- 7.3.3 Volume 2 of the ES reports the potential impacts on community facilities and resources, including access to these, as a consequence of physical, psychological and social barriers that communities could face, resulting from construction or operation of the Western Leg Proposed Scheme. The community assessment has informed the EQIA Report, which has considered whether there are any differential or disproportionate effects for people with protected characteristics as a result of these effects.
- 7.3.4 HS2 Phase 2b Western Leg Information Paper E22: Mitigation of significant community effects on public open space and community facilities<sup>25</sup> outlines the mitigation approach to ensuring that open space and community facilities remain accessible where reasonably practicable. Engagement with communities will continue and feedback will be used to identify further opportunities for mitigation into the construction phase.

## Community severance and impacts to access for those with protected characteristics

- 7.3.5 Before exercising powers to close a highway or part of a highway, HS2 Ltd will consult with the relevant Highway Authority to seek to ensure public safety and reduce public inconvenience. HS2 Phase 2b Western Leg Information Paper E3: Management of traffic during construction<sup>26</sup> outlines the framework for control and management of traffic associated with construction.
- 7.3.6 The Western Leg Proposed Scheme has been designed to avoid or reduce impacts on PRoW as far as reasonably practicable, including footpaths, bridleways and cycle paths. Where reasonably practicable, PRoW, including diversions and realignments, will be maintained for pedestrians, cyclists and equestrians affected by the Western Leg Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access.

## 7.4 Location specific consultation issues

- 7.4.1 Consultees raised issues in respect of the Croft and Culcheth (MA05).

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<sup>25</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E22: Mitigation of significant community effects on public open space and community facilities*.

<sup>26</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E3: Management of traffic during construction*.

## 7.5 Croft and Culcheth (MA05)

### Consultation issues

- 7.5.1 Consultees raised concern around the potential severance of the communities of Croft and Culcheth due to the closure of Wigshaw Lane proposed in the 2018 Consultations Design. Concerns included that this closure could reduce access to services and community facilities, particularly for older people, people with disabilities and school children.
- 7.5.2 Concerns were raised that the proposed road realignments could potentially require land from the Oaks playing fields (also known as Culcheth Oaks recreational ground), used by Culcheth Athletic Junior Football Club.
- 7.5.3 Consultees identified the potential for reduced accessibility to Culcheth Linear Park, including loss of footpaths, and impacts to the amenity value of the area. Concern was also expressed regarding associated loss of wellbeing benefits, particularly for groups with protected characteristics.
- 7.5.4 Consultees raised concern regarding impacts to Gorse Covert Mounds during construction, and accessibility concerns due to construction traffic on Silver Lane. Disruption to this open space was stated as particularly likely to impact children, as a number of youth organisations use the area, including scout groups, guide groups and a forest school.
- 7.5.5 Consultees who raised these issues included: Helen Jones former MP for Warrington North, Culcheth & Glazebury Parish Council, Culcheth and District Rail Action Group (CADRAG), Friends of Gorse Covert Mounds and individuals.

### Response to consultation issues

- 7.5.6 As a result of feedback received from the public through consultation and engagement on the 2018 Consultations Scheme, the design in this area has been changed so that Wigshaw Lane will remain open. It will be realigned to connect the proposed Culcheth Link Road and the existing Wigshaw Lane by a roundabout on the north side of the route of the Western Leg Proposed Scheme, before crossing the route on Wigshaw Lane overbridge. The realignment will re-connect with the existing Wigshaw Lane on the south side of the route of the Western Leg Proposed Scheme. On this basis, no equality effects have been identified.
- 7.5.7 Following refinements to the design of the Western Leg Proposed Scheme, no land will be required from the Culcheth Oaks recreational ground in Culcheth. However, there is the potential for equality effects on some users of the Culcheth Oaks recreational ground as a result of temporary pedestrian severance arising from the increases in traffic due to the construction of the Proposed Scheme.
- 7.5.8 Based on the Western Leg Proposed Scheme design, no equality effects are anticipated for visitors to either Culcheth Linear Park or Gorse Covert Mounds as a result of construction traffic impacts on local road networks and PRow.

## **Equality Impact Assessment**

### working draft Equality Impact Assessment consultation summary report

- 7.5.9 Measures are set out in the draft CoCP for the mitigation of individual sound, noise and vibration, air quality, landscape and visual and construction traffic effects. These measures will serve to reduce effects on the amenity of community facilities and open space during construction.

## **8 Schools, educational and therapeutic facilities**

### **8.1 Introduction**

8.1.1 This section summarises issues raised by consultees in relation to impact on schools, educational and therapeutic facilities from construction and operation of the Western Leg Proposed Scheme. This section provides both a summary of general route-wide consultation responses relating to impacts on such facilities and a summary of the responses specifically about facilities in community areas on the route of the Western Leg Proposed Scheme. Issues raised relating to facilities on the Eastern Leg Proposed Scheme have been discounted from this report.

### **8.2 Consultation issues**

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

- impacts from construction activities on young and elderly populations and those receiving therapeutic assistance such as those with mental health issues or physical disabilities, within facilities near to construction activities;
- impacts from nearby construction activities disturbing teaching and school activities;
- disruption to travel routes and road networks causing increased journey times and accessibility issues for young and elderly populations;
- safety concerns from disruption to travel routes and road networks, in particular for younger people travelling between school and home; and
- concerns regarding impact of the 2018 Consultations Scheme on the viability of local educational and therapeutic facilities.

8.2.2 Consultees who raised these issues included: Culcheth & Glazebury Parish Council, The Children's Adventure Farm Trust, Culcheth High School, Wimboldsley Primary School, Cheshire West and Chester Council, Helen Jones former MP for Warrington North, Croft Parish Council, Culcheth and District Rail Action Group (CADRAG), Culcheth High School and individuals.



## **8.3 Response to consultation issues**

### **Construction impacts on young and elderly populations and those receiving therapeutic assistance**

- 8.3.1 The Western Leg Proposed Scheme has been designed to avoid or reduce impacts on communities, so far as reasonably practicable, including key community facilities such as schools, educational and therapeutic facilities, during both construction and operation of the railway.
- 8.3.2 Baseline mapping has been used to identify the location of community facilities along the route of the Western Leg Proposed Scheme and ongoing 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.

### **Construction impacts on schools**

- 8.3.3 It is recognised that increased noise at schools and other educational facilities can affect children's concentration and ability to learn, and that some PCG, including people with autism, can be particularly sensitive to noise. Where likely effects are identified in the EQIA, HS2 Ltd will work closely with schools to identify reasonably practicable measures to mitigate the residual significant effects reported in the ES and associated equality effects, including discretionary measures identified in the draft CoCP.

### **Disruption to travel routes and road networks.**

- 8.3.4 Reflecting consultee feedback, the Western Leg Proposed Scheme design was reviewed to identify where there were opportunities to re-consider previously proposed realignments, road diversions and/or closures of roads to reduce the duration of time for stakeholders to experience disruption effects such as through offline construction.
- 8.3.5 The draft CoCP includes a series of measures intended to reduce impacts from construction activities. Early engagement will be undertaken with schools, educational and therapeutic facilities to plan activities in their specific locations. In accordance with the draft CoCP, local traffic management plans will be produced, which will include, as appropriate, a list of roads that may be used by construction traffic in the vicinity of construction sites, including any restrictions to the timing of construction traffic on these routes, such as the avoidance of HGV operating adjacent to schools during drop off and pick up periods.

## **Concerns around road safety and travel to schools**

8.3.6 Road safety is a key consideration in highway design and is part of the Transport Assessment (TA) reported in Volume 2 and Volume 5 of the ES. Road safety audits will be undertaken for the realigned highways and junctions as part of the detailed design process. The EQIA identifies those schools where increased traffic levels resulting in severance for pedestrians and cyclists could have an effect on children walking or cycling to school. The draft CoCP makes further provision for measures, including engagement with road users with protected characteristics, to ensure the safety of users of all modes of transport and construction staff during traffic management and temporary traffic control measures. This will provide the opportunity to engage with stakeholders, including school heads, to understand individual school considerations or concerns around road safety and to factor these into the planning of construction traffic management. Such measures will serve to reduce disruption and impacts on accessibility for young children going to/from school.

## **Impacts on viability of schools and other educational facilities**

8.3.7 The socio-economic assessment in the ES identifies a small number of pre-school nurseries that may become less attractive to users as a result of adverse effects on their amenity arising from a combination of noise, traffic or visual impacts.

## **8.4 Location specific consultation issues**

8.4.1 Consultees raised issues in respect of the following key locations:

- Wimboldsley Primary School (MA02);
- Wigshaw Lane: access to schools in Croft and Culcheth (MA05); and
- The Children's Adventure Farm Trust (MA06).

## **8.5 Wimboldsley Primary School (MA02)**

### **Consultation issues**

8.5.1 Wimboldsley Primary School and Cheshire West and Chester Council expressed concerns regarding the impact on the viability and operation of the school, due to Crewe North rolling stock depot (RSD), and associated sound, noise and vibration; air quality; and landscape and visual impacts. There was concern that this will limit teaching activities (i.e. outdoor teaching) and will have a particular impact on students with special educational needs and/or disability.

8.5.2 Consultees who raised these issues included: Wimboldsley Primary School, Cheshire West and Chester Council.

## **Response to consultation issue**

- 8.5.3 Since the publication of the Working Draft ES, which reported a number of potential environmental effects on Wimboldsley Primary School, HS2 Ltd engagement team has met with representatives of the school several times to discuss their concerns and to understand the nature of potential equality effects.
- 8.5.4 However, following further detailed assessment, the ES does not identify any likely significant sound, noise and vibration or air quality effects for Wimboldsley Primary School as a result of the construction or operation of the Western Leg Proposed Scheme. Although it does identify a significant visual effect for the users of the school associated with the construction of the Crewe North RSD, this is not considered to give rise to any equality effects.

## **8.6 Wigshaw Lane: access to schools in Croft and Culcheth (MA05)**

### **Consultation issues**

- 8.6.1 A number of consultees raised concern that the proposed closure of Wigshaw Lane will result in difficulties in accessing education facilities in Croft and Culcheth, due to severance and reduced access between the two communities. Issues were also raised about potentially increased journey times, congestion and disruption for students who travel to facilities in either area due to lack of suitable road diversions, to St. Lewis Catholic Primary School in Croft, and Culcheth High School and Newchurch Community Primary School in Culcheth. Particular concern was noted for young and/or disabled students, arising from traffic disruption and road safety concerns.
- 8.6.2 Consultees who raised these issues included: Helen Jones former MP for Warrington North, Culcheth & Glazebury Parish Council, Croft Parish Council, Culcheth and District Rail Action Group (CADRAG), Culcheth High School and individuals.

### **Response to consultation issues**

- 8.6.3 As a result of feedback received from the public through consultation and engagement on the 2018 Consultations Scheme, the design in this area has been changed so that Wigshaw Lane will remain open. It will be realigned to connect the proposed Culcheth Link Road and the existing Wigshaw Lane by a roundabout on the north side of the route of the Western Leg Proposed Scheme, before crossing the route on Wigshaw Lane overbridge. The realignment will re-connect with the existing Wigshaw Lane on the south side of the route of the Western Leg Proposed Scheme. On this basis, isolation or severance effects for education facilities in Croft and Culcheth are not anticipated.

## **8.7 The Children's Adventure Farm Trust (MA06)**

### **Consultation issues**

- 8.7.1 Concerns were raised by the Children's Adventure Farm Trust (CAFT), which is located at Boothbank Farm, regarding the impacts on the facility during construction. This facility provides social and educational services to children with additional needs and health conditions. Concern was noted regarding the effects of construction activities, such as noise and air quality, having detrimental impacts on the health of visitors, with particular concern for visitors with existing health conditions or disability, who may have increased susceptibility to such impacts. Accessibility concerns, particularly for disabled users, due to loss of the car park, were noted. Concerns over the operational viability of the Farm were also identified due to the potential impact on the annual fundraising event at the Farm.
- 8.7.2 Consultees who raised these issues included: The Children's Adventure Farm Trust.

### **Response to consultation issues**

- 8.7.3 The impact of the Western Leg Proposed Scheme on CAFT has been confirmed in the ES and EQIA Report. No significant noise or air quality effects at CAFT are anticipated as a result of the construction or operation of the Western Leg Proposed Scheme.
- 8.7.4 During construction of the Proposed Scheme Millington Lane will be closed for a period of one year and nine months. During this period, a 5.5km diversion will be in place via Peacock Lane and the B5569 Chester Road, which will result in a loss of access to the CAFT car park. It is recognised that this will have an equality effect for children, including children with disabilities, who require access to the car park in order to visit CAFT.
- 8.7.5 HS2 Ltd is continuing to engage with the operators of CAFT to fully understand the facility and its use, and to identify appropriate measures to mitigate potential effects for users with protected characteristics.

## 9 Employment and local businesses

### 9.1 Introduction

- 9.1.1 This section summarises issues raised by consultees in relation to employment and local businesses from construction and operation of the Proposed Scheme. This section provides a summary of general route-wide consultation responses relating to impacts on businesses.
- 9.1.2 Responses relating to businesses on the Eastern Leg have been discounted and there were no responses found specifically about businesses in community areas on the route of the Western Leg Proposed Scheme.

### 9.2 Consultation issues

- 9.2.1 Key issues raised by consultees included:
- opportunities for the 2018 Consultations Scheme to have positive impacts on local businesses and job creation. Consultees hoped these could benefit groups with protected characteristics;
  - concern that stated economic benefits of the 2018 Consultations Scheme will not be shared equally among groups with protected characteristics;
  - concern over closure of, or disruption to, local businesses resulting in loss of facilities for local communities, particularly groups with protected characteristics; and
  - concern regarding impacts on local businesses and services due to an influx of construction workers, and consequent pressure on local services relied on by groups with protected characteristics.
- 9.2.2 Consultees who raised these issues included: Cheshire West and Chester Council, Culcheth & Glazebury Parish Council, Culcheth and District Rail Action Group (CADRAG), Croft Parish Council and individuals.

### 9.3 Response to consultation issues

#### **Opportunities for businesses and job creation**

- 9.3.1 The Western Leg Proposed Scheme will create opportunities for employment and local businesses, both during construction and once in operation. Volume 3 of the ES estimates the construction phase job generation in terms of direct full time construction jobs as well as indirect full time construction jobs in the supply chain and as a result of expenditure by construction workers. The Western Leg Proposed Scheme will also contribute to the 2,000 apprenticeships (minimum) in the construction workforce that will be provided by HS2 across Phase One, Phase 2a and Phase 2b as a whole. Once in operation, the Western Leg

Proposed Scheme will create direct jobs at locations along the route including stations and maintenance depots. Further jobs will be created route-wide through indirect effects.

## **Benefits of the scheme for people with protected characteristics**

- 9.3.2 There may be the potential for these employment opportunities to result in positive effects on PCG who may be more likely to experience low socio-economic status and poor standards of living due to employment disadvantage. These groups include women, children, some BAME groups, religious minority groups, disabled people and families with disabled members. Apprenticeships and other training opportunities have the potential to have a disproportionate positive effect on PCG including young adults.
- 9.3.3 HS2 Ltd has seven strategic goals<sup>27</sup>, including skills, employment and education (SEE). The HS2 Ltd Skills, Employment and Education Strategy<sup>28</sup>, which was published in autumn 2018, sets out how this objective will be delivered. The Strategy's aims extend through the supply chain using procurement and contractual requirements. All major contracts will contain contractual requirements to provide SEE outputs, including apprenticeships, workless job starts<sup>29</sup> and schools' engagement. These requirements have the potential to identify and provide opportunities to workless people and members of PCG who are more likely to experience employment-related disadvantage. HS2 Ltd launched a Job Brokerage service in January 2021 and an EQIA was undertaken as part of its development. The EQIA sets out how the new service will deliver on its primary aim of creating pathways into employment for people from disadvantaged and under-represented groups, including members of PCG.
- 9.3.4 For each relevant contract HS2 Ltd will set EDI requirements where it has been identified that the contract will potentially impact people. These requirements ask the suppliers to provide both their approach and evidence of the outcome they will derive during contract delivery phase. Contract bids will be evaluated against a range of EDI criteria mainly focused on inclusive recruitment, workforce diversity, training, diverse supply chain and EDI accreditation. Contractors will be encouraged and supported to make lasting changes to the way they address barriers to inclusion. They will be required to monitor and report how well they are performing every six months on all aspects of EDI requirements set in their contracts.
- 9.3.5 The SEE requirements and the procurement strategy identify appropriate positive actions, to the extent permitted by the Equality Act, to promote equal opportunities for PCG who are under-represented in the construction sector. This will build on existing initiatives within the

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<sup>27</sup> HS2 Ltd has seven strategic goals as defined in the strategic case which is available online: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/629393/high-speed-two-phase-two-strategic-case.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629393/high-speed-two-phase-two-strategic-case.pdf)

<sup>28</sup> Further information is available online via the HS2 Ltd website: <https://www.gov.uk/government/organisations/high-speed-two-limited>.

<sup>29</sup> This refers to jobs that are taken up by people who were previously out of work.

construction industry and lessons learned from comparable major schemes, including the London 2012 Olympic Park and Crossrail (the Elizabeth line). Children in low-income households where adults benefit from new employment will also potentially benefit, as a result of increased household income.

- 9.3.6 Volume 3 of the ES provides an estimate of the number of jobs that could be lost or relocated along the route of the Western Leg Proposed Scheme as a direct result of land acquisition and also through indirect effects. The EQIA reports the potential for displacement of businesses or charitable organisations to result in adverse equality effects, where businesses and organisations affected are known to provide goods or services specific to the needs of PCG. The EQIA also reports potential equality effects arising from the severance or isolation of businesses and organisations that cater for PCG.

### **Disruption to local businesses providing community services or facilities**

- 9.3.7 The draft CoCP that has been published as part of the ES sets out mitigation measures to reduce disruption from construction traffic, and to ensure that access to businesses and other premises is maintained, where reasonably practicable. The CoCP will require the nominated undertaker to implement measures that will ensure local community, economy and transport networks can continue to operate effectively. Where businesses are displaced by the Western Leg Proposed Scheme, they will be eligible for compensation in accordance with the Compensation Code. HS2 Ltd recognises the importance of displaced businesses being able to relocate to alternative premises, as set out in HS2 Phase 2b Western Leg Information Paper C7: Business relocation<sup>30</sup>.

### **Impact of construction workforce on local services**

- 9.3.8 Volume 3 of the ES reports that there will be no significant community effects at a route wide level on community resources due to the temporary presence of the construction workforce.

## **9.4 Location specific consultation issues**

- 9.4.1 No location-specific employment and local business issues were raised relevant to the Western Leg Proposed Scheme.

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<sup>30</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper C7: Business relocation*.

## 10 Places of worship

### 10.1 Introduction

- 10.1.1 This section summarises issues raised by consultees in relation to places of worship from construction and operation of the Proposed Scheme. This section provides both a summary of general route-wide consultation responses relating to impacts on places of worship and a summary of the responses specifically about places of worship in community areas on the route of the Western Leg Proposed Scheme. Responses relating to places of worship on the Eastern Leg have been discounted.
- 10.1.2 At the time of the Working draft EQIA Consultation, 'places of worship' was the agreed terminology used to describe spaces where individuals or groups practice religious activities. This terminology has since changed and these resources are now hereby referred as 'places to practise religion or belief', in this section of the report and in the EQIA. This change was made to better reflect the protected characteristic of religion or belief as defined in the Equality Act 2010. The Act states that religion can refer to any religion or to a lack of religion, and belief includes any religious or philosophical belief including a lack of belief.

### 10.2 Consultation issues

- 10.2.1 The key issues raised by consultees in regard to places to practise religion or belief included:
- concern that construction activity (i.e. construction noise) will disturb religious services or ceremonies taking place at places to practise religion or belief;
  - concern regarding impacts to access to places to practise religion or belief, as a result of changes to the local road network, particularly for those with protected characteristics. Subsequent concerns regarding visitor numbers; and
  - impact on setting of places to practise religion or belief, and their importance to local community and history of area.
- 10.2.2 Consultees who raised these issues included: Warburton Village Committee, Cheshire West and Chester Council, Helen Jones former MP for Warrington North, Culcheth and District Rail Action Group (CADRAG) and individuals.

### 10.3 Response to consultation issues

#### **Disruption to religious services or ceremonies**

- 10.3.1 HS2 Ltd recognises the importance of places to practise religion or belief both to individuals and the wider community. Survey work has been undertaken to identify places to practice religion or belief that may potentially be affected by the Western Leg Proposed Scheme. Where significant effects are identified in the ES, HS2 Ltd will continue to engage with stakeholders about potential mitigation.



## **Disruption to access to places to practise religion or belief**

- 10.3.2 The draft CoCP, which has been published as part of the ES includes measures requiring that the nominated undertaker and its contractors engage with transport service providers to seek to ensure continuity of access to places to practise religion or belief, to reduce any potential disproportionate or differential effect being experienced by those with protected characteristics.

## **Impact on the setting of places to practise religion or belief, including community and historical importance**

- 10.3.3 Impacts to the communities within which places to practise religion or belief are located have been reported in the ES. An historic environment assessment has also been undertaken relevant to any such place that is also identified as a heritage asset and has been reported in Volume 2 of the ES.
- 10.3.4 The EQIA does not report equality effects arising from impacts on the historic environment. Where the assessment identifies equality effects as a result of noise or transport impacts on specific places to practise religion or belief, these have been reported in the EQIA Report.
- 10.3.5 Engagement remains ongoing and the draft CoCP notes the importance of this dialogue to inform detailed planning of construction activity, including traffic management plans, in order to protect the uses of both the buildings and their surroundings.

## **10.4 Location specific consultation issues**

- 10.4.1 Consultees raised location-specific issues in respect of the Croft and Culcheth (MA05).

## **10.5 Croft and Culcheth (MA05)**

### **Consultation issues**

- 10.5.1 Consultees expressed concerns over access to a number of valued places to practise religion or belief within the areas of Croft and Culcheth, due to proposed changes and disruption to the local road network and difficulties in travelling between the two communities. Concerns were expressed, in particular, around access to the Roman Catholic Church of St Lewis, and the Culcheth Methodist Church.
- 10.5.2 Consultees who raised these issues included: Helen Jones former MP for Warrington North, Culcheth and District Rail Action Group, Croft Parish Council and individuals.

## **Response to consultation issues**

- 10.5.3 As a result of feedback received from the public through consultation and engagement on the 2018 Consultations Scheme, the design in this area has been changed so that Wigshaw Lane will remain open. The current Western Leg Proposed Scheme design retains Wigshaw Lane. On this basis, isolation or severance effects in Croft and Culcheth are not anticipated.

# 11 Road network, traffic, transport and accessibility

## 11.1 Introduction

11.1.1 This section summarises issues raised by consultees in relation to the road network, traffic, transport and accessibility from construction and operation of the Western Leg Proposed Scheme. This section provides both a summary of general route-wide consultation responses and a summary of the responses specifically about community areas on the route of the Western Leg Proposed Scheme. Responses relating to the Eastern Leg have been discounted.

## 11.2 Consultation issues

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

- concern that closure and diversion of key local road networks will impact the ability for individuals to access key community services, health facilities and other resources in neighbouring areas;
- issue with regard to disruption to public transport routes, and concern that this will disproportionately impact less mobile individuals with dependency on public transport;
- issues with regard to loss of accessible footpaths and PRow, including a lack of suitable alternatives;
- safety concerns for members of the community with protected characteristics were noted with regard to changes to the local road network, including concerns that disruption to key school transport routes will impact safety of students travelling to school, and potentially impact on attendance; and
- concern was also expressed that emergency service routes could be affected by road changes, and particular concern that care and medical facilities delivered to people at home will be impacted.

11.2.2 Issues were also raised regarding impact of traffic routes on access to community, and recreational facilities. These have been discussed in Section 7 of this report and are, therefore, not repeated here.

11.2.3 Consultees who raised these issues included: Croft Parish Council, Cheshire West and Chester Council, Culcheth and District Rail Action Group (CADRAG), Culcheth & Glazebury Parish Council, Wigan Council, Culcheth High School, Wimboldsley Primary School, Friends of Gorse Covert Mounds and individuals.

## 11.3 Response to consultation issues

### Impacts on local road networks and access to services

- 11.3.1 The Western Leg Proposed Scheme has been designed to avoid or reduce impacts on the road network. A detailed assessment has been undertaken of the impacts of the Western Leg Proposed Scheme on the road network and on motor vehicle, pedestrian and other road users. This assessment is reported in Volumes 2 and 5 of the ES.
- 11.3.2 HS2 Ltd has sought to maintain access to community facilities including health facilities as far as reasonably practicable. HS2 Ltd will seek to provide a temporary or permanent alternative route in advance of a closure of a road or disruption to an access. If a temporary or permanent alternative route cannot be provided in advance of any disruption, then this will be discussed with the relevant local authority and local groups. HS2 Ltd has also sought to avoid HGV use on local roads in a number of ways including building dedicated 'haul roads' within the construction boundary and where possible using A roads and motorways.
- 11.3.3 The ES identifies where diversions, realignments and closures of roads have the potential to increase journey times, including for public transport, and any associated impacts on accessibility for both motorised users and non-motorised users. The EQIA Report identifies where impacts on the road network (including public transport delays and diversions) may create potential disproportionate or differential effects for those with protected characteristics, including younger people, older people and disabled people.
- 11.3.4 The draft CoCP includes appropriate measures that will be implemented to ensure that local community, economy and transport networks can continue to operate effectively. HS2 Phase 2b Western Leg Information Paper E3: Management of traffic during construction<sup>31</sup> 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 Western Leg Proposed Scheme. The draft CoCP also sets out various mitigation measures to reduce the impact of construction traffic for all road users, including younger and older people.
- 11.3.5 The nominated undertaker will be responsible for ongoing engagement with the local community and stakeholders around any proposed closures of local roads and PRoW, and advance notification of proposed works will be communicated.

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<sup>31</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E3: Management of traffic during construction*.

## **Impacts on public transport networks**

- 11.3.6 The EQIA Report recognises that people with protected characteristics may have specific access requirements, restricted mobility, or greater dependency upon particular forms of transport, such as buses. The EQIA Report also considers potential equality effects for groups including younger people, older people and disabled people associated with significant delays to or diversion of bus routes, or relocation of bus stops.
- 11.3.7 As noted above, the draft CoCP includes appropriate measures that will be implemented to ensure that local transport networks can continue to operate effectively.

## **Impacts on accessible footpaths and PRow**

- 11.3.8 The Western Leg Proposed Scheme has been designed to avoid or reduce impacts on PRow, including footpaths, bridleways and cycle paths. Where reasonably practicable, PRow, including diversions and realignments, will be maintained for pedestrians, cyclists and equestrians affected by the Western Leg Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access.
- 11.3.9 Access, including for people with reduced mobility, will be maintained to services and buildings where this will be temporarily disrupted during the work, as far as reasonably practicable. Where the normal means of access has to be diverted or blocked off, alternative safe routes, including 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.
- 11.3.10 The EQIA Report identifies where impacts on footpaths and PRow (including increases in journey times and distance, or reduced accessibility) may create potential disproportionate or differential effects for those with protected characteristics, including older people and disabled people.

## **Road safety including disruption to school transport routes**

- 11.3.11 Road safety is a key consideration in highway design and is part of the TA reported in Volume 2 and Volume 5 of the ES. Road Safety Audits have been undertaken and further safety audits will be undertaken during the detailed design phase for all new junctions. They seek to identify potential road safety issues that may affect users and suggest measures to remove or reduce those risks.
- 11.3.12 The draft CoCP and route-wide traffic management plan (RTMP) will make provision for measures, including engagement with 'vulnerable' road users (including pedestrians, motorcyclists, cyclists and equestrians), to reduce impacts from construction activities and ensure the safety of road users during traffic management and temporary traffic control measures. This will provide 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. Further information is provided in relation to specific schools in Section 8 of this report.

- 11.3.13 In accordance with the draft CoCP, local traffic management plans will also be produced, which will include, as appropriate, permitted access routes and accesses for construction traffic and the proposed traffic management strategy for the area. Local traffic management plans will include, as appropriate, a list of roads that may be used by construction traffic in the vicinity of construction sites, including any restrictions to the timing of construction traffic on these routes, such as the avoidance of HGV operating adjacent to schools during drop off and pick up periods.
- 11.3.14 The draft CoCP also contains a number of measures designed to ensure the safety of pedestrians and cyclists, and to reduce potential concern or anxiety about road safety. Local traffic management plans will include measures to address road safety and reduce the risks to pedestrians and other road users from construction vehicles on the roads.

### Impact on emergency service routes

- 11.3.15 The nominated undertaker will be responsible for ongoing engagement with the emergency services to identify key routes used by those services and how to reduce impacts on these during construction. Prior to the commencement of construction works, the nominated undertaker will ensure that an RTMP is prepared, which 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. Further information on liaison with the emergency service is set out in the draft CoCP.

## 11.4 Location specific consultation issues

- 11.4.1 Consultees raised issues with respect to the following key locations:
- Warburton (MA04); and
  - Wigshaw Lane (MA05).

## 11.5 Warburton (MA04)

- 11.5.1 Issues were raised with regard to traffic congestion and impact on transport infrastructure. Concerns were also noted with regard to surrounding public transport routes being adversely impacted during construction, with potential impacts on members of the community who are reliant on public transport, and access to key community facilities.
- 11.5.2 Safety concerns were also raised with regard to pedestrians and cyclists using the local road network, due to the presence of construction traffic and the likelihood of increased congestion.
- 11.5.3 Consultees who raised these issues included: Warburton Village Committee and individuals.

## **Response to consultation issues**

- 11.5.4 Construction activity in the area, including the construction of the Warburton cutting, will require permanent realignment of the A6144 Paddock Lane up to 242m north of its current alignment, which provides a link between the village of Warburton and hamlet of Mossbrow (see Volume 2, Community Area report: Broomedge to Glazebrook (MA04)). It is anticipated that the realignment works will take two years and three months to complete and will include the addition of a new roundabout junction at each end. The A6144 will remain open during the realignment, which will be constructed offline. This is likely to make it more difficult for local residents to travel between the two settlements on foot, which may impact on community cohesion with associated equality effects for older residents, who are disproportionately represented in the local population.

## **11.6 Wigshaw Lane (MA05)**

### **Consultation issues**

- 11.6.1 Consultees expressed concern around the proposed closure of Wigshaw Lane, and the impact this would have on local residents' access to key community facilities.
- 11.6.2 Concern was also noted around congestion and increased journey times, which it was highlighted will have a knock-on effect on the local road network.
- 11.6.3 Consultees also discussed the potential for increased accidents and traffic collisions because of road layout changes.
- 11.6.4 Consultees who raised these concerns included: Croft Parish Council, Culcheth and District Rail Action Group (CADRAG), Bents Garden & Home, Helen Jones former MP for Warrington North, Culcheth & Glazebury Parish Council, businesses and individuals.

### **Response to consultation issues**

- 11.6.5 As a result of feedback received from the public through consultation and engagement on the 2018 Consultations Scheme, the design in this area has been changed so that Wigshaw Lane will remain open. It will be realigned to connect the proposed Culcheth Link Road and the existing Wigshaw Lane by a roundabout on the north side of the route of the Western Leg Proposed Scheme, before crossing the route on Wigshaw Lane overbridge. The realignment will re-connect with the existing Wigshaw Lane on the south side of the route of the Western Leg Proposed Scheme. On this basis, isolation or severance effects on local residents' access to key community facilities in Croft and Culcheth are not anticipated.
- 11.6.6 The ES identifies any diversions, realignments and closures of roads that have the potential to increase journey times, including any effects on the local road network. The EQIA Report identifies where such effects may create potential disproportionate or differential effects for

## **Equality Impact Assessment**

working draft Equality Impact Assessment consultation summary report

those with protected characteristics, including younger people, older people and disabled people.



## **12 Health, wellbeing and quality of life**

### **12.1 Introduction**

12.1.1 This section summarises issues raised by consultees in relation to health, wellbeing and quality of life from construction and operation of the Western Leg Proposed Scheme. This section provides both a summary of general route-wide consultation responses and a summary of the responses specifically about community areas on the route of the Western Leg Proposed Scheme. Responses relating to the Eastern Leg have been discounted.

### **12.2 Consultation issues**

12.2.1 Issues raised by consultees included:

- concern over direct impacts to specialist services or facilities that deliver health, care or wellbeing services to groups with protected characteristics;
- concern that access to medical facilities will be disrupted as a result of changes to local road networks and public transport systems, and that the elderly, disabled and those in poor health will be impacted most;
- concern that changes to the local road network will impact emergency service routes, and the delivery of at home care and medical services;
- concern raised about stress and anxiety due to uncertainty created by the 2018 Consultations Scheme, particularly regarding impacts to residential properties;
- impacts to accessible open space and recreation areas, and loss of associated health and wellbeing benefits as a result; and
- impacts to wellbeing and quality of life as a result of proximity to either construction activity or the 2018 Consultations Scheme and concern that groups with protected characteristics will suffer disproportionately.

12.2.2 Consultees who raised these issues included: Culcheth and District Rail Action Group (CADRAG), Wigan Council, The Children's Adventure Farm Trust, Wimboldsley Primary School, Croft Parish Council, Cheshire West and Chester Council, Cheshire West and Chester Borough Council, Cheshire West and Cheshire Councils, Friends of Gorse Covert Mounds and individuals.

### **12.3 Response to consultation issues**

#### **Direct impacts on healthcare facilities and services**

12.3.1 As stated in Section 7.3 of this report, the design of the Western Leg Proposed Scheme has sought to avoid impacts on community infrastructure, including healthcare facilities. 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, assessment findings and feedback from stakeholders. Mitigation that has been identified and incorporated into the Western Leg Proposed Scheme is set out in Volume 2 of the ES.

## Access to medical facilities, including for protected characteristic groups

- 12.3.2 Impacts on the road network, traffic, transport and access are discussed in detail in Section 11 of this report. The ES identifies any diversions, realignments and closures of roads that have the potential to increase journey times, including any impacts on access for both motorised users and non-motorised users. The EQIA Report identifies where such impacts may create potential disproportionate or differential effects for those with protected characteristics, including younger people, older people and disabled people.
- 12.3.3 HS2 Phase 2b Western Leg Information Paper E3: Management of traffic during construction<sup>32</sup> 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 Western Leg Proposed Scheme. The draft CoCP sets out appropriate measures to be implemented to ensure that local community, economy and transport networks can continue to operate effectively.
- 12.3.4 The draft CoCP also sets out various mitigation measures to reduce the impact of construction traffic for all road users, including younger and older people. It includes measures relating to construction activity near facilities including medical facilities. The nominated undertaker will work closely with local authorities and operators of community facilities to apply reasonably practicable measures to mitigate predicted effects on a case-by-case basis.

## Impact on emergency service routes

- 12.3.5 As stated in Section 11.3, the nominated undertaker will be responsible for ongoing engagement with the emergency services to identify key routes used by those services and how to reduce impacts on these during construction. Prior to the commencement of construction works, the nominated undertaker will ensure that an RTMP is prepared, which 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. Further information on liaison with the emergency services is set out in the draft CoCP.

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<sup>32</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E3: Management of traffic during construction*.

## Stress and anxiety associated with impacts of the scheme

- 12.3.6 Impacts on residential properties, and associated stress and uncertainty, are discussed in Section 6 of this report. It is recognised that PCG including older people and people with a disability may be more sensitive to emotional distress and anxieties associated with relocation and the loss of existing social ties, particularly if required to move away from the local area.
- 12.3.7 The assessment of the effects of stress and uncertainty on mental health and wellbeing is reported in Volume 3 of the ES. HS2 Ltd has introduced an advocacy and support service, which will provide support to vulnerable people along the route, including assistance with compensation claims. Information can be found in the HS2 Ltd Residents' Charter and the HS2 Ltd Residents' Commissioner reports<sup>33, 34</sup>.
- 12.3.8 HS2 Ltd has worked to reduce the uncertainty associated with impacts on residential property by consulting with local communities, and a package of non-statutory property compensation measures has been developed by the Government to address generalised blight resulting from the promotion of the Western Leg Proposed Scheme. This is described in more detail in Section 6 of this report.

## Impacts on open space and recreation areas

- 12.3.9 Impacts on open space are discussed in Section 7 of this report. The ES identifies any significant effects on public open spaces at various points along the route of the Western Leg Proposed Scheme. Some of these open spaces will be occupied or partially occupied (temporarily or permanently) for construction related activities or the permanent railway. In other cases, vehicular and/or pedestrian access will be impacted, which could affect the ability to use the resource. Where impacts on open space are considered likely to give rise to an equality effect, they are reported in the EQIA Report.
- 12.3.10 HS2 Phase 2b Western Leg Information Paper E22: Mitigation of significant community effects on public open space and community facilities<sup>35</sup> outlines the mitigation approach to ensuring that access to open spaces is maintained. Engagement with communities will continue and feedback will be used to identify further opportunities for mitigation during the undertaking of construction works.

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<sup>33</sup> High Speed Two Ltd (2015), *HS2 Ltd Residents' Charter*. Available online at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/704895/CS959\\_Community\\_Engagement\\_Residents\\_Charter\\_26\\_4.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/704895/CS959_Community_Engagement_Residents_Charter_26_4.pdf).

<sup>34</sup> High Speed Two Ltd (2015), *HS2 Ltd Residents' Commissioner*. Available online at:

<https://www.gov.uk/government/collections/hs2-ltd-residents-commissioner>.

<sup>35</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E22: Mitigation of significant community effects on public open space and community facilities*.

## **Impacts on wellbeing and quality of life from proximity to construction activity and to the route**

- 12.3.11 The assessment of impacts on residents from construction activity is presented in Volume 2 of the ES. This has been used to inform the EQIA, which considers whether impacts including noise and air quality could have the potential to result in any disproportionate or differential effects for people with protected characteristics, including in terms of their health and wellbeing. It is recognised that for those living in proximity to construction activity, such effects may be greater. Younger and older residents, and those with existing health concerns, can be more susceptible to air quality impacts.
- 12.3.12 Impacts that may arise from construction activities, such as noise and dust, will be controlled by measures set out in the draft CoCP and other EMR. The measures identified in the draft CoCP are considered effective at reducing dust and construction traffic emissions, and no direct health and wellbeing effects are therefore expected to arise as a result of air quality effects during construction.
- 12.3.13 Households affected by noise during construction may be eligible for noise insulation or temporary re-housing in accordance with the noise insulation and temporary rehousing policy set out in HS2 Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration<sup>36</sup>. Specific noise trigger levels and/or alternative noise control measures will be considered on a case-by-case basis for residential special cases, including for situations where residents have a medical condition that could be seriously aggravated by construction noise. Where appropriate, the nominated undertaker will liaise with the local authority to determine appropriate thresholds. Under the Prolonged Disruption Compensation Scheme a resident or tenant living at a property affected by construction noise which exceeds the thresholds and criteria set, will have a choice between receiving cash compensation to stay in your home, or to be temporarily re-housed. The scheme will enable people who would be eligible to be temporarily re-housed to request to receive cash compensation to stay in their home. In special circumstances, it will also give owner-occupiers of residential dwellings and other buildings the option of requiring the Secretary of State to purchase their property.
- 12.3.14 HS2 Ltd will continue to seek reasonably practicable measures to reduce or avoid impacts from operational noise.

## **12.4 Location specific consultation issues**

- 12.4.1 Consultees raised issues with respect to Croft and Culcheth (MA05).

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<sup>36</sup> High Speed Two Ltd (2022), *Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration*.

## 12.5 Croft and Culcheth (MA05)

### Consultation issues

- 12.5.1 Consultees raised concern regarding impacts to residents from the proposed closure of Wigshaw Lane. Particular concern was raised with regard to impacts on groups with protected characteristics, who will have reduced access to important community, medical and health facilities and infrastructure, which has the potential to result in health and quality of life impacts.
- 12.5.2 Concern was also raised about direct health impacts to the communities of Croft and Culcheth, as a result of air quality and dust impacts from construction activities.
- 12.5.3 Consultees who raised these issues included: Culcheth and District Rail Action Group (CADRAG), Wigan Council, Croft Parish Council, Helen Jones former MP for Warrington North, businesses and individuals.

### Response to consultation issues

- 12.5.4 As a result of feedback received from the public through consultation and engagement on the 2018 Consultations Scheme, the design in this area has been changed so that Wigshaw Lane will remain open. On this basis, isolation or severance effects on groups with protected characteristics' access to important community, medical and health facilities in Croft and Culcheth are not anticipated.
- 12.5.5 The assessment of impacts on residents from construction activity is presented in Volume 2 of the ES. This has been used to inform the EQIA, which considers whether impacts including noise and air quality could have the potential to result in any disproportionate or differential effects for people with protected characteristics, including in terms of their health and wellbeing. It is recognised that for those living in proximity to construction activity, such effects may be greater. Younger and older residents, and those with existing health concerns, can be more susceptible to air quality impacts.
- 12.5.6 Impacts that may arise from construction activities, such as noise and dust, will be controlled by measures set out in the draft CoCP and other EMR. Measures outlined within the draft CoCP are considered effective at reducing dust and construction traffic emissions, and that no direct health and wellbeing effects are therefore expected to arise as a result of air quality effects during construction.

## **13 Concluding comments**

### **13.1 HS2 Ltd EQIA consultation**

- 13.1.1 Following its publication alongside the ES and deposit of the hybrid Bill for the Western Leg Proposed Scheme, the EQIA Report will be consulted on. 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, addressed through the further design stages, the planning and delivery of construction and during the operation of the Western Leg 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 Western Leg Proposed Scheme. This will include meetings with local authorities and other stakeholders and this feedback will be used to identify 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.



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