

Equalities Comprehensive Impact Assessment v3

Reference: ECIA552246762

Submitted: 05 October 2023 15:25 PM

Executive summary

Title of policy / decision: Harlow HiG – Decision to Award Construction Contract via CCS for Harlow Sustainable Transport Corridor (STC) North to Centre, Harlow and the acquisition of land by agreement/ land dedication.

Policy / decision type: Cabinet Decision

Overview of policy / decision: The Harlow Gilston Garden Town (the HGGT) was granted informal GardenTown status by the MHCLG in 2017. The HGGT development includes 23,000 homes across four strategic sites and will be connected to Harlow Town Centre by the Strategic Transport Corridor.

Hertfordshire County Council (HCC) submitted a bid to Homes England for funding which resulted in an award of £171.180m for transport infrastructure identified as necessary for growth in the East Hertfordshire Infrastructure Development Plan (IDP). HCC is not directly commissioning or delivering any infrastructure itself but has entered into 'Back to Back Agreements' with ECC and Places for People (PfP) for the delivery of such infrastructure.

Under the terms of the Back to Back Agreement, ECC have been allocated £42.1m of HiG funding for the delivery of:

Project 3 - Harlow STC N-C - A Sustainable Travel Corridor from Burnt Mill into Harlow town centre (STC). This element of work also includes a redesigned junction at Burnt Mill (to the south of the Central Stort Crossing), prioritising sustainable transport modes but also maintaining effective movement for essential traffic that needs to access employment areas in Harlow

Project 4 - Cambridge Road Junction - A new junction at Cambridge Road, to the east of Harlow to connect into the ESC and as part of that work to allow for the timely reconstruction of River Way Bridge

The construction contract and land arrangements set out in this decision relate to Project 3 – Harlow STC North to Centre. The STCs are fundamental to Harlow's transport strategy. These high-quality corridors will provide a network of bus priority, segregated cycling and walking routes linking the major employment, housing, retail, education, and public health areas/facilities across the town. They will provide an improved public realm and help to deliver frequent and reliable public transport services. This STC will extend from Burnt Mill Roundabout into Harlow town centre. It will link with Harlow Railway Station and create an interchange with Harlow Bus Station which is being upgraded by Harlow Council using Town Deal funding.

ECC is obliged under the terms of the contractual arrangements to deliver this scheme by March 2026. If there is significant slippage, Homes England can withhold funding or potentially withdraw funding and ECC would not be able to recover such costs.

Harlow STC N-C requires the assembly of a number of small land parcels from third parties. This was understood at the time that the Back to Back Agreement was entered into, and the Cabinet decision was taken.

This Cabinet Decision seeks to obtain the following decisions:-

- Agree to Award the Construction Contract for the delivery of Harlow STC N-C

- Agree the final terms of Agreements with landowners and tenants for the required land assembly

What outcome(s) are you hoping to achieve?: Authority to proceed with awarding the construction contract to the preferred bidder, thereby increasing the opportunity of completing the construction works in line with the back-to-Back Agreement thus mitigating time and funding risks. This is a project that the Council is contractually committed to deliver as part of the HIG Programme.

Additionally, seeking the necessary authority to proceed with acquiring the land assembly/ land dedication by agreement.

The decision to award the construction contract will allow HmE funding to be used to support sustainable growth and enhance the infrastructure required to mitigate the impacts of the development on the existing town of Harlow.

Executive Director responsible for policy / decision: Tom Walker (Economy, Investment and Public Health)

Cabinet Member responsible for policy / decision: Cllr Tom Cunningham (Planning a Growing Economy)

Is this a new policy / decision or a change to an existing one?: Change to an existing policy / decision

How will the impact of the policy / decision be monitored and evaluated?: The delivery of the Harlow STC N-C highway scheme is critical to reaching our aims by providing alternative, sustainable transport options which mean that the options for residents is vastly improved. The proposed highway improvements will offer residents and visitors a better choice to access and move around the town other than private cars and will aim to address potential traffic congestion issues brought about by increased development.

ECC have developed a delivery strategy to ensure the enabling works are undertaken to have minimal impact on the wider road network and the overall project delivery timescales remain within the programme of works as agreed under the Back-to-back Agreement with HCC and Homes England.

ECC is currently in regular contact with landowners who would be affected by the decision.

Part of the overall ECC HiG delivery package is also to create benefits across Harlow in terms of moving around town, so that the community has opportunities for growth in a sustainable way.

Communities will be positively affected by the additional transport options, including segregated cycleway and footway provision.

Will this policy / decision impact on:

Service users: Yes

Employees: No

Wider community or groups of people: Yes

What strategic priorities will this policy / decision support?: Strong, Inclusive and Sustainable Economy, High Quality Environment

Which strategic priorities does this support? - Economy?: Infrastructure, Future growth and investment

Which strategic priorities does this support? - Environment: Transport and built environment, Green communities

What geographical areas of Essex will the policy / decision affect?: Harlow

Digital accessibility

Is the new or revised policy linked to a digital service (website, system or application)?: No

Equalities - Groups with protected characteristics

Age

Nature of impact: None

Disability - learning disability

Nature of impact: None

Disability - mental health issues

Nature of impact: None

Disability - physical impairment

Nature of impact: None

Disability - sensory impairment

Nature of impact: None

Sex

Nature of impact: None

Gender reassignment

Nature of impact: None

Marriage / civil partnership

Nature of impact: None

Pregnancy / maternity

Nature of impact: None

Race

Nature of impact: None

Religion / belief

Nature of impact: None

Sexual orientation

Nature of impact: None

Rationale for assessment, including data used to assess the impact: The delivery of the wider Harlow HiG highway schemes (which includes Cambridge Road Junction) is critical to reaching our aims by providing alternative, sustainable transport options which mean that the options for residents is vastly improved. The proposed overall HiG funded highway improvements will offer residents and visitors a better choice to access and move around the town other than private cars and will aim to address potential traffic congestion issues brought about by increased development.

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What actions have already been taken to mitigate any negative impacts?: The areas of land impacted by the scheme have been identified through necessity and the scheme route and design has been consulted on through a series of Public Engagement events. A number of comments were received as part of the Public Engagement Event and were considered as part of the design development.

Levelling up - Priority areas & cohorts

Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)

Nature of impact: None

Children on Free School Meals

Nature of impact: None

Working families

Nature of impact: None

Young adults (16-25 who have not been in education, training or employment for around 6-12 months)

Nature of impact: None

Residents of Harlow

Nature of impact: Positive

Extent of impact: Medium

Residents of Jaywick and Clacton

Nature of impact: None

Residents of Harwich

Nature of impact: None

Residents of Basildon (Town) housing estates

Nature of impact: None

Residents of Canvey Island

Nature of impact: None

Residents of Colchester (Town) - Housing Estates

Nature of impact: None

Residents of Rural North of the Braintree District

Nature of impact: None

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What actions have already been taken to mitigate any negative impacts?: The design has been developed with involvement from HGGT partners, stakeholders and ECC Members and seeks to balance both the strategic importance of the junction with sustainable transport objectives.

How could you strengthen any positive impact(s)?:

Equalities - Inclusion health groups and other priority groups

Refugees / asylum seekers

Nature of impact: None

Homeless / rough sleepers

Nature of impact: None

People who experience drug and alcohol dependence

Nature of impact: None

Offenders / ex-offenders

Nature of impact: None

Victims of modern slavery

Nature of impact: None

Carers

Nature of impact: None

Looked after children / care leavers

Nature of impact: None

The armed forces community (serving personnel and their families, veterans, reservists and cadets)

Nature of impact: None

People who are unemployed / economically inactive

Nature of impact: None

People on low income

Nature of impact: None

Sex workers

Nature of impact: None

Ethnic minorities

Nature of impact: None

Gypsy, Roma, and Traveller communities

Nature of impact: None

People with multiple complex needs or multi-morbidities

Nature of impact: None

Rationale for assessment, including data used to assess the impact: The proposed scheme may not particularly impact on the above groups. However the delivery of the Harlow STc N-S scheme is critical to reaching our aims by providing alternative, sustainable transport options which mean that the options for residents is vastly improved.

The proposed HiG funded highway improvements will offer residents and visitors (including those identified in the groups above) a better choice to access and move around the town other than private cars and will aim to address potential traffic congestion issues brought about by increased development.

What actions have already been taken to mitigate any negative impacts?: The design has been developed with involvement from HGGT partners, stakeholders and ECC Members and seeks to take account of the needs of all user groups.

Equalities - Geographical Groups

People living in areas of high deprivation

Nature of impact: None

People living in rural or isolated areas

Nature of impact: None

People living in coastal areas

Nature of impact: None

People living in urban or over-populated areas

Nature of impact: Positive

Extent of impact: Medium

Rationale for assessment, including data used to assess the impact: The delivery of the wider Harlow HiG

highway schemes is critical to reaching our aims by providing alternative, sustainable transport options which mean that the options for residents is vastly improved. The proposed overall HiG funded highway improvements will offer residents and visitors a better choice to access and move around the town other than private cars and will aim to address potential traffic congestion issues brought about by increased development.

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How could you strengthen any positive impact(s)?:

Families

Family formation (e.g. to become or live as a couple, the ability to live with or apart from children)

Nature of impact: None

Families going through key transitions e.g. becoming parents, getting married, fostering or adopting, bereavement, redundancy, new caring responsibilities, onset of a long-term health condition

Nature of impact: None

Family members' ability to play a full role in family life, including with respect to parenting and other caring responsibilities

Nature of impact: None

Families before, during and after couple separation

Nature of impact: None

Families most at risk of deterioration of relationship quality and breakdown

Nature of impact: None

Rationale for assessment, including data used to assess the impact: There is no anticipated impact on family groups outlined above.

What actions have already been taken to mitigate any negative impacts?:

Climate

Does your decision / policy involve development or re-development of buildings or infrastructure?: No

Does your decision / policy take place in, or make use of, existing buildings or infrastructure?: No

Does your decision / policy involve elements connected to transport, travel or vehicles? This includes travel needs / requirements of both service users and staff (including staff you're planning to recruit): Yes

Where are staff or service users coming from and how are they travelling?: The delivery of the wider

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If car travel is unavoidable, are you specifying electric cars and vehicles?: No

What is your transition plan to introduce electric vehicles?: There is no transition plan to introduce electric vehicles. The specific objective of this highway scheme is to provide alternative, sustainable transport options which mean that the options for residents is vastly improved. The proposed overall HiG funded highway improvements will offer residents and visitors a better choice to access and move around the town other than private cars and will aim to address potential traffic congestion issues brought about by increased development.

Are you undertaking a procurement exercise?: Yes

Please confirm for purchase over £100k that you have a carbon reduction plan as part of your procurement: Yes

Please list which climate TOMS (Themes, outcomes & measures) you have included in your procurement and the weighting these have been given: The full list of Essex TOMS are issued to the Tenderers - The Tenderers have an opportunity to select the appropriate TOMS Criteria and include information as part of their tender submission - Tenderers are assessed and scored on the information submitted as part of the quality review that feeds into the Tender Scoring Assessment and ultimately into the Tender Award recommendation.

ECC has adopted the Local Government Associations Nations Social Value Task Force National Themes, Outcomes and Measures (National TOMS method of classifying and evaluation social values, adapted to the counties context and priorities, based on the ECC Everyone's Essex).

Does your decision / policy involve the purchase of goods or materials?: Yes

Have you considered making use of goods / materials that already exist in the organisation, or using second-hand equipment?: Yes

Will you purchase goods that are durable and long lasting, and can be easily maintained or repaired?: Yes

Will you source goods / materials from a local provider where possible?: Yes

Will you use goods or materials made with recycled content and / or recyclable at the end of their life?: Yes

Will any waste be generated by this decision? This includes waste from construction, waste generated by service users / staff, and waste generated by replacing existing products / materials with new: Yes

Most of our activities will generate waste so it is important that this waste is managed properly. Generally, the more waste produced the greater the greenhouse gas impact. What approaches are in place to maximise reuse, recycling and composting of any waste generated by this decision? Please specify how you are:

Measuring the amount of waste being generated and setting targets to reduce, for example setting reuse requirements: Measuring the amount of waste being generated and establishing targets has been undertaken. The Contractor appointed to undertake the main construction works has developed a strategy for recycling materials from the construction works.

Where possible any large trees that require felling will be carried out by a tree felling specialist. Any timber felled that can be used in production is to be taken away and recycled.

Any earth spoil claimed from the site is to be assessed for reuse. Topsoil is to be collected and screened for re-use. In order to keep plant journeys (and thus fuel emissions and construction costs) to a minimum considerable effort has been given to identify the most appropriate local spoil 'tips'.

Requiring recycling - such as setting targets for waste recycled, or providing facilities to recycle: See note in cell above

Operating the service in a digital way to reduce use of material resources: There is limited opportunity to operate the construction works - in a digital way however where opportunities exist, these will be taken.

Sharing goods and services with others to reduce resource use: See note in cell above

Donating or selling materials and products that are no longer required to keep them in use elsewhere: See note in cell above

Avoiding over-packaged or difficult to recycle goods: See note in cell above

Avoid single-use items, in particular single use plastic: See note in cell above

Recycling and composting waste where applicable: See note in cell above

Where will waste be treated and disposed of? This includes general rubbish and recycling: See note in cell above

Nature of impact

Built Environment / Energy: None

Sustainable Transport / Travel: Positive

Waste: None

Extent of impact

Sustainable Transport / Travel: Low

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What actions have already been taken to mitigate any negative impacts?:

Action plan to address and monitor adverse impacts

Does your ECIA indicate that the policy or decision would have a medium or high adverse impact on one or more of the groups / areas identified?: Yes

What are the mitigating actions?: The delivery of the wider Harlow HiG highway schemes is critical to reaching our aims by providing alternative, sustainable transport options which mean that the options for residents is vastly improved. The proposed overall HiG funded highway improvements will offer residents and visitors a better choice to access and move around the town other than private cars and will aim to address potential traffic congestion issues brought about by increased development.

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The planting of trees and other landscaping proposals will absorb pollution and the design of the new junction will also support sustainable travel encouraging people to walk or use public transport. Walking and public transport are recognised as emitting lower levels of carbon. Emissions from public transport can be improved further through engine specifications for the vehicles using the new junction.

Date they will be achieved: 31/03/2026

Which characteristics do these mitigating actions apply to?: People living in areas of high deprivation, People living in urban or over-populated areas

Details of person completing the form

I confirm that this has been completed based on the best information available and in following ECC guidance: I confirm that this has been completed based on the best information available and in following ECC guidance

Date ECIA completed: 05/10/2023

Name of person completing the ECIA: Mark Eves

Email address of person completing the ECIA: mark.eves2@essex.gov.uk

Your function: Economy, Investment and Public Health

Your service area: Infrastructure Delivery

Your team: Highways

Are you submitting this ECIA on behalf of another function, service area or team?: No

Email address of Head of Service: Elliot.Smith@essex.gov.uk