

## Equalities Comprehensive Impact Assessment v3 - Head of service review

Reference: ECIA593699964

Submitted: 11 March 2024 10:50 AM

### Executive summary

**Title of policy / decision:** Contract Award for Construction of Colchester Rapid Transit System (RTS), Section C

**Policy / decision type:** Cabinet Decision

**Overview of policy / decision:** That the Council should award a construction contract for RTS 'Section C' to Milestone Infrastructure Ltd to the value of £8,302,499.50 for the RTS major highways works on Greenstead Roundabout and A133 area of Clingoe Hill.

Together with the A1331 (previously called A120-A133 Link Rd), the Rapid Transit System will play a key role in unlocking land to provide circa 7,500 homes, as well as business and leisure space, as part of the new Tendring Colchester Borders Garden Community.

The RTS will offer residents a high frequency public transport service on segregated or priority corridors. Delivery of a Rapid Transit System will encourage residents in the new settlement and across Colchester to use public transport, reducing the number of vehicles on the network and further avoiding carbon emissions. There is a requirement to alleviate congestion by providing sustainable and high capacity alternatives to car travel, an RTS is integral in supporting that objective.

**What outcome(s) are you hoping to achieve?:** Authority to award the contract to deliver the RTS Section C.

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

**Cabinet Member responsible for policy / decision:** Cllr Tom Cunningham (Highways, Infrastructure and Sustainable Transport)

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

**How will the impact of the policy / decision be monitored and evaluated?:** During the delivery of the construction works, the contractor will report to ECC and we will work closely with Colchester City Council and local councils to monitor the works and any disruption caused.

Once constructed, the delivery of a Rapid Transit system in Colchester is critical to reaching our aims by providing alternative, sustainable transport options which mean that the options for residents is vastly improved, including being a better choice for them than cars. Part of this is also to create benefits across Colchester 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, as well as a segregated cycleway and footway provision. Existing carriageway capacity is being maintained in addition to providing a segregated busway and so car users who have no alternative will not be detrimentally impacted by the proposals.

**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, Green growth

**Which strategic priorities does this support? - Environment:** Net zero, Transport and built environment

**What geographical areas of Essex will the policy / decision affect?:** Colchester, Tendring

## **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 area impacted by the scheme has been identified through necessity and the scheme route and design has been consulted on through early Public Consultation. No issues were raised with equality of any groups with protected characteristics.

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

## **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:** None

**Rationale for assessment, including data used to assess the impact:** There is no expected impact on the listed priority areas or cohorts.

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

## **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 area impacted by the scheme has been identified through necessity and the scheme route and design has been consulted on through early Public Consultation. No issues were raised with equality of any groups with protected characteristics.

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

## **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 areas**

**Nature of impact:** Negative

**Extent of impact:** Low

**Rationale for assessment, including data used to assess the impact:** The area impacted by the scheme has been identified through necessity and the scheme route and design has been consulted on through early Public Consultation.

**What actions will be undertaken to mitigate negative impacts, including timescales?:** The contractor will work with Essex Highways to secure permits for the work and will be responsible for mitigating the impact of the works on local residents and road users. Improved walking and cycling facilities will be delivered as part of the scheme as well as a priority bus service.

**What actions have already been taken to mitigate any negative impacts?:** Advanced works have taken place on site to allow the contractor the smoothest and swiftest construction programme.

## **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 the family groups outlined above.

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

## **Crime & Disorder**

**Crime and disorder**

**Nature of impact:** None

**The misuse of drugs, alcohol and other substances**

**Nature of impact:** None

**Re-offending**

**Nature of impact:** None

**Serious violence**

**Nature of impact:** None

**Rationale for assessment, including data used to assess the impact:**

There is no anticipated impact on Crime & Disorder.

**(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales:**

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

N/A

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

## **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?:** Yes

**The use of existing buildings will always have a climate impact because it requires energy consumption. Please outline how you will mitigate against this impact:** No use of existing buildings, it's existing road infrastructure.

**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 road network will be maintained, but with traffic management and limited closures. Any closures will have diversionary routes provided.

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

**What is your transition plan to introduce electric vehicles?:** We are not specifying any form of vehicle, it is not necessary. We're impacting the road network not staff or service users travelling to/from the specific site.

**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:** - Hard to recycle waste diverted from landfill or incineration through specific recycling partnerships.

- Reduce waste through reuse of products and materials.
- Support for suppliers to demonstrate climate change and carbon reduction training for all staff.
- Fleet emissions monitoring programme on the contract, including data collection.
- Carbon emission reductions through reduced energy use and energy efficiency measures.
- Tonnes of waste diverted above relevant benchmark.

The social value weighting for the procurement was 10% and carbon management plan was 5%.

**Does your decision / policy involve the purchase of goods or materials?:** No

**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:** The contractor has their own waste management system that they will implement.

**Requiring recycling - such as setting targets for waste recycled, or providing facilities to recycle:** The contractor has their own recycling management system.

**Operating the service in a digital way to reduce use of material resources:** News and communications will be conducted digitally.

**Sharing goods and services with others to reduce resource use:** The contractor will minimise duplication of services where possible.

**Donating or selling materials and products that are no longer required to keep them in use elsewhere:** The contractor is responsible for disposal of unwanted goods.

**Avoiding over-packaged or difficult to recycle goods:** The contractor is responsible for their materials.

**Avoid single-use items, in particular single use plastic:** The contractor has their own approach to single use plastic.

**Recycling and composting waste where applicable:** The contractor has their own recycling policy.

**Where will waste be treated and disposed of? This includes general rubbish and recycling:** The contractor will be responsible for waste disposal.

## **Nature of impact**

**Built Environment / Energy:** None

**Sustainable Transport / Travel:** Positive

**Waste:** None

## **Extent of impact**

**Sustainable Transport / Travel:** High

**Rationale for assessment, including data used to assess the impact:** Delivery of a Rapid Transit System will encourage residents in the new settlement and across Colchester to use public transport, reducing the number of vehicles on the network and further avoiding carbon emissions. There is a requirement to alleviate congestion by providing sustainable and high capacity alternatives to car travel, an RTS is integral in supporting that objective.

**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?:** 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:** 08/03/2024

**Name of person completing the ECIA:** Laura Ford

**Email address of person completing the ECIA:** laura.ford@essex.gov.uk

**Your function:** Economy, Investment and Public Health

**Your service area:** Property and Investment and Delivery

**Your team:** Infrastructure Delivery - 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