



CHESTERFIELD BOROUGH COUNCIL DRAFT RESPONSE TO HS2'S WORKING DRAFT EQUALITIES IMPACT ASSESSMENT (WDEIA) October 2018.

Introduction

Chesterfield Borough Council has developed a positive and constructive relationship with HS2 Limited since it has been determined that the Proposed Scheme will include a substantive Infrastructure Maintenance Depot at Staveley and at least one HS2 stop per hour at Chesterfield Station by virtue of an electrified Midland Mainline route from Stonebroom through to Sheffield. Long may that continue as we try to work through the delivery of this amazing and transformative opportunity for the Borough.

The Council has a duty to examine and respond to the detail of the WDEIA and indeed point out where sufficient detail is lacking. It does so as part of an iterative process, fully believing that in the fullness of time, most if not all of the issues addressed in this document can be resolved without the recourse to Panel or Petition during the Hybrid Bill process, (though it reserves the right to do so). The Council recognises the substantial work that HS2's Team has put into the Proposed Scheme and has seen correspondence from HS2 Limited in support of other related projects and growth propositions in the Borough. These give strong assurance that mutually supportive and workable solutions exist for can be found for any areas where there is still much more to be done.

The report is for the whole line and projects an overview which lacks the detailed assessment process of the WDES. Whether this is the correct approach is a matter of conjecture but in so far as this area goes we do not believe the report has captured the importance of Proposed Scheme to the area in terms of the much needed economic opportunities it brings s and the potential impacts on the communities in the areas around the scheme. We believe³ this is in part due to a reliance on engineering based community areas rather than actual wards or super output areas. The Council and its partners has made good partnership links with the Skills and Employment Strategy team in HS2 and we see the WDEIA as an opportunity to address some of the wordlessness and skills deficits that are a factor in perpetuating inter-generational inequalities.

Over leaf is a table of some of the observations we have made in respect to the WDEIA in our Borough. Once again more detail is required in order that the Council can understand how it might work with HS2 to maximise the benefits and minimise the dis-benefits of those most disadvantaged.

We have also included extracts from a recent submission to a major train supplier for HS2 who were considering Chesterfield as a location. This specially commissioned work should help to identify the areas which are most in need in our Borough and particularly the older and younger cohorts of the population around the Staveley area through which the Proposed Scheme will cross. We also intend to attach a list of community facilities in the area which should be considered in terms of mitigation measures.



Finally In the WDES we have made mention of a number of health related issues that could be significant in terms of noise, air quality and possible detrimental access issues to facilities, countryside and residential areas. We believe that this needs to tie into the wider area needs we are proposing in this response.

HS2 Preliminary Equality Impact Assessment Comments and areas for further review

<u>Page number / section</u>	<u>Detail</u>	<u>Comments</u>
Page I Work in progress	Wider equality effects, for example those arising from traffic and transport, sound noise and vibration or health effects will be reported in the formal EQIA.	Mitigation measures to be reviewed when full EIA is received
Page 8 1.2.3	Identify where such adjustments may be required... such as maintaining accessible routes	Any anticipatory adjustments to be reviewed when full EIA is received
Page 10 1.3.2	Identify the presence of PCGs along the route of the Proposed Scheme	For review when full EIA is received
Page 10 1.3.2	Identify measures which.... can further enhance equality...	For review when full EIA is received
Page 13 2.3.1	Error! Reference source not found	Link needs to be corrected in the document
Page 17 4.2.1	The geographical scope covers all LSOAs within or intersected by a 1km buffer..	From an equalities perspective it is likely that the impact on communities may be felt wider than a 1km range. Does the range need to be increased, for example to include the whole of Staveley ?
Page 31 5.2.13	The nominated undertaker would be required to provide information on public open space changes....	For review when full EIA is received
Page 31 5.2.14	The nominated undertaker would be required to maintain, where reasonably practicable, public rights of way....	For review when full EIA is received
Page 31 5.2.18	...identify and provide opportunities to workless people...	We would welcome this as this is prevalent in parts of the northern growth zone.
Page 36 5.3.5	In areas where a substantial proportion of housing would be lost or where there is a relatively high level of housing deprivation, there is the potential for a differential effect for older people, disabled people or children and young people...	Further information is required to detail the exact number of homes which will be demolished / residents impacted by having to leave their homes and therefore obtain detail as to the number/groups of people in the community affected.



Page 46 5.3.51	Where specific equality effects associated with diversion, realignment or closure of roads are identified, they will be reported in the formal EQIA Report	For review when full EIA is received. Any diversions / extended journey times could impact on PCGs
Page 46 5.3.52	Where specific equality effects associated with diversion, realignment or closure of PRow are identified, they will be reported in the formal EQIA Report	For review when full EIA is received. Any diversions / extended journey times could impact on PCGs
Page 47 5.3.53	Where reasonably practicable, public footpaths and routes would be reinstated or convenient alternatives provided.	For review when full EIA is received. Any diversions / extended journey times could impact on PCGs