

## Equalities Comprehensive Impact Assessment v3

Reference: ECIA597978227

Submitted: 20 March 2024 15:40 PM

### Executive summary

**Title of policy / decision:** Chelmsford North East Bypass Section 1A - Authorisation to use Compulsory Purchase Order Powers

**Policy / decision type:** Cabinet Member Action (CMA)

**Overview of policy / decision:** Agree to make one or more Compulsory Purchase Orders to acquire land necessary for the construction of the Chelmsford North East Bypass Section 1A - To be progressed in parallel with land negotiations. Where necessary to delegate authority to authorise changes to the made Orders to resolve objections or make appropriate modifications as part of the confirmation process

**What outcome(s) are you hoping to achieve?:** Secure the land required to deliver CNEB Section 1A.  
- 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.  
- CNEB Section 1A will also 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 impact of the decision will be monitored and evaluated through the successful assembly of land required to deliver CNEB Section 1A infrastructure and to permit the award of the CNEB Main Works Contract. The delivery of the CNEB Section 1A is critical 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

**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:** This decision paper specifically relates

to progressing the CPO to secure the land required to deliver CNEB Section 1A in parallel with land negotiations.

The delivery of the CNEB Section 1A is critical 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. 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:** None

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

## **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

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

## **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:** None

**Rationale for assessment, including data used to assess the impact:** This decision paper specifically relates to progressing the CPO to secure the land required to deliver CNEB Section 1A in parallel with land negotiations.

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

## 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:** This decision paper specifically relates to progressing the CPO to secure the land required to deliver CNEB Section 1A in parallel with land negotiations.

The delivery of the CNEB Section 1A is critical 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. 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.

**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?:** This decision paper specifically relates to progressing the CPO to secure the land required to deliver CNEB Section 1A in parallel with land negotiations.

However, 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 as the project in question relates to providing a section of new road. The specific objective of this highway scheme is to provide road 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.

**Are you undertaking a procurement exercise?:** No

**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:** No

## **Nature of impact**

**Built Environment / Energy:** None

**Sustainable Transport / Travel:** None

**Waste:** None

**Rationale for assessment, including data used to assess the impact:** This decision paper specifically relates to progressing the CPO to secure the land required to deliver CNEB Section 1A in parallel with land negotiations. As such, the nature of the impact of making this specific decision to proceed with progressing the CPO as no expected impact.

However, I acknowledge that 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.

In the wider context, the highway project 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 have already been taken to mitigate any negative impacts?:** The overall scheme 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:** 20/03/2024

**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