

Equalities Comprehensive Impact Assessment v3

Reference: ECIA569720448

Submitted: 28 December 2023 15:43 PM

Executive summary

Title of policy / decision: Chelmsford North East Bypass (CNEB) Section 1A – Procurement of a Design and Build Contract

Policy / decision type: Cabinet Decision

Overview of policy / decision: Approval to tender CNEB Section 1A Design and Build Contract via a suitable Mini Comp Framework and obtain delegated authority to award the contract subject to scheme falling within identified Budget.

What outcome(s) are you hoping to achieve?: CNEB will provide the conditions needed to support the delivery of over 6,000 new homes, employment uses and other community and leisure facilities north of Chelmsford. Additionally, CNEB Section 1A will be the first phase of a bypass scheme which will relieve congestion on roads in and around Chelmsford providing easier, more reliable and resilient journeys in the region.

Executive Director responsible for policy / decision: Mark Ash (Climate, Environment and Customer Services)

Cabinet Member responsible for policy / decision: Cllr Kevin Bentley (Leader)

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 CNEB Section 1A is critical to providing infrastructure to support the delivery of over 6,000 new homes reaching our aims by providing. The proposed highway improvements will offer residents, commuters and visitors better access to the new Beaulieu Park Station and address potential traffic congestion issues brought about by increased development

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?: Braintree, Chelmsford

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 CNEB Section 1A is critical to providing infrastructure to support the delivery of over 6,000 new homes reaching our aims by providing. The proposed highway improvements will offer residents, commuters and visitors better access to the

new Beaulieu Park Station and address potential traffic congestion issues brought about by increased development. Whilst the responses to this Equalities Sections has been identified as none, it should be noted that by committing to the timely delivery of infrastructure to unlock growth and development opportunities, ECC helps enable the development of high quality, sustainable new communities.

In summary, the provision of the new BP Railway Station and CNEB Section 1A will have a positive impact across the wider population. It will offer a greater choice in transportation and routes. There are also environmental benefits. Both pieces of infrastructure will support active travel and bus travel choices.

What actions have already been taken to mitigate any negative impacts?: There are no negative impacts identified, but to note, 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: None

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: Positive

Extent of impact: Low

Rationale for assessment, including data used to assess the impact: The delivery of the CNEB Section 1A is critical to providing infrastructure to support the delivery of over 6,000 new homes. With the exception to perhaps the rural area north of Braintree District, the proposed highway improvements will not directly impact the identified 'leveling up' locations, however the highway improvements will offer residents, commuters and visitors better access to the new Beaulieu Park Station and address potential traffic congestion issues brought about by increased development. Whilst the responses to this Equalities Sections has been identified as none, in the main, it should be noted that by committing to the timely delivery of infrastructure to unlock growth and development opportunities, ECC helps enable the development of high quality, sustainable new communities.

In summary, the infrastructure will have a minor positive impact on the rural area north of Braintree in that it will offer a greater choice in transportation modes and routes. It should be noted that CNEB Section 1A is the first phase of a larger bypass which will ultimately extend from Chelmsford to Great Leighs and as part of the latter phases will support active travel and bus travel choices in the longer term.

What actions have already been taken to mitigate any negative impacts?: There are no negative impacts identified

How could you strengthen any positive impact(s)?: Ensure that the improvements provided by the scheme are communicated to the wider local communities.

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: Positive

Extent of impact: Low

People on low income

Nature of impact: Positive

Extent of impact: Low

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: Positive

Extent of impact: Low

Rationale for assessment, including data used to assess the impact: CNEB will provide the conditions needed to support the delivery of over 6,000 new homes, employment uses and other community and leisure facilities north of Chelmsford. The planned highway improvements will also offer residents better access to the new Beaulieu Park Station. Housing and business growth will offer greater job opportunities for those people who are unemployed or on low incomes both during the construction phase and over the longer term, through the emergence of new business and leisure opportunities. Whilst it is considered that the proposals will have no impact on the groups identified above in the main, it should be noted that by committing to the timely delivery of infrastructure to unlock growth and development opportunities, ECC helps enable the development of high quality, sustainable new communities.

What actions have already been taken to mitigate any negative impacts?: There are no negative impacts identified

How could you strengthen any positive impact(s)?: Ensure that any employment opportunities provided by the scheme during the construction phase or over the longer term are communicated to the wider local communities.

Equalities - Geographical Groups

People living in areas of high deprivation

Nature of impact: None

People living in rural or isolated areas

Nature of impact: Positive

Extent of impact: Low

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 CNEB Section 1A is critical to providing infrastructure to support the delivery of over 6,000 new homes. It is anticipated that the proposed highway improvements will offer people living in rural and urban areas a low/ medium positive impact through offering a greater choice in transportation modes and routes. Whilst the responses to this Equalities Section varies between none and a medium positive impact, it should be noted that by committing to the timely delivery of infrastructure to unlock growth and development opportunities, ECC helps enable the development of high quality, sustainable new communities.

It should be noted that CNEB Section 1A is the first phase of a larger bypass which will ultimately extend from Chelmsford to Great Leighs and as part of the latter phases will have a greater impact on people living in rural or isolated areas .

What actions have already been taken to mitigate any negative impacts?: There are no negative impacts identified

How could you strengthen any positive impact(s)?: Ensure that the improvements provided by the scheme are communicated to the wider local communities.

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: The delivery of the CNEB Section 1A is critical to providing infrastructure to support the delivery of over 6,000 new homes reaching our aims by providing. The proposed highway improvements will offer residents, commuters and visitors better access to the new Beaulieu Park Station and address potential traffic congestion issues brought about by increased development. Whilst the responses to this Equalities Sections has been identified as none, it should be noted that by committing to the timely delivery of infrastructure to unlock growth and development opportunities, ECC helps enable the development of high quality, sustainable new communities.

In summary, the provision of the new BP Railway Station and CNEB Section 1A will have a positive impact across the wider population. It will offer a greater choice in transportation and routes. There are also environmental benefits. Both pieces of infrastructure will support active travel and bus travel choices.

What actions have already been taken to mitigate any negative impacts?: There are no negative impacts identified

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 CNEB highway scheme and by association, its link to the new Beaulieu park Railway Station 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 HIF 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.

Part of the overall ECC HIF delivery package is also to create benefits across Chelmsford in terms of moving around town, so that the community has opportunities for growth in a sustainable way. In the longer term (with the introduction of the full bypass) communities will be positively affected by the additional transport options, including links to the new railway station but also passenger transport enhancements and the provision of improved cycleway and footway facilities.

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 plan to introduce electric vehicles. The specific objective of this highway scheme is to providing infrastructure to support the delivery of over 6,000 new homes. The proposed highway improvements will offer residents, commuters and visitors better access to the new Beaulieu Park Station and address potential traffic congestion issues brought about by increased development.

The proposed overall HIF funded highway improvements will offer residents and visitors a better choice to access and move around other than private cars and will aim to address potential traffic congestion issues.

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 there 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 Everyones 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.

There are limited trees to be removed as part of CNEB Section 1A, however, 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'.

the proposed new bypass is to e constructed within an existing active aggregate quarry. The tenderers will be encouraged to use locally sourced aggregate where practicable.

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: Positive

Sustainable Transport / Travel: Positive

Waste: Negative

Extent of impact

Built Environment / Energy: Medium

Sustainable Transport / Travel: High

Waste: Low

Rationale for assessment, including data used to assess the impact: The highway itself will support the Council's carbon and pollution reduction aims. The construction has embedded carbon reduction processes but going forward it supports Council aims to:

- To reduce congestion on the network
- To make best use of existing and new (Beaulieu Park Station) public transport services
- To promote, encourage and support sustainable journeys along the corridors
- To improve safety
- To improve air quality in the area and reduce carbon emissions by keeping traffic moving.

What actions will be undertaken to mitigate negative impacts, including timescales?: We will work with the delivery contractor throughout the 18 mth delivery phase to minimise waste.

What actions have already been taken to mitigate any negative impacts?: The design has accounted for waste and we have chosen to progress the option that generates the least amount of waste. Significant design effort has gone into achieving Sustainable Drainage Systems (SUDS) for the bypass scheme.

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?: No

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: 28/12/2023

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 - Major Projects

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