

Equality Impact Assessment

Section 1: Executive Summary	
1.1	<p>Title of policy (or decision)</p> <p>Harlow Gilston Garden Town - Decision on Acceptance of Housing Infrastructure Grant Funding</p>
1.2	<p>Describe the main aims, objectives, and purpose of the policy (or decision)</p> <p>The decision is whether ECC should accept grant funding of £42.1m from the Housing Infrastructure Grant (HIG) provided by Ministry of Homes, Communities and Local Government through Homes England, via a back to back agreement with Hertfordshire County Council. The funding will enable ECC to undertake a transport infrastructure delivery project in Harlow, to support the delivery of 10,000 new homes in the Gilston Villages, in East Hertfordshire but immediately on the borders of Harlow. The infrastructure will provide for sustainable transport links from the Gilston Villages into Harlow, thereby reducing car use from the new development and reducing impact on the existing community in Harlow.</p> <p>What outcome(s) are you hoping to achieve? Refer to strategic aims / strategic priorities in Organisation Strategy</p> <p>The specific objective of the decision is to allow for ECC to enter into the back to back agreement. By doing so, it releases funding which will be used to deliver the necessary infrastructure. This specifically aligns with ECC's strategic aim to:</p> <p>"Help create great places to grow up, live and work"</p> <p>"Help secure sustainable development and protect the environment"</p>
1.3	<p>Is this a new policy (or decision) or a change to an existing policy, practice, or project?</p> <p>The policy in support of sustainable growth and transport in Essex is not new. The specific implementation of the HIG infrastructure in Harlow via the funding provided by MHCLG is the practical implementation of the vision for the Harlow Gilston Garden Town, which ECC supports as a member of the HGGT partnership.</p>

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Section 2: Assessing the Equality Impact

Use this section to record how you have assessed any potential impact on equality groups. What is known about the population likely to be affected which will support your understanding of the impact of the policy (or decision)? Consider any consultation / data as supporting evidence (e.g. service uptake/usage, customer satisfaction surveys, staffing data, performance data, research information). An opportunity to explain impacts on specific protected groups is provided later this form

The decision is in line with ECC's adopted policies around local transport and sustainable growth which have tested for equality impact. Harlow is an area of high deprivation and is Priority 1 for the government's 'levelling up' agenda. The proposed new transport infrastructure including a Sustainable Transport Corridor will provide the capacity for additional transport choices including those using public transport, cycling, and walking. A recent consultation on the Harlow and Gilston Garden Town transport strategy did provide support for the proposed sustainable transport measures. The development proposed within the Gilston Villages has also undergone extensive local consultation.

A two-stage consultation was undertaken on the HGGT Transport Strategy. The first round of consultation took place over a 6-week period in early 2020 using traditional methods e.g. displays, presentations and leaflets. The Strategy was well received and there was support for providing viable and attractive alternatives to private car use and addressing peak hour congestion in and around Harlow. However, it was noted that consultation on the Transport Strategy in early 2020 did not deliver the quantity or breadth of responses expected. Key demographics did not feed into the process, particularly among local organisations and younger audiences. It was therefore agreed that further consultation was needed to target these groups. In October and November 2020 HGGT Officers conducted further consultation with two areas of focus: increasing broad engagement using social media and targeting specific under-represented groups, including the youth, community, and business groups. This consultation was broadly successful at meeting these aims. Feedback from both rounds of consultation was used to update the Transport Strategy.

The action around improving public transport has good support with 89% of those responding supporting actions around public transport – this was the highest level of support for all the 9 action areas. In the first round of consultation 25% of those who responded were over 65 years old and 33% of those who responded were retired. The second round of consultation focused on ensuring the demographics across the consultation was better balanced. The Eqia undertaken for the HGGT Transport Strategy assessed "age" and "gender" and in both cases the strategy has a positive medium impact on these groups.

Transport and inequality: An evidence review for the Department for Transport published in 2019 concludes that Transport is an important facilitator of social inclusion and wellbeing, which can affect economic and social outcomes, and therefore inequality. Bus trips account for 59 per cent of all public transport trips in Great Britain, compared to only 21 per cent by rail. In 2019, 4.4bn bus trips were made across England. Buses are particularly important for people on lower incomes who do not have access to cars. In England, those from the lowest

income households make three out of four public transport trips by bus. They also make three times as many trips by bus a year compared to members of the richest households. The Sustainable Transport Corridor prioritise buses (as well as cycling and walking) between the new development, the town centre, and the railway station, improving access to employment and leisure opportunities for new and existing residents.

Does or will the policy or decision affect:

Service users	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
Employees	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
The wider community or groups of people, particularly where there are areas of known inequalities	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

Which geographical areas of Essex does or will the policy or decision affect (e.g. Borough/City/District/All Essex)

All Essex	<input type="checkbox"/>	Colchester	<input type="checkbox"/>
Basildon	<input type="checkbox"/>	Epping Forest	<input checked="" type="checkbox"/>
Braintree	<input type="checkbox"/>	Harlow	<input checked="" type="checkbox"/>
Brentwood	<input type="checkbox"/>	Maldon	<input type="checkbox"/>
Castle Point	<input type="checkbox"/>	Rochford	<input type="checkbox"/>
Chelmsford	<input type="checkbox"/>	Tendring	<input type="checkbox"/>
		Uttlesford	<input type="checkbox"/>

Will the policy or decision influence how organisations operate?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
Will the policy or decision involve substantial changes in resources?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
Is the new or revised policy linked to a digital service (website, system, or application)?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

Please describe the steps you have taken to:

- meet the digital accessibility requirements
- test the accessibility of the website, system, or application
- maintain accessibility once it has gone live

Not directly relevant to this project which is not related to a digital service

Section 3: Description of Impact

Description of impact	Nature of impact Positive, neutral, adverse (please explain your reasons)	Extent of impact Low, Medium, High (please explain your reasons)
Age	<p>Positive Young people are less likely to own cars and provision of high-quality sustainable transport infrastructure will make their journeys easier and safer</p>	<p>High The current non-car transport infrastructure in this section of Harlow does not facilitate sustainable journeys by non-car means. The proposed infrastructure introduces a step change in quality and will therefore have a high marginal impact on people's propensity and ability to use alternatives to the private car</p>
Disability – learning disability	<p>Positive People who are less likely to drive will benefit from better quality public transport infrastructure to make their journeys easier and safer</p>	<p>High The current non-car transport infrastructure in this section of Harlow does not facilitate sustainable journeys by non-car means. The proposed infrastructure introduces a step change in quality and will therefore have a high marginal impact on people's propensity and ability to use alternatives to the private car</p>
Disability – mental health issues	<p>Positive People who are less likely to drive will benefit from better quality public transport infrastructure to make their journeys easier and safer</p>	<p>High The current non-car transport infrastructure in this section of Harlow does not facilitate sustainable journeys by non-car means. The proposed infrastructure introduces a step change in quality and will therefore have a high marginal impact on people's propensity and</p>

		ability to use alternatives to the private car
Disability – physical impairment	Positive People who are less likely to drive will benefit from better quality public transport infrastructure to make their journeys easier and safer	High The current non-car transport infrastructure in this section of Harlow does not facilitate sustainable journeys by non-car means. The proposed infrastructure introduces a step change in quality and will therefore have a high marginal impact on people's propensity and ability to use alternatives to the private car
Disability – sensory impairment	Positive People who are less likely to drive will benefit from better quality public transport infrastructure to make their journeys easier and safer	High The current non-car transport infrastructure in this section of Harlow does not facilitate sustainable journeys by non-car means. The proposed infrastructure introduces a step change in quality and will therefore have a high marginal impact on people's propensity and ability to use alternatives to the private car
Gender / Sex	Neutral There is no evidence that people in this category are likely to use sustainable transport links	Medium The new infrastructure will provide more transport choices across the community and therefore offer benefit to all parts of the population
Gender reassignment	Neutral There is no evidence that people in this category are likely to use sustainable transport links	Medium The new infrastructure will provide more transport choices across the community and therefore offer benefit to all parts of the population
Marriage / civil partnership	Neutral	Medium The new infrastructure will provide more transport

	There is no evidence that people in this category are likely to use sustainable transport links	choices across the community and therefore offer benefit to all parts of the population
Pregnancy / maternity	Neutral There is no evidence that people in this category are likely to use sustainable transport links	Medium The new infrastructure will provide more transport choices across the community and therefore offer benefit to all parts of the population
Race	Positive The 2019 National Travel Survey identified that BAME people are significantly more likely to use buses	High The new infrastructure will provide more transport choices across the community and therefore offer benefit to all parts of the population and particular those more likely to use public transport
Religion / belief	Neutral There is no evidence that people in this category are likely to use sustainable transport links	Medium The new infrastructure will provide more transport choices across the community and therefore offer benefit to all parts of the population
Sexual orientation	Neutral There is no evidence that people in this category are likely to use sustainable transport links	Medium The new infrastructure will provide more transport choices across the community and therefore offer benefit to all parts of the population
I confirm that I have considered the potential impact on all the protected characteristics Y X		
Describe any actions that have already been taken to mitigate negative impacts on any of the protected characteristics.		

Section 4: Action plan to address and monitor adverse impacts

Does your EqlA indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups?

Y ☐ N ☒

If 'YES', use the space below to describe what mitigating actions you could put in place to address any adverse impacts identified

What are the mitigating actions?

Date they will be achieved?

Section 5: Sign off

**I confirm that this initial analysis has been completed appropriately.
(A typed signature is sufficient.)**

Signature of person completing the EqlA:

Date: 18 March 2021

Ashley Heller

Names and contact details:

Ashley Heller, Ashley.heller@essex.gov.uk

Your function, service area and team:

Head of Transport for Future Communities, Sustainable Development, Place & Public Health

If you are submitting the EqlA on behalf of another function, service area or team, specify the originating function, service or team area

Signature of Head of Service:

Date:

