

May 2021

High Speed Two Phase 2a: West Midlands – Crewe

**Consultation under clause 60 of the
High Speed Rail (West Midlands – Crewe)
Bill as amended in the House of Lords:
Report summarising consultation
responses**

Produced by Ipsos MORI for HS2 Ltd

Ipsos MORI





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1 Introduction

1.1 Overview

As required by clause 60 of the High Speed Rail (West Midlands – Crewe) Bill (Phase 2a Bill) as amended in the House of Lords, the Government launched a public consultation on 1 February 2021 to seek the views of residents and relevant stakeholders on the following aspects of HS2 Phase 2a:

- a) the impact of road traffic as a result of the HS2 Phase 2a works;
- b) the impact of the HS2 Phase 2a works on the natural environment including, but not limited to, the impact on ancient woodland;
- c) whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works; and
- d) if not, whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to c).

As required by the amendment, the consultation was open to residents in the local authority areas of Staffordshire, Shropshire, Cheshire East, and Cheshire West and Chester, as well as relevant stakeholder groups listed in Annex B of the consultation document¹.

Clause 60 of the Phase 2a Bill as amended in the House Lords referred to the counties of Shropshire, Staffordshire and Cheshire as the areas required to be consulted. The consultation document and associated materials for this consultation recognised that the historic county of Cheshire is now formed of the unitary authorities Cheshire East and Cheshire West and Chester.

Responses received from residents outside of the four local authority areas, and those from stakeholder groups not listed in the consultation document were still accepted and treated in the same way in the analysis, but reported on separately given the specific scope of the consultation as required by the amendment. This latter group of participants are referred to as *non-consultees* in this report.

The consultation closed at 23:45 on Friday, 26 February 2021. This report provides a summary of consultation responses.

1.2 Context

During the passage of the HS2 Phase 2a Bill through the House of Lords, an amendment to the Bill was tabled by Lord Rosser, the Labour Shadow Transport spokesperson in the House of Lords. The proposed amendment would require the Secretary of State to consult residents of Shropshire, Staffordshire and Cheshire, and other relevant areas and stakeholders as the Secretary of State may stipulate, on a variety

¹ The consultation document has been published on the consultation website:
<https://www.gov.uk/government/consultations/hs2-west-midlands-to-crewe-environmental-and-traffic-impacts-transport-provisions-and-station-improvement-or-creation>

of issues related to the proposals in the HS2 Phase 2a Bill. Following debate, the proposed amendment to the Bill was passed, and so was included as clause 60 of the HS2 Phase 2a Bill as amended in the House of Lords.

1.3 The Phase 2a route

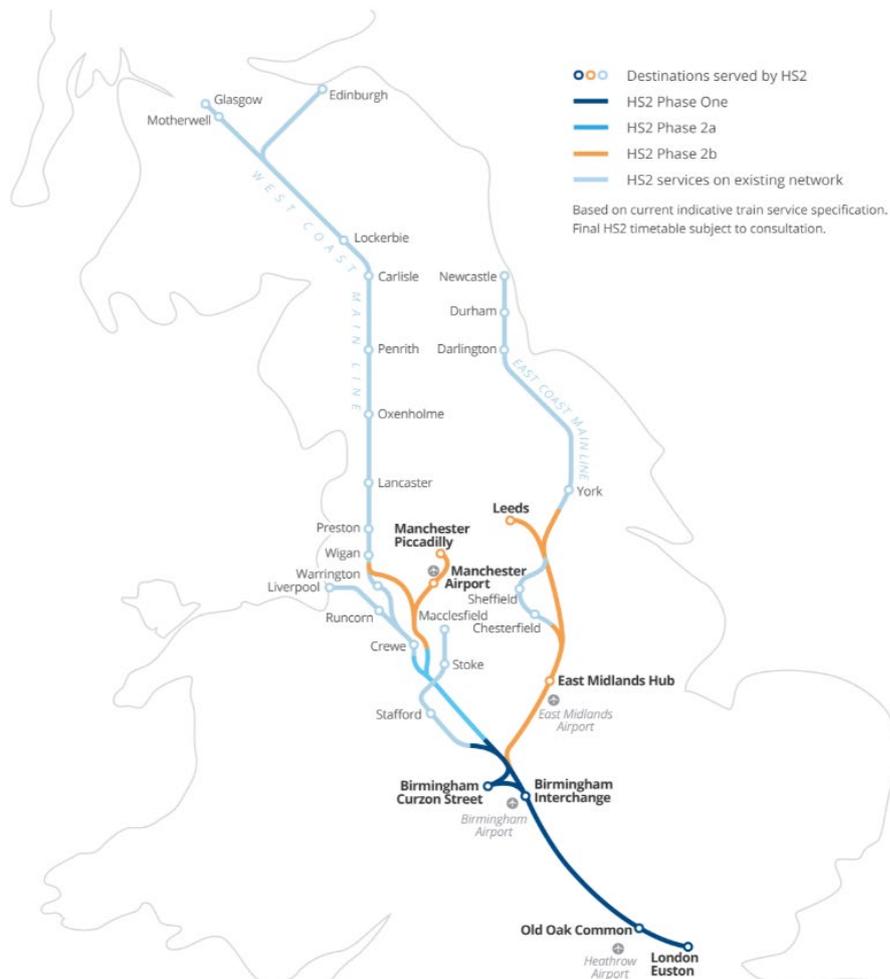
HS2 Phase 2a comprises a high speed railway line from the end of the Phase One route at Fradley, to Crewe. It will run north-east of Stafford and south-west of Stone, passing through a mainly rural area in Staffordshire and Cheshire East, where a number of settlements are located.

On 11 February 2021 the Phase 2a Bill received Royal Assent, making it an Act of Parliament, and giving HS2 Ltd the powers needed to construct and operate the railway.

As such clause 60 of the Phase 2a Bill as amended in the House of Lords became section 60 of the High Speed Rail (West Midlands to Crewe) Act 2021. In this report reference is made to the consultation as under clause 60 of the Phase 2a Bill because this is reflective of the title of the consultation, which was launched prior to Royal Assent the Phase 2a Bill being received.

Figure 1.1 provides a map of the proposed HS2 route, including Phase 2a between Fradley and Crewe.

Figure 1.1: The proposed HS2 route



1.4 Information about the consultation

Information about the consultation was made available on the HS2 and gov.uk websites. A consultation document and response form were available to download from the gov.uk website. The consultation document included reference to various sources of information considered relevant to the consultation, including websites from which further information could be obtained. Hardcopies of these documents could also be requested free of charge from the HS2 Helpdesk.

On 3 February, clarification was provided on the page hosting the consultation on gov.uk to explain that all unitary, county, district, borough authorities, town and parish councils within the boundaries of the areas being consulted would be considered as consultees to the consultation. This was to acknowledge that Stoke-on-Trent City Council were being consulted and their omission from Annex B of the consultation document was unintentional. Stoke-on-Trent City Council had been included in communications to relevant stakeholders being consulted, informing them of the launch of the consultation.

Publicising the consultation

The consultation was promoted in the following ways:

- a leaflet was sent to households within 1km of the Phase 2a line of route at the launch of the consultation, and a separate leaflet followed to explain more about the purpose of the consultation and next steps;
- a letter about the consultation was sent to all MPs and relevant stakeholders in the areas being consulted;
- advertisements were placed in local print media and their respective digital platforms across all areas being consulted;
- a targeted Facebook campaign across the areas being consulted; and
- alerts informing of the consultation launch were issued to people signed up to the Staffordshire and Cheshire HS2 Commonplace websites. These websites provide information about what HS2 are doing in these areas,

Response channels

A number of response channels were set up so respondents could provide feedback on the aspects being consulted upon. These response channels were:

- an **online response form** on the dedicated response platform set up for the consultation, which could be accessed via the consultation webpage:

<https://surveys.ipsosinteractive.com/mrIWeb/mrIWeb.dll>

- a **pdf version of the response form** that could be downloaded from the consultation webpage. This could be completed electronically and submitted via email, or it could be printed out and sent as a hard-copy response through the post;
- a **freepost address** (FREEPOST HS2 Phase 2A Consultation) was provided in the consultation documents to enable members of the public and stakeholders to post their response; and
- a dedicated **consultation email address** (HS2Phase2aConsultation@ipsos-mori.com) was set up to enable people to respond via this method if they preferred.

The response channels were managed by Ipsos MORI on behalf of HS2 Ltd. All relevant responses dated and received within the consultation period were analysed and are summarised in this report. All relevant responses with a postmark on or before 26 February 2021, or other verifiable proof of postage before the deadline, were included in the analysis.

In addition, some responses to the consultation were sent to HS2 Ltd through other channels. Where such correspondence was received during the advertised consultation period, it was forwarded to Ipsos MORI by HS2 Ltd. Any such correspondence received by HS2 Ltd within the consultation period was processed and included within the consultation analysis where relevant.

1.5 Number of responses to the consultation

In total, 499 participants submitted a response to the consultation. The responses were received through a number of channels, as set out above. The majority of responses received (455) were from residents within the local authority areas of Staffordshire, Shropshire, Cheshire East, and Cheshire West and Chester, as well as stakeholder groups listed in Annex B of the consultation document.

Table 1.1: Responses received to the consultation by response channel

Response channel	Count
Online response form	348
Paper response form	49
Email	90
Whitemail (letters or written responses submitted by post)	12
Total	499

It was stated in the consultation document that in responding to questions a) and b), previous responses to earlier consultations on the environmental impact of HS2 Phase 2a (namely the consultations on the Environment Statement (ES) July 2017, Additional Provision (AP) 1 ES and Supplementary Environmental Statement (SES) March 2018, and AP2 ES and SES2 February 2019) would be accepted if re-submitted as part of this consultation. Some of the stakeholder organisations that responded to the consultation

included some or all of their previous consultation submissions, and these were reviewed and analysed again as part of responses to the current consultation. Organisations that re-submitted their previous responses as well as providing comments specifically on the clause 60 consultation included the Forestry Commission, Natural England, and Staffordshire County Council.

1.6 Categories of respondent

Of those who responded to the consultation overall, 52 were from stakeholder organisations and 447 were from individual members of the public. Stakeholder responses are responses sent on behalf of an organisation or group rather than individual members of the public. Stakeholder organisations for this consultation included elected representatives (e.g. MPs), local government (including county, city, borough, district, parish and town councils), statutory agencies, environmental organisations and transport groups.

A full list of the stakeholder organisations that responded to the consultation is found in Appendix A of this report.

2 Structure of report

This report summarises the comments of those who responded to the Phase 2a clause 60 consultation.

The structure of this report is as follows:

Chapter 3 provides a summary of the analysis process. It provides details on how the responses were analysed and reported on.

Chapters 4 to 7 provides a summary of the responses to the consultation questions from residents in the local authority areas of Staffordshire, Shropshire, Cheshire East, and Cheshire West and Chester; and the stakeholders listed in Annex B of the consultation document. Each chapter provides an overall summary of the responses received to the consultation questions, including a breakdown of key issues raised. However, Chapters 4 and 5 are set out by key themes based on the Phase 2a Environmental Statement, and as such are set out differently to Chapters 6 and 7 which cannot be set out by theme. The themes in Chapters 4 and 5 may be set out in a different order in each chapter as they are based on frequency of responses, with the themes receiving the most comments being reported on first.

Chapter 8 briefly summarises responses that were received from residents outside of the four local authority areas being consulted, and those from stakeholder groups not listed in the consultation document – as mentioned in the introductory chapter of this report, such respondents are referred to as *non-consultees*.

Chapter 9 provides a summary of other responses received, including comments about the consultation, and comments about the potential impact of Phase 2a on people's mental health and well-being. Responses are not broken down by consultee and non-consultee groups, but reported together as an aggregate.

All numbers reported in chapters 4 – 9, including charts and tables, are numbers of respondents and/or number of comments made. Percentages have not been used.

3 Analysis methodology

This chapter provides a brief overview of the analysis methodology undertaken. The approach to handling, analysing and reporting responses to this consultation is a tried and tested approach that Ipsos MORI have undertaken over many years, both for HS2 Ltd and for a number of other high profile organisations.

3.1 Receipt and handling of responses

The handling of consultation responses was subject to a process of checking, logging and confirmation to ensure a full audit trail. All original electronic and hard copy responses were securely filed, catalogued and given a serial number for future reference, in line with requirements of the Data Protection Act (2018), and General Data Protection Regulations (GDPR).

3.2 Analysis of responses

The process of analysing the content of each response was based on a system where unique summary 'codes' are applied to specific words or phrases contained in the text of the response. The application of these summary codes and sub-codes to the content of the responses allows systematic analysis of the data.

Ipsos MORI developed an initial coding framework (i.e. a list of codes to be applied) based on the text of the first responses received. This initial set of codes was created by drawing out the common themes and points raised. The initial coding framework was then updated throughout the analysis process to ensure that any newly-emerging themes were captured. Developing the coding framework in this way ensured that it would provide an accurate representation of what respondents said.

Ipsos MORI used a web-based system called *Ascribe* to manage the coding of all the text in the responses. *Ascribe* is a system which has been successfully used on numerous large-scale consultation projects. Responses were uploaded into the *Ascribe* system, where members of the Ipsos MORI coding team then worked systematically through the comments and applied a code to each relevant part(s) of them.

The *Ascribe* system allowed for detailed monitoring of coding progress, and the organic development of the coding framework (i.e. the addition of new codes to new comments). A team of coders worked to review all of the responses as they were uploaded to the *Ascribe* system. The coding team were briefed on the scope of the consultation to aid their interpretation of the comments contained in the responses.

To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage to help with reporting. During the initial stages of the coding process, weekly meetings were held with the coding team to ensure a consistent approach in raising new codes and to ensure that all additional codes were appropriately and consistently assigned.

3.3 Interpreting the consultation findings

A consultation is a valuable way to gather opinions about a topic, but there are a number of points to bear in mind when interpreting the responses received. While the consultation was open to all those within the consultee groups, the participants were self-selecting, and certain categories of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would be the case with a representative sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. Responses are also likely to be influenced by local campaigns.

It must be understood, therefore, that the consultation, as reflected through this report, can only aim to catalogue the various opinions of the members of the local community and stakeholders who have chosen to respond to the consultation. It can never measure the exact strength of particular views or concerns amongst members of the local community, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Participants will have chosen to access differing levels of information about the aspects being consulted upon. Some responses are therefore based on more information than others and may also reflect differing degrees of interest across respondents.

It is important to note that the aim of the consultation process is not to gauge the popularity of any issues or topics raised in the responses; rather it is a process for identifying new and relevant information that should be considered. All relevant issues are therefore considered equally, regardless of whether they are raised by a single respondent or a majority. A consultation is not a referendum.

3.4 Respondents versus comments made

Please note that throughout the report, findings are reported on in terms of the number of respondents who made comments, and/or the number of comments made. It is important to bear in mind that a single respondent can make both positive and negative comments. When numbers are mentioned, the report makes clear that this is either the number of *respondents* who made comments or the *number of comments* made. This will explain why, for example, the number of comments made will generally add up to more than the number of respondents who made comments. It is important to bear this in mind when interpreting the consultation findings.

3.5 Stakeholder responses

Those who responded on behalf of an organisation or group were classified as stakeholder organisation responses. Those classified as consultee stakeholder organisations included statutory agencies, elected representatives, transport groups, environmental groups, and local government organisations (including county, city, borough, district, parish and town councils).

The response form asked participants to indicate whether they were responding on behalf of an organisation/group, or as an individual. Those who said they were responding on behalf of a group or organisation were generally classified as a stakeholder organisation, unless it was clear from their response that they were actually members of the public.

A full list of the stakeholder organisations that responded (excluding those requesting confidentiality) can be found in Appendix A.

3.6 General public responses

Respondents who said they were providing their own response in the online and paper response form were generally classified as members of the public, unless it was clear from their response that they were responding on behalf of a group or organisation (i.e. they self-identified as such on the tick-box question on the response form). Those who responded by email or letter (i.e. not by use of the online response form) were classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

4 Road traffic

4.1 Question wording

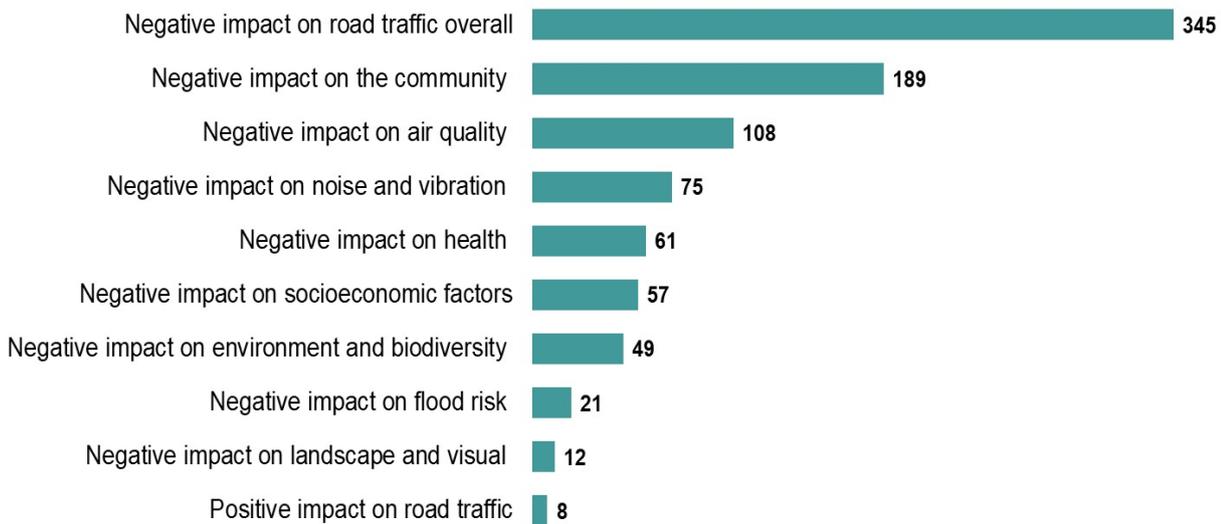
The question asked was as follows:

Question A: Please let us know your comments on the impact of road traffic as a result of the HS2 Phase 2a works.

4.2 Summary of key issues raised

There were 365 respondents who provided comments about the impact of road traffic as a result of the HS2 Phase 2a works. Comments were received from 337 individual members of the public and 28 organisations. As the chart shows, most of those who provided comments made negative comments and/or raised concerns. This chapter provides a summary of comments received.

QA. Please let us know your comments on the impact of road traffic as a result of the HS2 Phase 2a works



Base: All participants who submitted response relating to QA (365)
 Consultation period: 1st-26th February 2021

4.3 Positive impact of HS2 works on road traffic

Overall, there were eight respondents who provided positive comments about the impact of road traffic as a result of HS2 Phase 2a works. A common view held among those who provided positive comments was that a short-term increase in road traffic as a result of HS2 works would be worth the longer-term decrease in road traffic once HS2 becomes operational. Comments made included that it would be beneficial in the long-term to move some road traffic to rail (3), and that short-term disruption would be off-set once HS2 became operational (2). There were also single comments made, including how the use of borrow pits could help to reduce impacts from construction traffic.

4.4 Negative impact of HS2 works on road traffic

Road traffic concerns could be grouped into four main themes as follows:

1. impact of heavy goods vehicles (HGVs) and construction traffic;
2. inadequate road infrastructure;
3. road safety issues; and
4. road traffic congestion and travel delays.

The introduction of HGVs and construction traffic on local roads was a key concern. There was a general consensus that many areas already suffered from traffic congestion, and that the situation could be worsened by the introduction of additional construction vehicles. In total, there were 211 comments received about this.

“Woore Parish Council believes HS2 have underestimated the number of HGV movements on local roads including the A51 and A525. However even if we take HS2’s own calculations on the last published Histogram, then the impact on these roads will be huge.”

Woore Parish Council

There were also specific comments received about the impact of construction traffic from some of the organisations that responded in the consultation. For example, Highways England raised concerns about the impact of HS2 construction traffic on junctions with the M6 motorway.

In terms of road infrastructure, there were 117 comments that raised concerns about how local roads would be unable to cope with an additional volume of vehicles. Some of those who made comments spoke of existing potholes on the A515 on the bridge over the West Coast Main Line (WCML). Others were not convinced that roads were wide enough to accommodate additional traffic. Yarnfield Lane, the A34 and A518 were given as examples of roads that were believed to not have the appropriate infrastructure to withstand HGVs, while at the same time ensuring that pedestrians would be safe.

“I’m concerned about dangers to pedestrians and other non-motorised road users due to narrow stretch of A518 Stafford Road. Particularly in view of the existing inadequate width of footways along the A518 Stafford Road and the dangers to pedestrians especially when heavy goods vehicles are passing. This is especially the case along the A518 Stafford Road from the junction with Old School Close to the junction with Boat Lane...”

Member of the public

Road safety was a key concern, with 103 comments received about this. Comments included concerns about the general safety of pedestrians (61), cyclists (22) and horse riders (12). It was thought that traffic and large vehicles would introduce new risks and hazards for all road users.

In relation to inadequate road infrastructure, it was thought that there was not always enough space to safely accommodate pedestrians on footways. Comments received included a suggestion that new crossing points should be introduced during the construction period (25), and on the A51 and A525 (21),

among other places. It was also recommended that speed limits or traffic calming measures introduced in some areas (39), and that pedestrian guardrails should be installed (20).

There were also 88 comments received about the impact of road closures on journey times, delays and congestion. A number of different roads were mentioned, including rural country lanes and A-roads. Specific roads mentioned included Yarnfield Lane, the A525, the A53 and the B5026. Respondents thought that a number of different towns and villages would be affected, including Stone, Yarnfield, Woore and Swynnerton.

4.5 Impact on local communities

In total, 189 respondents were concerned about how local communities could be affected by the impact of road traffic as a result of the HS2 Phase 2a works. The main comments made included general concerns about how local communities could be impacted (78), as well as how local towns and villages could be affected in general (51). Looking at more specific comments, a chief concern raised was that some areas could become disconnected and isolated (41) as a result of HS2 Phase 2a works on road traffic. Woore, Yarnfield, Stone and Weston were settlements that respondents thought could be particularly affected.

Other, less frequently cited comments included a concern about how the construction of HS2 Phase 2a could impede residents' access to leisure and recreational facilities (17). Similarly, some respondents thought that access to health services, schools and places of work would be negatively affected. It was thought that this would be particularly problematic for older people or those who need to access emergency services frequently. There was also a belief that access to local shops could be hindered, and that small businesses in towns and villages could suffer from reduced footfall.

"Yarnfield village and it's residents will be hugely affected by the plans for the train line...the entire village will be cut off for years and the resulting increased road traffic will cause havoc without doubt...with the main artery between Stoke and the county hospital at Stafford, increased road traffic will without doubt interfere with emergency services between these essential hospitals..."

Member of the public

4.6 Impact on air quality

There were 108 respondents who provided negative comments and/or raised concerns about how HS2 Phase 2a works could affect air quality. All of those who made comments about this thought that there would be an increase in dust, emissions and pollutants caused by the construction and construction-related traffic, and/or from an increased volume in vehicle traffic on local roads, as well as around train stations and depots.

“HS2 is an unnecessary vanity project, which will cause major traffic disruption, creating excessive carbon emissions and particulate pollution”

Member of the public

There were also a few comments (3) where it was believed that there had been insufficient checks to assess the impact of construction works on air quality. In light of concerns raised, 22 comments were received, suggesting that HS2 Ltd should regularly monitor changes to levels of dust and particulate matter.

4.7 Sound, noise and vibration

There were 75 respondents who were concerned about impacts of sound, noise and vibration. Most of the comments received (69) were about how a change in traffic levels and vehicle composition would contribute to increased noise pollution.

4.8 Health

Overall, 61 respondents provided comments or raised concerns about how construction works could affect people’s health and well-being. Those who were concerned about physical health were worried that high levels of air pollution would be worsened by construction site vehicles.

4.9 Socioeconomics

There were 57 respondents who thought that changes in road traffic would make it difficult for people to access their place of work, and/or for customers to access local businesses. The main comment received was a belief that delays and road closures caused by the construction of Phase 2a could impact local economy, including local businesses, and cause issues for staff members to access their place of work (53). Other, less frequently cited comments included a belief that proposed road traffic mitigation measures would not go far enough to protect and safeguard the local economy (6), and concern that tourism could be impacted (2).

“I live on a housing estate that has only one access route onto the A525 which would carry the massive amount of construction traffic. How could that possibly be safe? How will we safely reach our village facilities? ie Shop, Bakery, Fruit Farm, School, Village Hall, Public Houses, Sport facilities. Indeed, will any of these survive?”

Member of the public

4.10 Environment, ecology and biodiversity

This issue was discussed in greater detail at Question B, which specifically asked for comments on the impact on the natural environment. However, there were 49 respondents who commented on how construction-related road traffic could negatively impact the natural environment including inhabiting animals and insects. Comments received included how the natural landscape could be damaged (26), and about how biodiversity, wildlife and habitats could be impacted (15). Other less frequently cited comments included concerns about how green space and the countryside could be impacted (6), concerns about trees and ancient woodlands (5), and worry about how sites of historical importance

could be affected (4). References were also made to the impact on the countryside and farmland (3), and how this would have consequences for the local environment, ecology and biodiversity.

4.11 Water and flood risk

In total, 21 respondents raised concerns about the impact of flood risk in relation to how HS2 Phase 2a works could impact road traffic. The main comment received was a concern that additional traffic to surrounding areas might increase flood risk (10).

"I believe the construction traffic volumes to be above the carrying capacity of our local roads. We already experience severely delays at peak times on the A51 and A519 junction...the roundabout has recently experienced regular flooding, as the agricultural wash from nearby fields has blocked drains and resulted in large amounts of sediment and gravel on the road surface. Once construction traffic is added this will become far worse."

Member of the public

Other, less frequently raised concerns included single comments about how HS2 Phase 2a works could impact road traffic and increase flood risk as a consequence. Areas mentioned included Netherton, Hamstall Ridware, Sow Valley, and Bar Hill. As an example, Bar Hill was mentioned as an area prone to flooding and respondents were worried that additional traffic or the removal of earth for construction of HS2 Phase 2a would result in drainage problems and flooding.

4.12 Landscape and visual

There were 12 respondents who were concerned about how HS2 Phase 2a construction works could impact local landscapes. Comments largely related to the impact on light pollution (7). On the whole these comments were made when discussing operation of construction sites or air pollution from road traffic. A few specific mentions were made about the site workers' accommodation contributing to light pollution and vehicles travelling to and from work sites at antisocial hours.

"The amount of worker accommodation will add to the vehicle movements and light pollution. As the project proceeds, overnight and weekend working will add to the traffic volumes."

Member of the public

There were also a small number of comments made about how road traffic could affect the charm and character of the surrounding area (3), and how green spaces, landscapes and the countryside could be affected by road traffic resulting from HS2 Phase 2a works (2).

5 The natural environment

5.1 Question wording

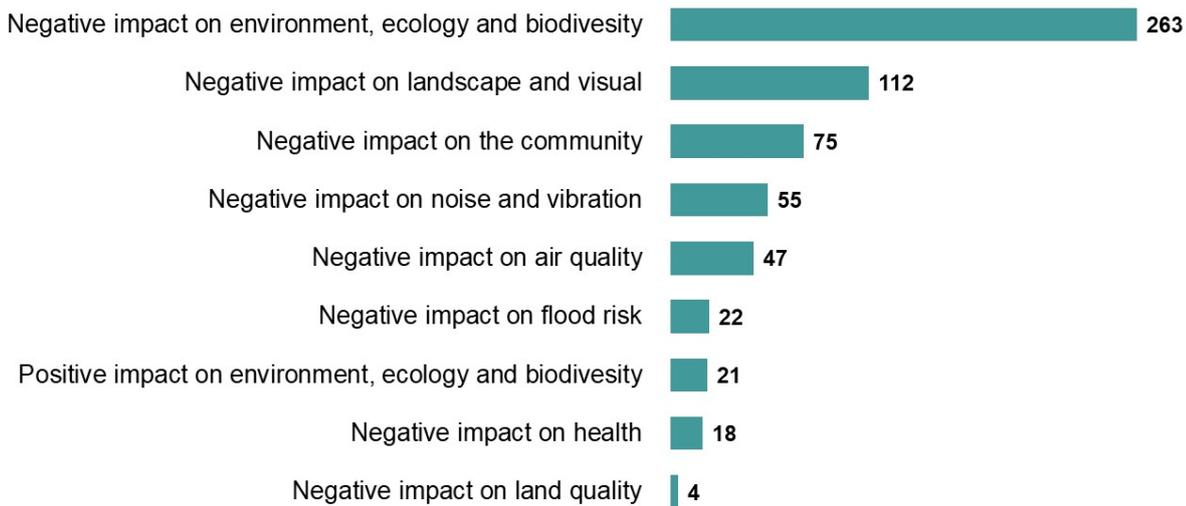
The question asked was as follows:

Question B: Please let us know your comments on the impact of the HS2 Phase 2a works on the natural environment, including but not limited to the impact on ancient woodland.

5.2 Summary of key issues raised

There were 331 respondents who provided comments about the impact of HS2 Phase 2a works on the natural environment. Comments were received from 307 individual members of the public and 24 organisations. As the chart shows, most of those who provided comments made negative comments and/or raised concerns. This chapter provides a summary of comments received.

QB. Please let us know your comments on the impact of the HS2 Phase 2a works on the natural environment, including but not limited to the impact on ancient woodland.



*Base: All participants who submitted response relating to QB (331)
Consultation period: 1st-26th February 2021*

5.3 Positive impact of the HS2 Phase 2a works on the natural environment, ecology and biodiversity

Overall, there were 21 respondents who provided positive comments about the impact of the HS2 Phase 2a works on the natural environment, ecology and biodiversity. However, rather than implying that the HS2 Phase 2a works would have a positive impact on the natural environment, it was thought that the impact of the HS2 Phase 2a construction works would have been mitigated by the implementation of mitigation measures. Of comments received, this included a belief that sufficient mitigation measures in general would be in place (11), and that proposed planting and replacement of trees would be a positive step to reduce impact on the natural environment (5). Other less frequently made positive comments included a view that measures including proposed inclusion of green bridges (2) and noise bunds (2) would reduce negative effects of HS2 Phase 2a works.

5.4 Negative impact of the HS2 Phase 2a works on the natural environment, ecology and biodiversity

Overall, there were 263 respondents who provided negative comments and/or raised concerns about the impact of HS2 Phase 2a works on the natural environment, ecology and biodiversity. Comments received included how wildlife and biodiversity (148), and also how woodlands and hedgerows (103), could be negatively affected. While replanting trees was believed to be important, overall, respondents were of the view that proposed mitigation measures to address environmental issues would be insufficient. It was also thought that construction works could reduce mobility for species, by separating habitats, resulting in reduced biodiversity and species extinction in affected areas.

“HS2 infrastructure...in combination with extensive destruction of centuries-old habitats, will permanently disrupt natural landscape-scale processes such as species’ dispersal and migration...rapid landscape scale habitat destruction and fragmentation may lead to local extinctions of species such as WCA protected water vole and BoCC red-listed yellow wagtail...”

Cheshire Wildlife Trust

Other negative comments and/or concerns included about how HS2 Phase 2a works could contribute to the current climate emergency (23), and also how agricultural land could be lost or damaged (also 23 comments). It was mentioned that loss of agricultural land would consequently affect wildlife and reduce biodiversity.

Some of those who provided comments wanted to know about what sustainable and environmentally conscious options were being considered at each stage of the project. This included 18 comments suggesting that the impact of construction works would need to be better understood, and that HS2 should work collaboratively with a range of stakeholders to enable best practice solutions to be found.

“We urge HS2 Ltd to facilitate joint working with statutory agencies, NGOs, and local stakeholders to find best practice solutions and ensure all opportunities are taken to maximise gains for wildlife, green infrastructure and access.”

Staffordshire Wildlife Trust

It was suggested that woodland areas should be protected, and that mass tree planting would not reduce damage caused by woodland destruction, as ancient woodlands are inhabited by different species to newly planted saplings. Whitmore Wood (5), Bar Hill Wood (5) and Clifford’s Wood (4) were mentioned as areas that would be negatively affected.

“Phase 2a is 64km long. The loss of 9.8ha of ancient woodland over this 64km means that Phase 2a destroys 15% more ancient woodland per kilometre of track than Phase 1. 5.5ha of this loss comes from a single woodland, Whitmore Wood.”

Woodland Trust

5.5 Landscape and visual

There were 112 respondents who made negative comments and/or raised concerns about how HS2 Phase 2a works could impact local landscapes. The main comment received was that the HS2 Phase 2a construction works would impact local landscapes generally (72). Other less frequently made comments included worry about how the proposed Stone IMB-R could affect the landscape (14), how the charm or character of local areas within the vicinity of the HS2 Phase 2a works could be affected (13), and/or how visual aesthetics could be impacted (8), which in turn could affect people's ability to enjoy the scenery and natural landscape.

Some respondents were concerned that HS2 Phase 2a works would mean having to witness their local landscape undergo permanent change. Areas mentioned included Staffordshire (4), Whitmore Heath (3), Lichfield (3), Cheshire (3) and Fradley (3). It was thought that there were insufficient mitigation measures to ensure that green spaces and views remained unspoilt.

"The planned route runs straight through the fields on the edge of the Lichfield and Streethay....the same fields and countryside that HS2 will be cutting through are also public footpaths used by many to escape into the country...the proposed route and its construction are going to take away this needed green belt, and replace it with the sight and noise of heavy machinery for years..."

Member of the public

5.6 Local communities

In total, there were 75 respondents who were concerned about how local communities could be affected by the HS2 Phase 2a works. Respondents were concerned that the works could cause changes to the natural environment, which would in turn reduce the appeal and attractiveness of surrounding towns and villages.

"This is a very unspoilt quiet part of Staffordshire with traditional farming from small villages which will be physically disrupted by the HS2 route. It is open countryside which has no natural visual shielding of the HS2 track so the track will not even merge visually. And the section that passes Little and Great Haywood is planned to be elevated!"

Member of the public

A common theme was that HS2 Phase 2a works could fragment smaller towns and villages in an attempt to avoid more residential areas. Some referenced the damage caused to the environment in HS2 Phase One, stating this as evidence that HS2 Ltd did not view environmental protection as a priority. It was believed that HS2 Ltd and its contractors should work harder to demonstrate that they cared about the same environmental issues as local communities did.

Respondents raised concerns about how their access to outdoor spaces and their enjoyment of these would be worsened. For example, there were 14 comments raising concerns about how footpaths and walking paths could be closed or permanently removed as a consequence of HS2 Phase 2a works. It was thought that more could be done to mitigate the impact on local people and communities, and in

particular, that HS2 Ltd could do more to consider the ways in which Phase 2a might negatively impact people's ability to access the outdoors and local environment, and to lessen such impacts.

5.7 Sound, noise and vibration

In total, 55 respondents thought that the impact of HS2 Phase 2a works could cause noise and vibration which could have consequences for the local environment. Most comments (42) were general comments about how the local environment in the vicinity of the proposed HS2 Phase 2a works could be affected by increased sound, noise and vibration. Other, less frequently cited comments included a belief that the Stone IMB-R would cause noise issues (10), and that a number of local areas including on the A38 (2), and Madeley (1) would be affected.

5.8 Air quality

There were 47 respondents who provided negative comments or raised concerns about air quality issues. Most of comments (44) related to the impact of dust and pollutants on the natural environment. The overriding concern was that changes in air quality could have a long-term and irreversible impact on inhabiting wildlife and the environment in general.

The impact on air quality from HS2's proposed Stone IMB-R was raised by three respondents. One thought that such works would disrupt wildlife in the area, especially frogs and newts, as the area is largely wetland. Another was concerned that the pollutants caused by the vehicles at the site of the Stone IMB-R would harm wildlife. Respondents listed other locations they thought would be affected by air pollution, and this included Madeley, Woore and Bar Hill.

"Increased emission from HGV's - HS2 cannot guarantee that all HGV's will be Euro6 standard - this is the standard set out by HS2. HS2 will not be monitoring contractors' vehicles and once the contracts are signed will not be responsible for maintaining air/emissions standards. Who will be responsible? Who/How will enforcement be managed? We suspect that HS2 will use laybys [on the road from Woore village to Onneley] as holding points when congestion occurs therefore emitting higher pollution levels while vehicles idle at the roadside while being held."

Member of the public

5.9 Water and flood risk

There were 22 respondents who raised concerns about how HS2 Phase 2a works could adversely impact watercourses, drainage and cause flood risks. Comments received included 14 general comments about existing flood risk issues, and how HS2 Phase 2a works could exacerbate these.

There were also specific areas mentioned with existing drainage issues including Marston and Yarlet. One respondent was worried that the Filly Brook would be affected by an embankment for the HS2 railway, disrupting the ability for land near the Filly Brook to be used as a floodplain. Likewise, another respondent expressed concern about the extraction of minerals at the Blithbury Borrow Pit. Other

locations that respondents thought would be affected included the A525, Betley Mere SSSI and Kings Bromley Viaduct.

Some respondents referenced the planting of new saplings in response to the loss of woodlands, stating that young plants would not be able to withstand flooding or excessive rain. Furthermore, it was thought that drainage could be made worse by the removal of ancient woodland.

5.10 Health

Similar to responses provided for Question A, there was concern that construction impacts on natural habitats and wildlife would in turn, negatively impact public health – references were made to physical health and overall quality of life. In total, 18 respondents made negative comments or raised concerns, for example, suggesting that a loss of flora and fauna would be detrimental to people's health and wellbeing.

5.11 Land quality

Four respondents were concerned that digging tunnels for HS2 would destroy parts of woodlands, fields and farmland. There were two comments about how tunnels could affect local land quality, and also two comments that may specific mention of how tunnelling at Bar Hill could affect land quality there. There was also one comment about how land quality at Whitmore Heath could be affected by HS2 Phase 2a works.

6. Transport provisions

6.1 Question wording

The question asked was as follows:

Question C: Please let us know your comments on whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works.

6.2 Summary of key issues raised

Overall, 246 respondents provided comments about whether or not there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works. Comments were received from 225 individual members of the public and 21 organisations. This chapter provides a summary of comments received.

6.3 Positive comments about transport provisions

There were five respondents who provided positive or supportive comments about local transport provisions. Such comments included a belief that existing transport links to HS2 Phase 2a would bring positive benefits to the conventional railway network (2). It was also thought that improved transport provisions would increase the value of HS2 to local people (2).

“So long as current connections are not altered then relief to other lines will be enhanced.”
Member of the public

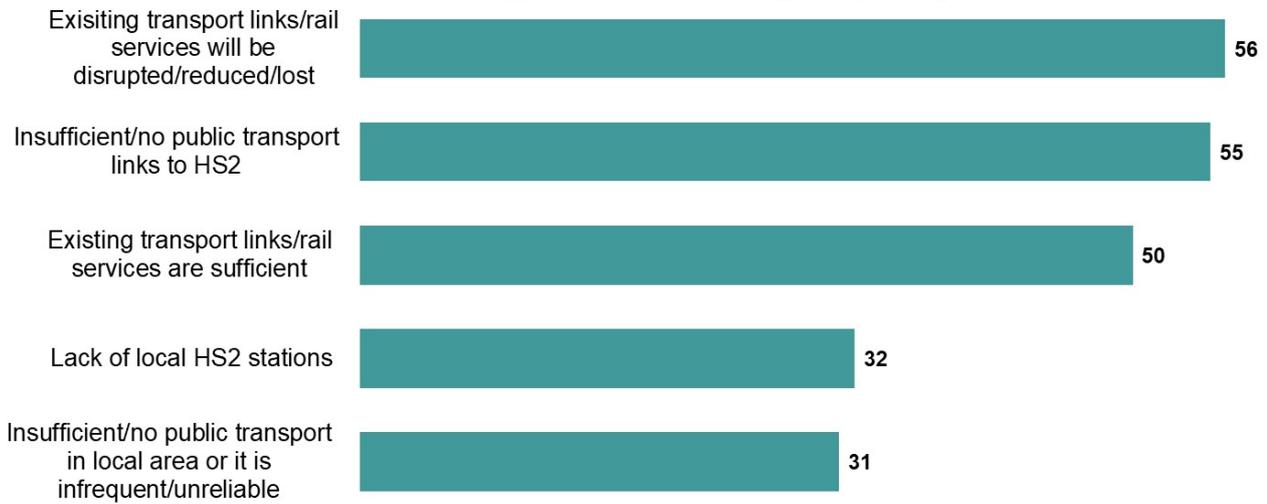
6.4 Negative comments, concerns and issues raised about transport provisions

Of the 246 respondents who provided comments, 217 provided negative comments or raised concerns about these aspects.

As shown in the chart on the next page, the most frequently cited issues included 56 comments raising concerns about how HS2 Phase 2a works could have negative consequences for existing rail services, and 55 comments about insufficient transport provision to link to/from HS2 Phase 2a.

QC. Please let us know your comments on whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works.

Top 5 negative comments by frequency



Base: All participants who provided comments relating to QC (246)
 Consultation period 1st-26th February 2021

“There are insufficient provisions to connect to HS2 phase 2a. Intending passengers have to travel too far, probably by road, to access HS2.”

Member of the public

“The Town Council is concerned that there will be difficulty accessing this new service for those who live in areas that do not have a direct rail link to Crewe.”

Poynton Town Council

“Despite all the disruption that the building of HS2 Phase 2a will create for Stone residents, their “reward” for this will be a significant downgrading of their inter-city rail services once HS2 is in operation.”

Stone Town Council

While there were 50 comments about how local transport provisions were believed to be sufficient and adequate, such comments were made in the context of being sufficient to negate a need for HS2 altogether, rather than to help passengers connect to HS2 Phase 2a. As such, these comments were classified as negative rather than positive comments.

"I see little local benefit. Staffordshire has a perfectly adequate rail network and the ridiculous amount of money being spent on HS2 in the region would be much better spent adding additional rolling stock and facilities to existing services, including better public transport to link to existing railway stations."

Member of the public

Other negative concerns included comments about a lack of HS2 stations locally (32), that local public transport services were infrequent, unreliable or even non-existent (31), and that there were few if any public transport services in local towns and villages that could link up with HS2 Phase 2a (20).

"In general, having only two stations between Manchester and London is limiting passenger access and the cost of travel and parking to the HS2 station will put many off using the line at all. How is it proposed that passengers outside of the principle HS2 stations travel to those stations?"

Member of the public

"Bus is the predominate mode of public transport in North Staffordshire, yet severe congestion has meant journey reliability has diminished and connectivity is poor, a journey by bus can take nearly treble the time of car. The lack of reliability caused by congestion has seen bus operators struggle to run peak time services and a decline in bus travel by a third over the last decade."

Jack Brereton, Jo Gideon, and Jonathan Gullis (Stoke MPs)

Looking specifically at local settlements or areas mentioned, this included negative or critical comments about local transport provision and/or impact of the HS2 Phase 2a works as follows:

- That there was a lack of HS2 stations in Staffordshire (21), and/or that there was poor or insufficient public transport links and connectivity from HS2 Phase 2a to or from Staffordshire (17) and Stafford (4).

"Staffordshire will not benefit from HS2 as there are no stations within reach. Passenger movements to reach any stations would be by car and would impact on an already stretched road network and the consequent impact on air pollution. Any public transport has already been cut to the bare minimum with no public transport from rural villages."

Member of the public

“There are parts of Staffordshire that are either poorly connected to the rail network or not connected at all, such as Leek in Staffordshire Moorlands, Burntwood in Lichfield District, and parts of South Staffordshire. It is the authority’s view therefore that the current transport provisions are not sufficient for the purposes of connecting to HS2 Phase 2a.”

Staffordshire County Council

- Insufficient or inadequate public transport links to and from Crewe Station (15), and/or that there were insufficient or no public transport links to and from the station (10).
- That HS2 Phase 2a works could negatively impact the Norton Bridge to Stone railway line (9).
- That there was insufficient or inadequate local public transport services in the Woore area (7) and Woore Village itself (3) that would link up with HS2 Phase 2a.

“There is no way for the residents of Woore & surrounding areas to connect with the HS2 railway system without using personal transport which completely defeats the need for such a project.”

Member of the public

- Insufficient or inadequate public transport links between HS2 Phase 2a services and Stoke-on-Trent (6).
- Accessibility issues in Stone, including insufficient or poor public transport provision in the town (4).

“...it feels like a very unfortunate oversight that the town of Stone seems to be denied any obvious direct benefit of HS2 whatsoever. It seems we are required to use existing (and poor) services to connect to Stoke or Stafford, and lose the journey time benefits due to reliance upon the maintenance of effective connections.”

Member of the public

There were also a few comments about insufficient or no public transport provision in settlements including Stone, Barlastone, Fradley, Lichfield, and Whitchurch.

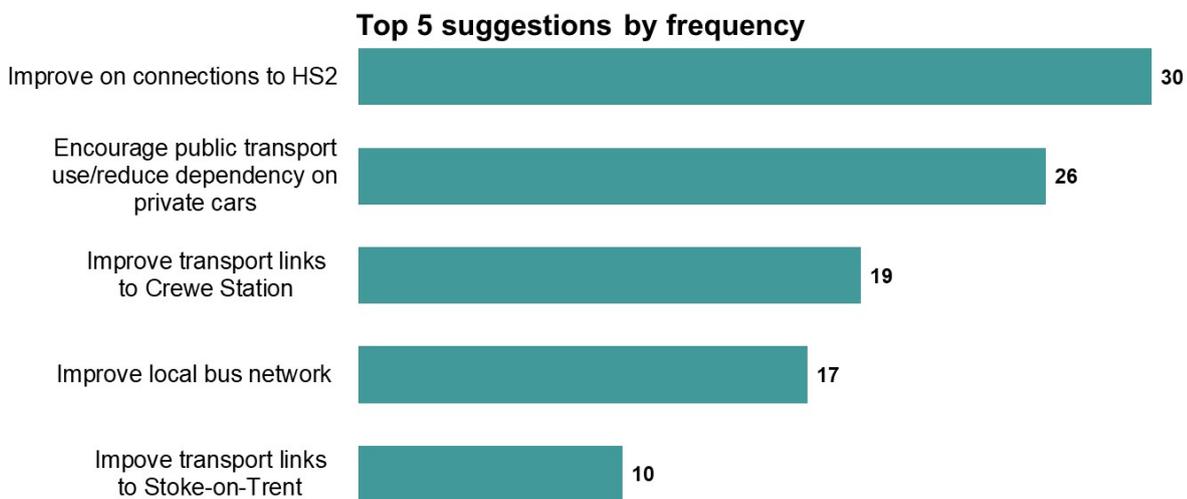
“In an ideal world it would not be necessary to drive to the station, but the bus service between Malpas and Whitchurch is infrequent and unreliable and the station is too far from the town centre for anyone carrying luggage.”

Malpas Parish Council

6.5 Suggestions

Overall, there were 94 respondents who made suggestions about local public transport provisions and/or to address changes to general passenger movements caused by the HS2 Phase 2a works. As shown in the chart below, the most frequently made suggestions were to make general improvements to connections to and from HS2 services (30), that public transport use should be encouraged with reduced dependency of private car travel (26), that transport links to and from Crewe Station should be improved (19), that the local bus network should be improved (17), and to have improved transport links between HS2 Phase 2a services and Stoke-on-Trent (10).

QC. Please let us know your comments on whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works.



Base: All participants who provided comments relating to QC (246)
 Consultation period 1st-26th February 2021

"...the residents of our parish currently suffer poor rail services, both to the north and south, from Stone railway station, despite the area carrying two major rail lines for the west coast services...the public transport needs of the parish are as such very poorly catered for and need addressing both via rail and bus services if the new rail line will have any relevance to the area."

Chebsey Parish Council

It was also suggested that there should be improved transport links from HS2 Phase 2a to a number of different settlements, including Stafford (6), Staffordshire (5), Newcastle-under-Lyme (3), Stoke-on-Trent (1), Keele (1) and Telford (1).

Other suggestions included that adequate parking facilities should be provided (9), to improve transport links to Crewe Station (8), that cycling provision should be improved (7), and that there should be improved transport links to HS2 stations, including provision of direct bus services (7).

6.6 Other comments

There were 19 respondents who also made other comments about transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works. Some respondents believed that there would be insufficient passengers using local public transport services due to the impact of the Covid-19 pandemic, and suggested that travel behaviours might change in the future as a result.

“In the current climate we believe the need for faster train travel is not warranted and existing passenger capacity is adequate. I Believe peoples attitude towards public transport in the post Covid era will change and lead to significantly reduced demand.”

Member of the public

7 Transport infrastructure

7.1 Question wording

The question asked was as follows:

(If you do not think there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works, please respond to question D).

Question D: Please let us know your comments on whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to your response to question C.

7.2 Summary of key issues raised

There were 183 respondents who provided comments about whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to their response to Question C. Comments were received from 161 individual members of the public and 22 organisations. This chapter provides a summary of comments received.

7.3 Railway lines

There were 15 respondents who provided negative comments about railway lines. This included 10 negative comments about the Stone IMB-R, three comments in opposition to the reopening of railway lines in general, two comments about how improvements were not needed or necessary, and one comment about how Yarnfield Village could be negatively impacted if railway lines were to be reopened.

In total, 118 respondents made suggestions about railway lines, including about reopening of lines. The main suggestions made by frequency of response were general comments about improvement of existing railway lines (34 comments), that the Stone IMB-R and associated railhead proposed near Stone should be relocated to Aldersey's Rough (27 comments), that closed lines in general should be reopened (26 comments), and that existing railway lines should be improved (17 comments). A number of different reasons were provided including a view that there would be improved connectivity, including if the Stone IMB-R was moved to Aldersey's Rough, and that the reopening of lines would reduce traffic congestion and have environmental benefits.

“Old railway lines should be reopened to avoid all traffic issues.”

Member of the public

The named lines that were suggested for reopening are shown in Table 7.1 below.

Table 7.1: Suggested railway lines that should be reopened

Line ²	Number of comments
Newcastle-under-Lyme to Market Drayton	11
Market Drayton to Stoke-on-Trent	9
The Leek Line	9
Wellington to Stafford	7
The Middlewich Line	4
Hartshill tunnel	4
Lichfield to Burton	3
Newcastle-under-Lyme to Silverdale	3
Walsall to Lichfield	3
Newcastle-under-Lyme (unspecified)	3
The line at Burton-on-Trent	2
Aldersey's Rough	2
Newcastle-under-Lyme to Stoke	2
Alrewas / Derby (closed lines) / Ironbridge to Madeley Junction / Lichfield to Derby / Madeley to Stoke-on-Trent / Newport to Stafford / Northwich to Sandbach / Norton Bridge Line / Wellington to Newport / Wolverhampton (closed lines)	1 comment each

Reasons given for reopening railway lines included that this would have environmental as well as economic benefits, that it would facilitate increased usage of the conventional railway, and improve connectivity. It was suggested that the reopening of lines could help provide access to the HS2 network. The following quotations are provided as examples of reasons why certain railway lines should be reopened.

“North East Shropshire is very badly served by inadequate public transport. Reopening local rail routes would assist in the construction of HS2 and provide a boost to Shropshire...key rail routes for reopening are: 1. Wellington to Newport to Stafford (to give Shropshire a direct link to HS2 and the West Coast Main Line).”

Member of the public

² Please note that some of the lines suggested are the same line but referred to differently by some of those who made comments. As such, the same railway line suggested for reopening may be listed more than once in the table.

"...consideration should be given to opening the line from Lichfield to Burton upon Trent to passenger traffic, with a new station built to serve the Arboretum at Alrewas. This would give residents better access to Lichfield, Derby, and the North."

Kings Bromley Parish Council

"The reopening of the Leek to Stoke-on-Trent line together with a new Station at Leek and other settlements along the route would drastically improve the connectivity of residents in Staffordshire Moorlands and provide direct connections to HS2 and high-speed rail services via Stoke-on-Trent Rail Station."

Staffordshire County Council

"Stone Town Council and its parish council partners have previously proposed an alternative location for the railhead/infrastructure maintenance base at Aldersey's Rough...it would facilitate the reopening of the former Newcastle/Market Drayton line which would provide the catalyst to create new direct train services across the potteries conurbation via Crewe to Manchester Airport, Liverpool and other North West towns and cities"

Stone Town Council

7.4 Railway stations

There were 24 respondents who provided negative comments about the construction of new railway stations and improvements to railway stations. The main comments were that improvements to stations would not be necessary (11), and that new stations would not be needed (10). There were also five comments about how the addition of new stations could reduce, rather than improve, the viability and reliability of the rail network, and four comments about the current state of conventional railway stations, including that they were relatively inaccessible, had poor facilities and were understaffed. In addition, three respondents raised concerns about how works to make improvements to stations could lead to traffic congestion with Crewe Station and also Chester Station being mentioned.

"I do not think any of this is necessary. The proposed HS2 route already has good rail connections/routes for north/south that works well for the volume required. Also, with Covid-19 restrictions and new workplace (more at home)/ less travel likely to become more prevalent it does seem a waste to follow this proposed HS2 plan."

Member of the public

120 respondents made suggestions about new railway stations and improvements to railway stations. The main suggestions by frequency of response were comments about how railway stations should be improved (17), that there should be more local railway stations (11), and that unspecified closed stations should be reopened (11).

“Improvements and upgrading to existing stations is long overdue.”

Member of the public

“The Council would be keen to see redundant lines and stations reintroduced and improvements made to existing stations if there is a demonstrable benefit in doing so and therefore maximising the accessibility and usability of Phase 2a.”

Shropshire Council

Comments were also received about a number of specific local stations that should be reopened and these included those as shown in Table 7.2 below.

Table 7.2: Suggested locations where stations should be reopened

Reopening stations	Number of comments
At or near Keele University	12
Madeley	9
Silverdale	8
Stations in Crewe	7
In Newcastle-under-Lyme	7
Tarporley	4
Norton Bridge	3
Alrewas	2
Middlewich	2
Etruria	2
Knutton	2
Market Drayton	2
Barlaston	2
Beeston	2
Trentham	2
Whitmore	2
Wedgewood	2
Armitage with Handsacre / Beeston Castle / Colwich / Fenton Manor / Little Haywood / Longton / Meir Station / Pipe Gate / Standon / Yarnfield / Great Haywood	1 comment each

As with reopening of railway lines, respondents provided a number of reasons why they believed the stations as listed in the table above should be reopened. For example, it was thought that a station at “Aldersey’s Rough”³ would improve rail connectivity between Keele University and Stoke-on-Trent and also between the university and Crewe. It was also suggested that the reopening of stations would have economic benefits and help with the levelling up agenda.

³ HS2 Ltd are not aware of a station at Aldersey’s Rough, although those who made comments about this made have been referring to Keele Park.

“This would serve to boost the local economy, when combined with other rail initiatives (e.g. reopening Etruria Station), and has greater potential than the existing HS2 proposal for a railhead at Stone to make a significant contribution to the 'levelling up' agenda.”

Member of the public

The consultation document explained that Questions C) and D) were not intended to be about the route of HS2 or whether there should be any additional stations on HS2 itself. Rather they sought comments on whether there is a case for any additional stations, reopening of lines or improvements to stations, or other transport links, associated with improving connectivity to and from HS2 to allow those living near the new line to benefit from it. However, it was apparent that some of those who commented on questions c) and d) may have misunderstood the purpose of these questions and considered (in part at least) that these referred to the creation of new HS2 stations. As such, some respondents offered suggestions for new stations on the HS2 route.

“Given the close proximity of the HS2 line to Lichfield Trent Valley Station, and London Midland line, an additional HS2 station should be provisioned near to the existing Lichfield Trent Valley station to allow more local access to HS2 for both local people, and people using both the Derby- Birmingham line via Tamworth, and also people using the Birmingham to Lichfield line.”

Member of the public

As well as comments about reopening railway stations that had previously closed, there were also comments about improvements at specific stations as shown in Table 7.3 below.

Table 7.3: Existing stations suggested in need of improvement

Station improvements	Number of comments
Crewe	10
Lichfield	7
Stoke-on-Trent	4
Stone	3
Stafford	3
Rugeley	3
Staffordshire	2
Whitchurch / Sydney Bridge / Telford Central / Wellington / Wrenbury / East Staffordshire / Kidsgrove / Oakengates / Nantwich	1 comment each

Reasons given as to why stations needed improvement included the need for additional car parking provision, such as at Whitchurch station. It was also suggested that some stations such as Lichfield and Crewe had outdated rail infrastructure (e.g. old signalling equipment), and also that Lichfield station was not as accessible for disabled passengers.

“There is already an obvious need, too, for more car parking spaces at Whitchurch station.”

Malpas Parish Council

“The train stations in Lichfield need massive improvements.”

Member of the public

“...elements of (Crewe station) do not meet the guidelines and expectation in terms of inclusivity and access for all. For example, the entrance on Weston Road does not meet the standards of accessibility as detailed in the DfT’s Design Standards for Accessible Railway...”

Cheshire East Council

In terms of new railway stations, there were comments for a number of locations as shown in Table 7.4 below.

Table 7.4: Suggested locations for new stations

New railway stations	Number of comments
Stoke-on-Trent	7
Stafford	6
Stone	4
Alrewas	2
Middlewich	2
Lichfield	2
Staffordshire /Madeley / Dunstall Park / Gadbrook Park / Crewe / Whitmore / Yarnfield /	1 comment each

A number of reasons were put forward about why there would be a need for new railway stations. For example, an additional station near Stone could reduce a need for passengers to travel by car to Stoke or Stafford, and thus improving rail connectivity. It was also suggested that new stations such as near Stafford and Lichfield would help passengers to access HS2 Phase 2a.

"...please build a station near Stone with free parking as the one in Stone only has a service every hour. This would be a massive benefit to the area as currently you have to drive to Stoke or Stafford...to get north or south."

Member of the public

"If HS2 2a is ever completed there should be provision to board it at Stafford or very nearby."

Member of the public

"...an additional HS2 station should be provisioned near to the existing Lichfield Trent Valley station to allow more local access to HS2 for both local people, and people using both the Derby- Birmingham line via Tamworth, and also people using the Birmingham to Lichfield line."

Member of the public

7.5 Other comments and suggestions

Other specific comments and suggestions made from organisations about transport infrastructure included:

- The Canal and River Trust had no specific comments to make about transport provisions, improvement of rail stations and reopening of lines. However, the organisation did state that the construction of new railway stations and/or re-opening of former lines where they interface with the canal, or would be in close proximity to the canal, would have to be carefully planned to avoid adversely impacting the canal infrastructure.

- Jack Brereton, Jo Gideon, and Jonathan Gullis (MPs for Stoke joint response) mentioned that a feasibility study which would bring a number of projects and proposals together to optimise Stoke station as an interchange and transport hub would be needed. The MPs suggested that HS2 should consider contributing funding to such a study, ensuring HS2 could be integrated into, and enjoy feeder services from every part of North Staffordshire.
- Highways England stated that HS2 had the potential to reduce some long-distance journeys, for which the Strategic Road Network (SRN) is currently one of the only options. It was thought that integration with additional existing stations would be likely to increase the number of customers who would choose to use HS2, and therefore reduce further the impact on the SRN. However, whilst it was believed this may reduce long-distance journeys, Highways England expected there would be an increase in traffic at junctions on the SRN providing access to new or existing stations.
- Cheshire East Council said it saw significant merit in progressing with an alternative rail infrastructure solution for Crewe station. The Council believed that an alternative layout could see Platform E on the west side of the station brought back into operational use. It believed this would have advantages for station capacity, accessibility and interchange over the hybrid bill scheme and allow for Crewe station to accommodate future HS2 Phase 2b and Northern Powerhouse Rail (NPR) services and to deliver its vision for national rail connectivity and local growth and regeneration.

“Delivering this alternative solution instead of the hybrid bill solution as part of the Phase 2A scheme would ensure the station layout is future proofed for HS2 and NPR, provide the most cost-effective long-term solution for the station and minimise disruption to passengers.”

Cheshire East Council

- Staffordshire County Council believed that a number of improvements would be necessary to maximise Staffordshire’s connectivity to HS2 Phase 2a. One such improvement would be what it called a Midlands Rail Hub including Bordesley Chords, Water Orton capacity improvements and four tracking between Wolverhampton, New Street and Coventry. It was stated that existing rail lines into Birmingham New Street are currently at capacity with little scope for further expansion to meet future demand, primarily due to the design of Birmingham New Street Station.

“...a Midlands Rail Hub would provide a step change in capacity provision, enabling an additional ten trains per hour into and out of central Birmingham...providing more regional train capacity with new regional services on the Birmingham to Derby corridor serving Burton, Tamworth and Wilnecote will help to provide new connectivity opportunities for these urban centres to access HS2 services, whilst helping to relieve current crowding issues on the longer distance services.”

Staffordshire County Council

8 Non-consultee responses

8.1 Non-consultee responses

Responses received from residents outside of the four local authority areas, and those from stakeholder groups not listed in the consultation document were still accepted and treated in the same way in the analysis, but reported on separately given the scope of the consultation as required by the amendment.

Of the 499 responses received, 44 were considered to be non-consultees, and as such their responses are covered in this section of the report, rather than in earlier chapters.

8.2 Road transport

There were 14 respondents who provided comments about the impact of road traffic as a result of the HS2 Phase 2a works. This included two respondents who provided positive comments, and 12 respondents who provided negative comments. Positive comments were that the HS2 Phase 2a works would ensure that more travel is moved from road to rail once the works have been completed, with benefits including reduced road congestion.

"...we understand that there will be an impact on the rural areas and woodlands, but the overall environmental benefits of HS2 will mean that in the long run, the reduce carbon emissions from the reduced traffic on the roads will ultimately be a massive benefit for the environment and people of our area."

South Cheshire Chamber of Commerce and Industry

Of those who provided negative comments or raised concerns, this included a view that since the HS2 Phase 2a works would necessitate construction traffic and HGVs, that this would have a negative traffic congestion impact (8). There were also four comments about increased traffic, four comments raising safety concerns, three comments about inappropriate road infrastructure to accommodate construction vehicles, three comments about the management of speeding, and three comments raising concerns about the transportation of excavation materials resulting from the HS2 Phase 2a works.

"Friends of Woore School are hugely concerned about the number of HGVs expected to use the roads throughout the Parish of Woore and the impact this will have on the safety of the children and parents within the parish."

Friends of Woore Primary School

There were four respondents who believed that the road traffic impacts from Phase 2a works would have negative consequences on local communities. Comments received about this included negative impacts on Woore Village and surrounding area (2), and how local communities in general could be affected (2). There were also single comments about how residents in Stone, Staffordshire, and also Yarnfield could be affected.

Three respondents provided comments about how HS2 Phase 2a works could have negative socio-economic consequences. This included two comments about how local businesses might be affected from roadworks, and one comment about accessibility issues to people's place of work.

Other negative comments received about the impact of HS2 Phase 2a works on road traffic included a view that there would be negative implications for air quality, as well as increased pollution and dust (2). There were also single comments about flood risk, people's health and wellbeing, and about increased noise and vibration.

Eight respondents provided suggestions about how disruption could be minimised and mitigated. A range of different comments were received, and these included that HS2 would need to consider how cyclists could be affected (2), that measures should be put in place to improve road safety for local residents such as speed limits and traffic calming measures (2), and that there should be specific measures for pedestrians such as new or improved footpaths in the vicinity of the Phase 2a works area (2).

8.3 The natural environment

There were 12 respondents who provided comments about how the HS2 Phase 2a works could impact the natural environment, including ancient woodland. All but one of the comments received were negative comments, with one positive comment about how benefits of HS2 could outweigh loss of the natural environment.

Ten respondents raised concerns about how the natural environment, ecology and biodiversity could be negatively impacted. Comments were received about how habitats and wildlife could be affected (8), as well as the local environment (6), and how protected areas such as National Trust sites and Areas of Outstanding Natural Beauty could be damaged (4). There were also comments about how HS2 Phase 2a works could damage trees, woodlands and/or hedgerows (2).

"...destruction of nature, ancient forests, areas of SSI, woodlands and...eco systems is tantamount to ecocide. The wrongs inflicted on our natural resources and once rich biodiversity represents everything that is wrong in attitudes to the natural world and our species' place within it...we should be reducing our carbon footprint not wrecking the nature on which we depend."

Member of the public

Four respondents raised landscape and visual issues. There were single comments made about issues in Yarlet, how the Stone IMB-R could result in light pollution, that there would be light pollution in general resulting from the works, that the landscape could be affected, that the landscape in Staffordshire would be affected, and that sites of historical importance could be damaged.

Four respondents were concerned about noise resulting from HS2 Phase 2a works, with negative consequences for the local environment. Single comments were made about the impact of noise generally, as well as how local schools would be affected, and that there were insufficient measures in

place to mitigate the impact of noise on the environment. There were also single comments about the effect of vibration in Madeley, and also Whitmore.

Other comments received about how the Phase 2a could impact the environment included flood risk (2), and that land quality could be affected such as if there were chemicals used as part of the construction works (2).

“Unnecessary destruction of habitat and countryside during a time when preservation of our green environment is extremely important. As well as chemicals needed to be pumped into the lime beds to make strong for the construction.”

Member of the public

There were five respondents who made suggestions about how negative environmental impacts resulting from the HS2 Phase 2a works would be mitigated. Such comments included that HS2 Ltd would need to ensure that works are undertaken in accordance with environmental regulations (2). There were also a number of single comments, and these included that there should be mitigation measures in place to reduce impacts on green spaces, on the natural environment, and to include more tree planting. It was also suggested by one respondent that HS2 Ltd should consult environmental experts before commencing with the works.

8.4 Transport provisions

There were 12 respondents who provided comments about whether or not there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works.

Two respondents provided positive comments, while nine respondents provided negative comments. Positive comments included that there would be benefits for the local environment, as well as benefits for local businesses, local communities, and that there could be increased visitors and tourists to the area as a result of the Phase 2a works once HS2 becomes operational.

The most frequently cited negative comment received was a concern that existing rail services could be reduced, disrupted or lost as a consequence of the Phase 2a works (4). There were also three negative or critical comments about a lack of connectivity between local transport services and HS2 (3), that there were few if any local public transport services in local towns and village, and of those that did exist were unreliable (2). There were also two comments about how existing transport services were sufficient, thus negating a need for HS2 Phase 2a.

“The answer is no, there is certainly not sufficient transport provisions for passengers living in Staffordshire to connect to Phase 2a or to address the loss of existing rail services that residents of the county currently enjoy. Despite approximately 90% of the 58km of Phase 2a carving its way through Staffordshire, the county is only being offered a sub-standard express service with HS2 and something that represents a significant downgrading of existing rail services.”

Stone Railhead Crisis Group

Five respondents made suggestions and these included that connections to HS2 should be improved (4), that transport links to/from Crewe Station should be improved (3), and single suggestions about a need for improved transport links to Manchester, Stoke-on-Trent, and also to provide more environmentally friendly services.

“There are not sufficient provisions at Crewe station. The Phase 2a proposals acknowledge the need for improvements at Crewe station to allow HS2 trains to call, but the proposals are inadequate. They fail to make provision for the extra connecting services that will be needed once Crewe starts to operate as an HS2 interchange.”

Mid Cheshire Rail Users Association

8.5 Transport infrastructure

There were 12 respondents who provided comments about whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to their response to Question C. Ten respondents made suggestions about railway stations, and nine respondents made suggestions about railway lines.

Of those who made suggestions about railway lines, comments received included that existing railway lines should be improved (4), that existing lines should be electrified (3), and that there should be improvements implemented to railway lines to increase speed of conventional railway services. Looking at specific railway lines mentioned, this included two comments about improvements needed to the line between Crewe and Alsager, two comments about improvements between Crewe and Derby, and also two comments about a need for the line between Market Drayton and Stoke to be reopened.

“Access to HS2 at Crewe would be greatly helped if improvements could be made to the Crewe to Derby Line via Stoke-on-Trent. This service is currently limited to one train per hour due to the limiting factor of the single track section between Alsager and Crewe. (It is also limited by the manual signal boxes still in operation at various points on the line meaning that staff shifts reduce trains in the evenings and at weekends).”

North Staffordshire Community Rail Partnership

A range of suggestions were also made about improving existing rail stations and creating new ones. In terms of improvements to existing stations, comments were received about Crewe Station (2), and Burton-on-Trent (1). It was suggested that there could be new stations at Yarnfield (1), Alrewas (1), Oswestry (1), and a West Midlands interchange (1).

“A new railway station should be built in Oswestry to allow people to reach the line.”

Member of the public

It was also suggested that a number of closed stations could be reopened. These included two comments about the station at Barlaston, Meir, and also at Wedgwood. There were also single comments about reopening closed stations including at Keele, Madeley, Market Drayton and also Trentham.

“The re-opening of Meir Station and restoration of trains to Barlaston and Wedgwood Stations, all in the Stoke-on-Trent area, would allow more people to access HS2 at Crewe: Barlaston and Wedgwood Stations, reliant on a bus replacement service for many years, are in areas of new houses and rapidly increasing populations. They are located on the Crewe to Birmingham route managed by London Northwestern Railway, which has been considering their re-opening.”

North Staffordshire Community Rail Partnership

9 Other comments

9.1 Mental health and wellbeing

HS2 Ltd has a responsibility to ensure that consideration of the potential mental health and wellbeing effects associated with both the construction and operation of HS2, is an integral part of the planning and design of the Scheme. As part of the public consultations undertaken since 2017/18, the HS2 consultation team has asked Ipsos MORI to capture, and report on those responses that cover mental health and wellbeing. Such findings are provided to HS2 to enable a mental health and wellbeing assessment to be undertaken.

As part of the HS2 Phase 2a clause 60 consultation, there were 36 out of 499 respondents who provided comments that were considered to relate to how HS2 could negatively impact upon people's mental health and well-being. There were 22 comments about how HS2 could have consequences on people's mental health and well-being. In addition, there were ten comments about how HS2 could cause stress, three comments about causing anger, two comments about isolation and loneliness, upset or worry, and single comments about anxiousness and self-harm.

"I wish to express serious concerns about the construction of the railway affecting the Blithbury/Colton area in east Staffordshire...the rural communities in this area will be materially impacted by the construction of the railway causing disruption and distress for many months if not years."

Member of the public

9.2 Comments about the consultation

It is usual for those responding to public consultations to provide comments about the consultation itself. Of the 499 respondents who participated, 55 made comments about the consultation. Most of the comments received were negative or critical. This included 15 critical comments about how the Government had stated that it did not expect to make any significant changes as a result of the consultation.

"IWA notes the statement that "the Government does not intend to make substantive changes to the Phase 2a scheme or to its planned construction programme in light of this consultation" and that the consultation period is less than 4 weeks rather than the normal minimum of 6 weeks. IWA considers that this unusual attitude to public consultation is regrettable and not conducive to effective public engagement."

Inland Waterways Association

“Having received your letter (in) February...how can one justify the cost of such a letter when it clearly states that the Government does not intend to make any changes to the Phase 2a scheme or its planned construction programme in light of this consultation.

Member of the public

A few respondents welcomed the opportunity to provide their views, as part of this consultation, for example:

“We welcome this consultation and hope that this time our concerns and researched information will be properly addressed. We particularly expect our statutory organisations in local government to listen and act within their remit to provide a duty of care to local taxpayers.”

Independent Madeley and Whitmore Residents Stop HS2 Action Group

9.3 Other general comments

There were 135 respondents who provided other comments as part of their response to the consultation. The main comments were about a need for more information and/or that more clarification was needed (50 comments). There were also 37 comments about a need for HS2 Ltd to work with a range of other organisations including local authorities, parish councils and community groups, 16 comments in support of Woore Parish Council’s response, and 14 comments critical of the Government.

“Impact of Spur lines...there has not been enough consideration to its design to minimise the impact of this line, the site is too close to the village of Blakenhall...the village being with 750 metres of the proposed spur will suffer in many ways...the design does not show enough detail to how the eventual position and impact of the west side spur line will impact the village in its finished and construction phases. More needs to be shown.”

Member of the public

9.4 Comments beyond the scope of the consultation

It is common in public consultations for respondents to make comments that are considered beyond the scope of the consultation. However, it is good consultation practice to provide a brief summary of such comments to show that all of the responses were analysed, and that responses were treated fairly and equally.

Those who provided out of scope comments generally expressed positive or negative comments for HS2 overall. There were 18 respondents who provided positive comments about HS2, while 296 respondents provided negative comments.

Of those who provided positive comments, this included nine comments about how HS2 would provide improved connectivity, seven comments that the benefits of HS2 outweigh disruption, six comments that HS2 would be essential to economic growth, and five comments that HS2 should be completed as soon as possible.

"...but please hurry up, I am 82 years and would love to see it...Yes to HS2."

Member of the public

"I'm firmly in favour of HS2. Large infrastructure projects will inevitably cause some disruption and inconvenience but overall, I believe the cost, both financially and in terms of impact on all stakeholders to be worth it. I do recognise that I won't be directly impacted day to day by the work but as a taxpayer and citizen I believe in this project."

Member of the public

Of those who provided negative comments, the main comments received were that HS2 was not needed, outdated and/or that the money spent on building HS2 could be better spent elsewhere (217). There were concerns about how HS2 overall could adversely impact the environment and harm biodiversity (102), and how HS2 could impact communities across the entire route in general (84) as well as those in towns and villages on or near the route (68). There were also comments about how the Covid-19 pandemic had changed the country, negating a need for HS2 (76), that HS2 would not reduce journey times (54), and that HS2 could impact global warming and climate change (22).

"The entire project is no longer required and even more so after the recent pandemic has proven that people do not need to travel to work."

Member of the public

"The pandemic has proved more people can work from home. This is the 21st century. We don't need to travel around the country in trains to do business. This is not Victorian England and this is not a big country. Cutting half an hour off the journey from London to Birmingham is simply not necessary."

Member of the public

Appendix A – List of stakeholders that responded to the consultation

The following is a list of consultee stakeholders who responded to the consultation. In total, 52 stakeholders provided a response to the consultation.

Consultee stakeholders

- ALREWAS PARISH COUNCIL
- CANAL & RIVER TRUST
- CHESBSEY PARISH COUNCIL
- CHESHIRE EAST COUNCIL
- CHESHIRE WILDLIFE TRUST
- FORESTRY COMMISSION
- HAMSTALL RIDWARE PARISH COUNCIL
- HIGHWAYS ENGLAND
- HISTORIC ENGLAND
- HIXON PARISH COUNCIL
- INLAND WATERWAYS ASSOCIATION
- JACK BRERETON, MP FOR STOKE-ON-TRENT SOUTH, JO GIDEON, MP FOR STOKE-ON-TRENT CENTRAL, AND JONATHAN GULLIS, MP FOR STOKE ON TRENT NORTH
- KEELE PARISH COUNCIL
- KINGS BROMLEY PARISH COUNCIL
- LICHFIELD DISTRICT COUNCIL
- LOWER PEOVER PARISH COUNCIL
- MALPAS PARISH COUNCIL
- MIDDLEWICH TOWN COUNCIL
- NATURAL ENGLAND
- NETWORK RAIL
- OSWESTRY TOWN COUNCIL
- POYNTON TOWN COUNCIL
- SHROPSHIRE COUNCIL
- STAFFORDSHIRE COUNTY COUNCIL
- JOINT RESPONSE FROM STAFFORDSHIRE COUNTY COUNCIL, LICHFIELD DISTRICT COUNCIL, NEWCASTLE BOROUGH COUNCIL AND SHROPSHIRE COUNTY COUNCIL
- STAFFORDSHIRE WILDLIFE TRUST
- STOKE-ON-TRENT CITY COUNCIL
- STONE TOWN COUNCIL
- SWYNNERTON PARISH COUNCIL
- TELFORD & WREKIN COUNCIL
- TRENT VALLEY COLLABORATION GROUP
- WOODLAND TRUST
- WOORE PARISH COUNCIL
- YARNFIELD AND COLD MEECE PARISH COUNCIL

Non-consultee stakeholders

- CAMPAIGN TO PROTECT RURAL ENGLAND STAFFORDSHIRE
- FRIENDS OF WOORE SCHOOL (CHARITY/COMMUNITY ORGANISATION BASED IN WOORE)
- INDEPENDENT MADELEY AND WHITMORE RESIDENTS STOP HS2 ACTION GROUP
- MID CHESHIRE RAIL USERS ASSOCIATION
- N STAFFS COMMUNITY RAIL PARTNERSHIP
- NORTH SHROPSHIRE CONSTITUENCY LABOUR PARTY
- NORTH STAFFORDSHIRE BRIDLEWAYS ASSOCIATION
- SOUTH CHESHIRE CHAMBER OF COMMERCE AND INDUSTRY
- STAFFORDSHIRE CHAMBERS OF COMMERCE
- STONE RAILHEAD CRISIS GROUP
- TATTON GROUP
- THE YARLET TRUST
- TRANSPORT FOR BRITAIN
- TRAVELWATCH NORTHWEST
- TT PUMPS LTD
- WEST MIDLAND BIRD CLUB
- WEST MIDLANDS RAIL EXECUTIVE
- WOORE PRIMARY & NURSERY SCHOOL

Appendix B – Response form

High Speed Two Phase 2a: West Midlands to Crewe

Consultation under clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords Response form

We are seeking your views under clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords.

You can respond to the consultation in the following ways:

Online: <https://ipsos.uk/hs2phase2aconsultation>

Email: HS2Phase2aConsultation@ipsos-mori.com

Post: **FREEPOST HS2 PHASE 2A CONSULTATION**

This consultation will close at 11:45pm on Friday 26 February 2021.

For more information about the consultation, please visit our website www.hs2.org.uk/phase2a or call our Helpdesk on **08081 434 434**.

Please write your response clearly in black ink within the boxes below and, if you need to, attach additional information to the response form ensuring you clearly state the question you are answering.

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals with, among other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

If you want information that you provide to be treated as confidential please tick the box below.

I want my response to be treated as confidential.

Please write your reasons in the box below, and attach additional pages if required.

Please attach additional pages if required.

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the DPA 2018 and GDPR. We may share your personal information with our partner agencies and government, when doing so enables us to fully consider your response. If you change your mind about us using your personal information you have the right to have the relevant information deleted. If this is the case, please email hs2dataprotection@hs2.org.uk

To view our full privacy notice please visit www.hs2.org.uk/privacy-notice

Part One: Your information

Please provide your name, address and full postcode in the boxes below.

While these details are not compulsory, if you can provide your contact details, these may be helpful in feedback analysis.

Please note that your response, or parts of it, may be published or be included within reports on the consultation unless you have requested confidentiality earlier on this form.

First name:
Surname:
Address:
Postcode:
Email (your email address will be used to inform you of the outcomes of the consultation):

Are you under 16? If so please ask a parent, guardian or teacher to print their name and sign below to indicate that they are happy for your response to be considered.

Parent / guardian / teacher name:
Parent / guardian / teacher signature:

Please indicate the capacity in which you are responding:

Please tick one box that applies.

- Resident of Staffordshire, Shropshire, Cheshire East or Cheshire West and Chester
- Elected representative (e.g. MP)
- Local government (includes county councils, district councils, parish and town councils)
- Statutory agency
- Environmental group
- Transport group (includes transport bodies, transport providers and infrastructure providers)
- Other representative group (includes trade associations)
- Other – Please describe:

If you are responding on behalf of an organisation please include the name of your organisation or group and tell us whom the organisation represents and, where applicable, how you assembled the views of members.

Please note: if you are providing a response on behalf of an organisation or group, the name and details of the organisation or group may be subject to publication or appear in the final report, unless you have requested confidentiality.

Name of organisation: _____

Part Two: Consultation under clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords

During the passage of the HS2 Phase 2a hybrid Bill through the House of Lords, an amendment to the Bill was made requiring a further consultation on a variety of issues. Following debate, the amendment was passed and included as clause 60 of the HS2 Phase 2a Bill as amended in the House of Lords.

The Minister of State for Transport has launched a consultation in accordance with the requirements of the clause 60 amendment. This amendment is as follows:

“Consultation with residents and stakeholders in relation to Phase 2a of High Speed Two and associated works

(1) Before 1 May 2021, the Secretary of State must publish the report of a consultation with—

(a) residents of the County of Shropshire, the County of Staffordshire, the County of Cheshire and any other areas deemed relevant by a Minister of the Crown, who may be impacted by the scheduled works, Phase 2a of High Speed 2, and associated works; and

(b) any stakeholders deemed relevant by a Minister of the Crown.

(2) The consultation must ask the views of residents and stakeholders listed in subsection (1) in regard to—

(a) the impact of road traffic as a result of the works;

(b) the impact of the works on the natural environment, including but not limited to the impact on ancient woodland;

(c) whether there are sufficient transport provisions for the purposes of passengers connecting to Phase 2a of High Speed 2, and to address changes to general passenger movements caused by the works; and

(d) if not, whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to paragraph (c).

(3) The report must be laid before both Houses of Parliament and a Minister of the Crown must make a statement to both Houses detailing any steps which will be taken to implement the findings of the report.”

Using this response form

We are consulting residents of Staffordshire, Shropshire, Cheshire East, Cheshire West and Chester and organisations listed in Annex B of the consultation document on the paragraphs in subsection 2 of the clause 60 amendment.

More information

A consultation document has been published and contains background information.

You can view the consultation document and other supporting information at www.hs2.org.uk/phase2a

If you have any questions about this consultation, or if you would like to request this form or the consultation document in an alternative format, please get in touch via our Helpdesk by calling 08081 434 434 or emailing HS2enquiries@hs2.org.uk

Questions

Question A

Please let us know your comments on the impact of road traffic as a result of the HS2 Phase 2a works.

Please tick the area your comments refer to. Phase 2a community areas are set out in the consultation document:

- | | |
|---|---|
| <input type="checkbox"/> CA1 Fradley to Colton | <input type="checkbox"/> CA2 Colwich to Yarlet |
| <input type="checkbox"/> CA3 Stone and Swynnerton | <input type="checkbox"/> CA4 Whitmore Heath to Madeley |
| <input type="checkbox"/> CA5 South Cheshire | <input type="checkbox"/> Along the whole Phase 2a route |

Not on the Phase 2a route – please specify area _____

Question B

Please let us know your comments on the impact of the HS2 Phase 2a works on the natural environment, including but not limited to the impact on ancient woodland.

Please tick the area your comments refer to. Phase 2a community areas are set out in the consultation document:

- | | |
|---|---|
| <input type="checkbox"/> CA1 Fradley to Colton | <input type="checkbox"/> CA2 Colwich to Yarlet |
| <input type="checkbox"/> CA3 Stone and Swynnerton | <input type="checkbox"/> CA4 Whitmore Heath to Madeley |
| <input type="checkbox"/> CA5 South Cheshire | <input type="checkbox"/> Along the whole Phase 2a route |

Not on the Phase 2a route – please specify area _____

Question C

Please let us know your comments on whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works.

Please tick the area your comments refer to. Phase 2a community areas are set out in the consultation document:

- | | |
|---|---|
| <input type="checkbox"/> CA1 Fradley to Colton | <input type="checkbox"/> CA2 Colwich to Yarlet |
| <input type="checkbox"/> CA3 Stone and Swynnerton | <input type="checkbox"/> CA4 Whitmore Heath to Madeley |
| <input type="checkbox"/> CA5 South Cheshire | <input type="checkbox"/> Along the whole Phase 2a route |

Not on the Phase 2a route – please specify area _____

If you do not think there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works, please respond to question D.

Question D

Please let us know your comments on whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to your response to question C.

Please tick the area your comments refer to. Phase 2a community areas are set out in the consultation document:

- | | |
|---|---|
| <input type="checkbox"/> CA1 Fradley to Colton | <input type="checkbox"/> CA2 Colwich to Yarlet |
| <input type="checkbox"/> CA3 Stone and Swynnerton | <input type="checkbox"/> CA4 Whitmore Heath to Madeley |
| <input type="checkbox"/> CA5 South Cheshire | <input type="checkbox"/> Along the whole Phase 2a route |

Not on the Phase 2a route – please specify area _____

Part Three: Submitting your response

Thank you for completing the response form. If you're sending your comments by post, please send it to this address:

FREEPOST HS2 PHASE 2A CONSULTATION

Please note: no additional address information is required and you do not need a stamp. Please use capital letters. Responses sent by FREEPOST will be considered as long as they are sent on or before the closing date.

- An online version of this response form can be found at <https://ipsos.uk/hs2phase2aconsultation>
- You can also email your response to HS2Phase2aConsultation@ipsos-mori.com

The consultation will close at **11:45pm on Friday 26 February 2021**. Please remember to send your response by then.

Please only use the response methods described here to respond to the consultation.

We cannot guarantee that responses sent to other addresses will be considered.

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at: www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at: complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: www.gov.uk/government/collections/hs2-property

Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason, you can make a complaint by contacting our HS2 Helpdesk team. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain

Contact us

Our HS2 Helpdesk team are available all day, every day. You can contact them via:

 Freephone **08081 434 434**

 Minicom **08081 456 472**

@ Email hs2enquiries@hs2.org.uk

Write to

FREEPOST
HS2 Community Engagement

Website www.hs2.org.uk

To keep up to date with what is happening in your area, visit:

www.hs2inyourarea.co.uk

Please contact us if you'd like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information please see our Privacy Notice (www.gov.uk/government/publications/high-speed-two-ltd-privacy-notice).

Appendix C – Diversity monitoring

High Speed Two Phase 2a

Consultation under clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords

About you

As part of our commitment to considering diversity in the delivery of HS2, we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.

Completing this form is voluntary and is not a requirement for your response to be accepted. The form will not be linked to the information you have provided in your response(s) or your name and we won't share the information with anyone else. We will use this information to provide a summary of the types of people who responded to these consultations. This summary will not identify individuals who have provided information.

Q1. How would you describe your national identity?

<input type="checkbox"/> British	<input type="checkbox"/> Scottish	<input type="checkbox"/> English
<input type="checkbox"/> Welsh	<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>	

Q2. How would you describe your ethnicity?

Asian

<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Chinese	<input type="checkbox"/> Indian
<input type="checkbox"/> Pakistani	<input type="checkbox"/> Other Asian background (<i>please specify</i>)	<input type="text"/>

Black

<input type="checkbox"/> African	<input type="checkbox"/> Caribbean
<input type="checkbox"/> Other Black background (<i>please specify</i>)	<input type="text"/>

Mixed ethnic background

<input type="checkbox"/> Asian and White	<input type="checkbox"/> Black African and White	<input type="checkbox"/> Black Caribbean and White
<input type="checkbox"/> Other Mixed background (<i>please specify</i>)	<input type="text"/>	

White

<input type="checkbox"/> English	<input type="checkbox"/> Gypsy or Irish Traveller	<input type="checkbox"/> Irish
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Scottish	<input type="checkbox"/> Welsh
<input type="checkbox"/> Prefer not to say		
<input type="checkbox"/> Other White background (<i>please specify</i>)	<input type="text"/>	

Q3. Do you consider yourself to be a disabled person?

A disabled person is defined under the Equality Act 2010 as someone with a **physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.**

Do you consider yourself to be disabled under the Equality Act 2010?

Please mark 'X' in the appropriate box.

<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Prefer not to say	<input type="checkbox"/> Don't know

If **YES**, please answer the following question; otherwise proceed to the next section.

Please indicate by marking 'X' in the appropriate box; mark all that apply.

<input type="checkbox"/> Hearing impairment	<input type="checkbox"/> Visual impairment
<input type="checkbox"/> Speech impairment	<input type="checkbox"/> Mobility impairment
<input type="checkbox"/> Physical co-ordination difficulties	<input type="checkbox"/> Reduced physical capacity
<input type="checkbox"/> Severe disfigurement	<input type="checkbox"/> Learning difficulties (e.g. dyslexia)
<input type="checkbox"/> Mental ill health	<input type="checkbox"/> Progressive conditions
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>

Q4. Which of the following describes how you think of yourself?

<input type="checkbox"/> Male	<input type="checkbox"/> Female
<input type="checkbox"/> In another way	<input type="checkbox"/> Prefer not to say

Q5. What is your religion or belief?

<input type="checkbox"/> Buddhist	<input type="checkbox"/> Christian	<input type="checkbox"/> Hindu
<input type="checkbox"/> Jewish	<input type="checkbox"/> Muslim	<input type="checkbox"/> Sikh
<input type="checkbox"/> None	<input type="checkbox"/> Prefer not to say	
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>	

Q6. Are you married or in a civil partnership?

<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Prefer not to say
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Q7. To which of the following age groups do you belong?

<input type="checkbox"/> 16-24	<input type="checkbox"/> 40-44	<input type="checkbox"/> 60-64
<input type="checkbox"/> 25-29	<input type="checkbox"/> 45-49	<input type="checkbox"/> 65+
<input type="checkbox"/> 30-34	<input type="checkbox"/> 50-54	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> 35-39	<input type="checkbox"/> 55-59	

Q8. What is your sexual orientation?

<input type="checkbox"/> Bisexual	<input type="checkbox"/> Gay man	<input type="checkbox"/> Gay woman
<input type="checkbox"/> Heterosexual/straight	<input type="checkbox"/> Prefer not to say	

Submitting your form

Thank you for completing this diversity monitoring form. Please include it with your consultation response.

Data protection

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act (2018).

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at: www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at: complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: www.gov.uk/government/collections/hs2-property

Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason, you can make a complaint by contacting our HS2 Helpdesk team. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain

Contact us

Our HS2 Helpdesk team are available all day, every day. You can contact them via:

 Freephone **08081 434 434**

 Minicom **08081 456 472**

 Email **hs2enquiries@hs2.org.uk**

Write to

FREEPOST
HS2 Community Engagement

Website **www.hs2.org.uk**

To keep up to date with what is happening in your area, visit:

www.hs2inyourarea.co.uk

Please contact us if you'd like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information please see our Privacy Notice (www.gov.uk/government/publications/high-speed-two-ltd-privacy-notice).

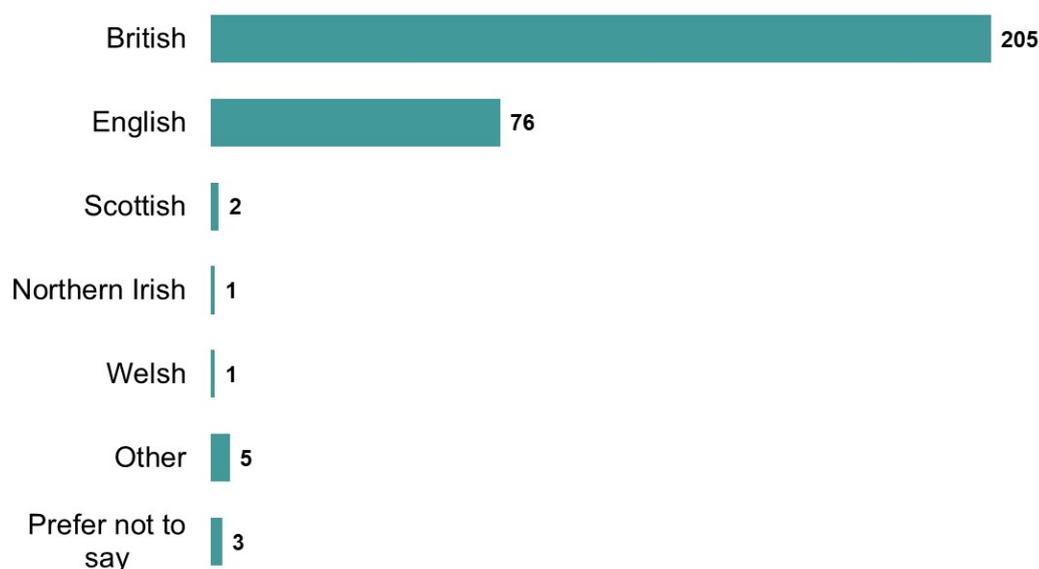
As part of HS2 Ltd's commitment to considering diversity in the delivery of HS2, it wants to understand who is responding to its consultations. Members of the public who completed a response form were asked to provide additional information about themselves with regard to their national identity, ethnicity, gender, disability status, marital status, age, religion, and sexual orientation.

Provision of this information was voluntary and was not linked to respondents' answers to the main consultation questions.

Of the 374 responses received from members of the public via online or paper response forms, 293 provided answers to some or all of the questions relating to the characteristics noted above.

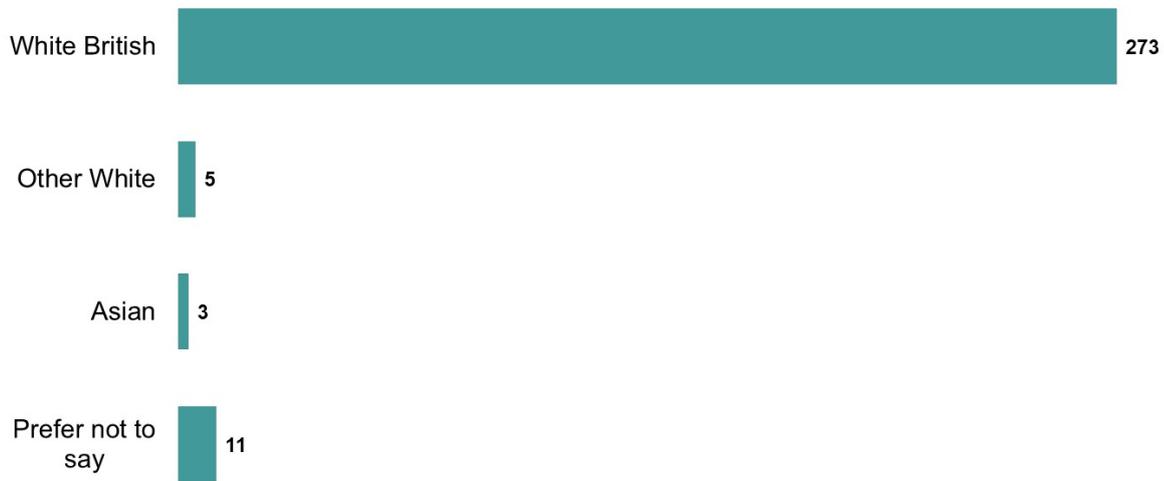
This section of the report includes graphs and charts to illustrate the characteristics of the respondents who answered the diversity monitoring questions. Given that not all respondents chose to answer the questions, it is important to note that findings may not be representative of all members of the public who took part in the consultation, nor representative of the wider population as a whole. It is intended that the information provided will help HS2 Ltd improve future engagement activities.

National Identity



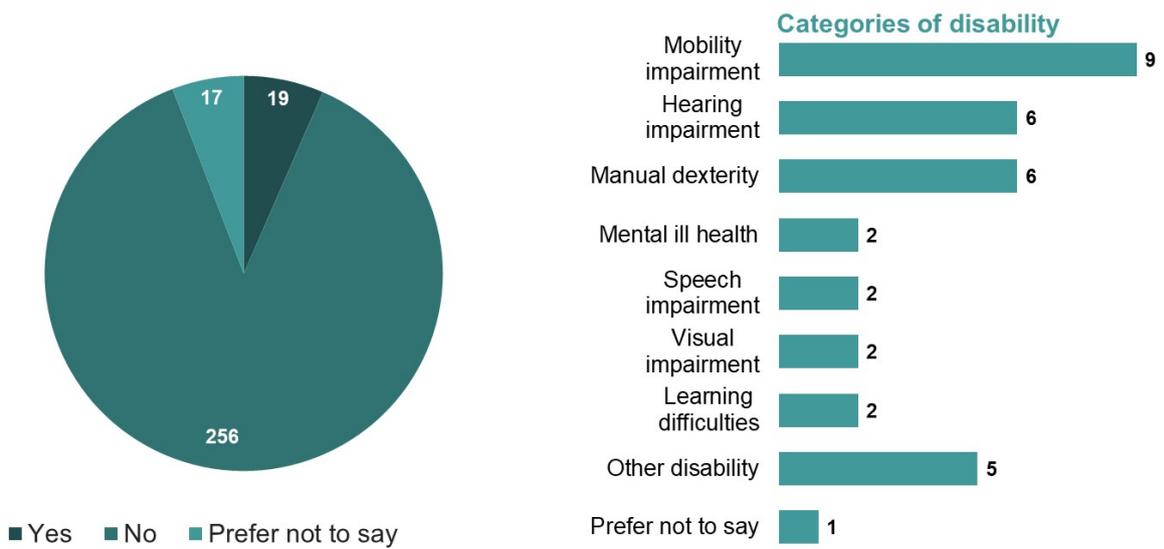
Base: 293 individuals who answered the diversity monitoring question on the response form

Ethnicity



Base: 292 individuals who answered the diversity monitoring question on the response form

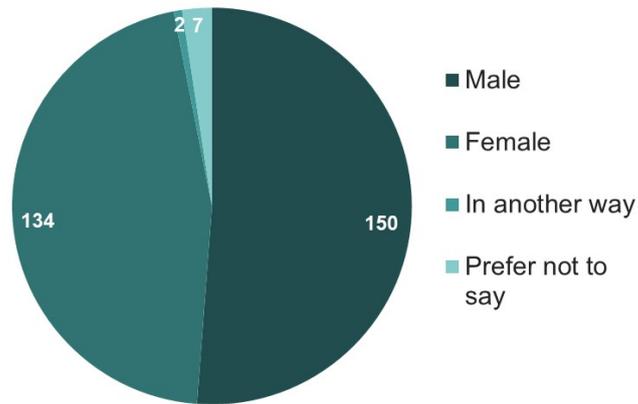
Disability



Base: 292 individuals who answered the diversity monitoring question on the response form

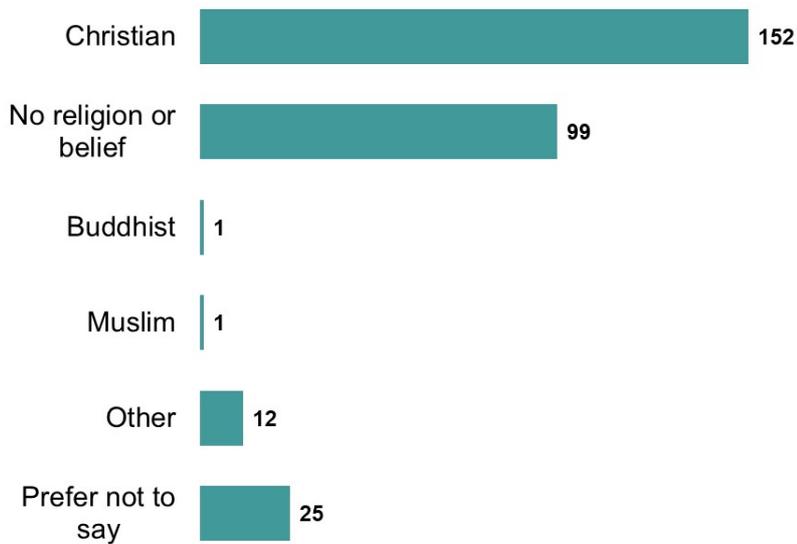
Base: 19 individuals who answered the diversity monitoring question on the response form

Gender



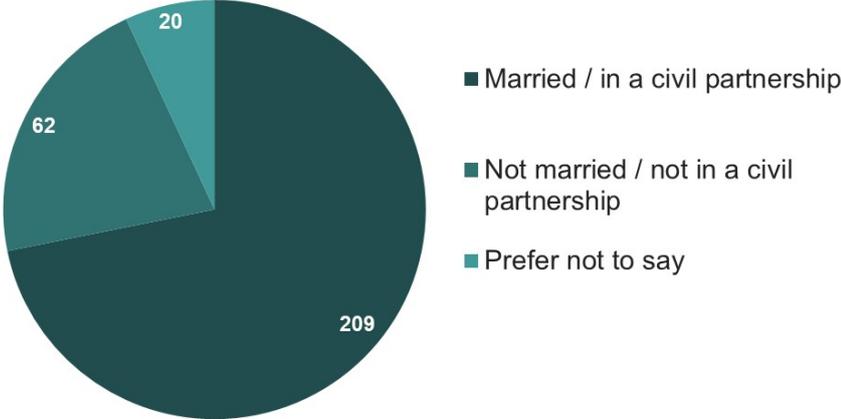
Base: 293 individuals who answered the diversity monitoring question on the response form

Religion



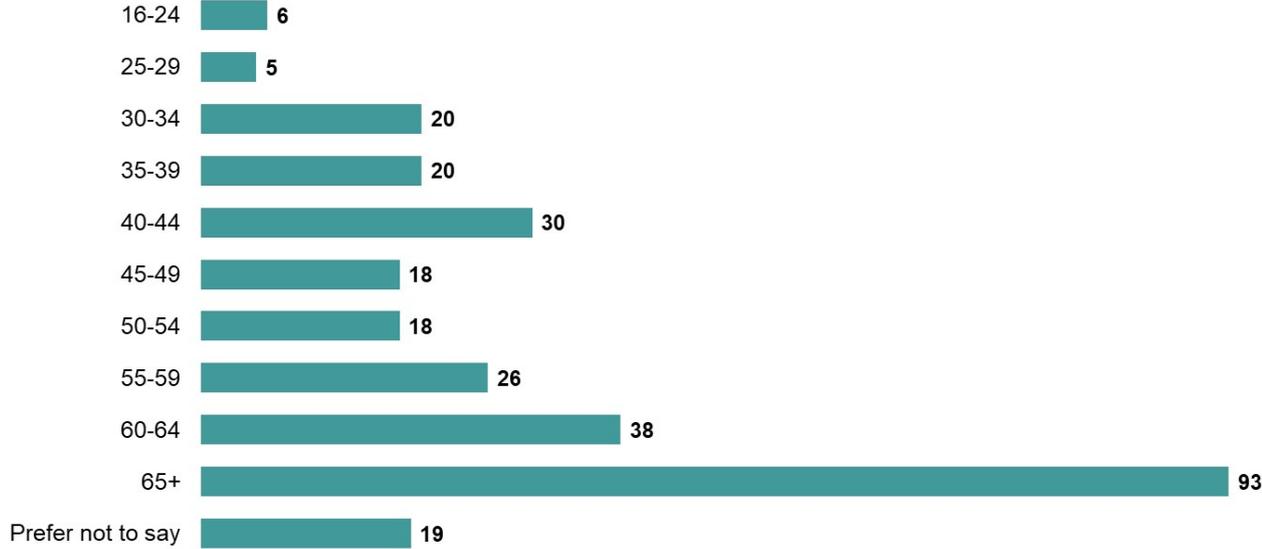
Base: 290 individuals who answered the diversity monitoring question on the response form

Marital Status



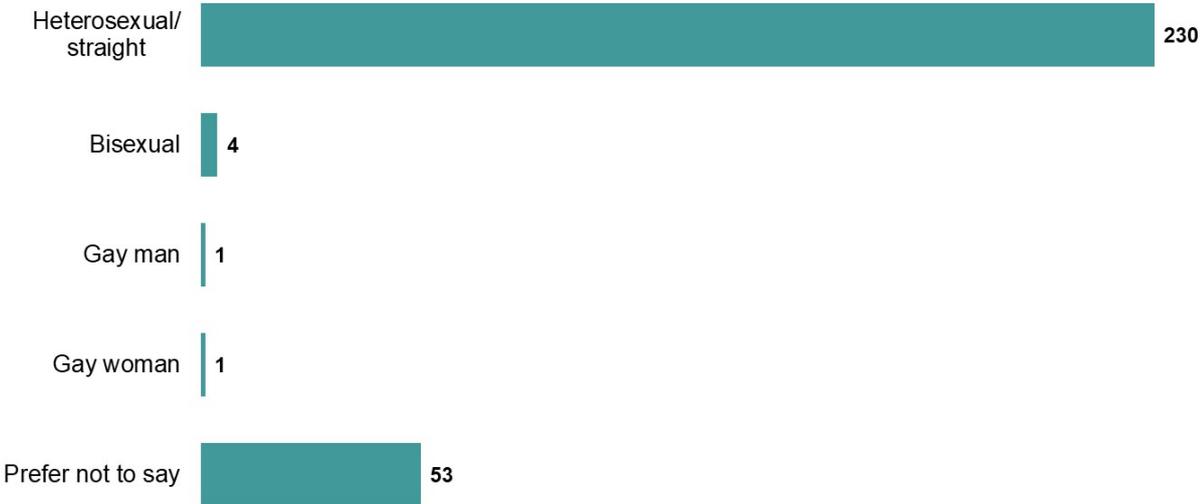
Base: 291 individuals who answered the diversity monitoring question on the response form

Age category



Base: 293 individuals who answered the diversity monitoring question on the response form

Sexual orientation



Base: 289 individuals who answered the diversity monitoring question on the response form

Ipsos MORI's standards and accreditations

Ipsos MORI's standards and accreditations provide our clients with the peace of mind that they can always depend on us to deliver reliable, sustainable findings. Our focus on quality and continuous improvement means we have embedded a 'right first time' approach throughout our organisation.



ISO 20252

This is the international market research specific standard that supersedes BS 7911/MRQSA and incorporates IQCS (Interviewer Quality Control Scheme). It covers the five stages of a Market Research project. Ipsos MORI was the first company in the world to gain this accreditation.



ISO 27001

This is the international standard for information security designed to ensure the selection of adequate and proportionate security controls. Ipsos MORI was the first research company in the UK to be awarded this in August 2008.



ISO 9001

This is the international general company standard with a focus on continual improvement through quality management systems. In 1994, we became one of the early adopters of the ISO 9001 business standard.



Market Research Society (MRS) Company Partnership

By being an MRS Company Partner, Ipsos MORI endorses and supports the core MRS brand values of professionalism, research excellence and business effectiveness, and commits to comply with the MRS Code of Conduct throughout the organisation.

Data Protection Act 2018

Ipsos MORI is required to comply with the Data Protection Act 2018. It covers the processing of personal data and the protection of privacy.

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Ipsos MORI Public Affairs works closely with national governments, local public services and the not-for-profit sector. Its c.200 research staff focus on public service and policy issues. Each has expertise in a particular part of the public sector, ensuring we have a detailed understanding of specific sectors and policy challenges. Combined with our methods and communications expertise, this helps ensure that our research makes a difference for decision makers and communities.

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