

# EqlA: Royal Docks Corridor Project

Assessing impact on equality is a process which develops along with your policy. You must complete the table below to ensure that the EqlA process can be tracked.

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## 1. Management of the EqlA

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The Equality Act 2010 provides a legal framework to protect the rights of individuals and advance equality of opportunity for all. EqlAs are being used by public service providers as a way of demonstrating compliance with the public service equality duty.

The Public Sector Equality Duty is contained in Part 11, Chapter 1 of the Equality Act 2010 and came into force on 5 April 2011. Under section 149 all public authorities must, in the exercise of their functions, "have due regard to the need to" eliminate conduct that is prohibited by the Act.

The Public Sector Equality Duty requires that the local authority has due regard for the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- Advance equality of opportunity between people who share a Protected Characteristic and those who do not; and
- Foster good relations between people who share a Protected Characteristic and those who do not.

An EqlA is the way in which the Council demonstrates that it has performed the Public Sector Equality Duty to consider impacts of new policy and existing policy changes.

## 2. Project Background

A Royal Docks corridor improvement masterplan that forms part of the Royal Docks Enterprise Zone initiative was agreed with the Newham delegated powers in early 2016. This corridor comprises primarily of Silvertown Way, North Woolwich Road,

leading up to Connaught Bridge. There have been several developments along the Silvertown Way and North Woolwich Road Corridor in recent years. New applications were being considered by Newham Planners along the length of the corridor. The masterplan considered accommodating all development accesses in progressing the highway improvement proposals.

The developments along Silvertown Way and North Woolwich Road Corridor, in recent years, show these to be extended along the length of the road on both sides. More recently Barrier Point has been completed and Royal Wharf is currently under construction. With these developments and the proposed regeneration at Silvertown Quays, North Woolwich Road and Silvertown Way will see a complete change to their environment in the foreseeable future.

The Council has received several Section 106 Agreement contributions from the developments mentioned above, for carrying out highway and transport improvement measures. The Council has utilised some of this funding to develop a masterplan and some initial measures on the improvements.

The Royal Docks corridor is now driven as a highway and public realm improvement project where all development accesses will be accommodated and measures will be introduced to enhance conditions for vulnerable road users such as pedestrians and cyclists. This is a joint initiative between Royal Docks Enterprise and Newham Council. Newham have to date secured S106 monies of around £2.5m to progress various works. Further details on how this money will be spent can be found within **scheme details**. As this is a joint venture the Royal Dock Enterprise have funding of £56m which is expected for detail design, consultation and implementation for the whole scheme. The Royal Docks Team have already secured £460k for initial design work and joint commissioning for a place making design.

### 3. Project Scope Reduction

Following communications between LBN and RDT late in 2021, on funding cuts to the Royal Docks Corridor (RDC), officers have had discussions in early January 2022 on how to resolve this and take it forward. In late February 2022, the RDT confirmed that they proposed to support a scheme with funding in the region of £25m. Newham design team went back to work on a rationalised scheme which will be closer to the funding offered by RDT and what is believed is a sensible figure that can be applied from CIL.

The LBN design team have investigated ways to deliver the project and retain as much of the original objectives and design elements as possible. The team have undertaken an iterative process, looking at design, funding, spend and programme, over a period of months.

The team have come up with a way to be able to deliver the scheme that fulfils most of the objectives for approx. £30.5m (today's prices). However this is much more than the available budget (Circa £26.5m). Following several internal meetings between Environment & Sustainable Transport and Inclusive Economy & Housing, and external meetings with Royal Docks Team and the GLA, the project team are now in the process of applying to CIL for £5.5m as a genuine investment in the infrastructure within the Royal Docks area. This would cover the cost to upgrade all of the water

proofing on the Silvertown Viaduct and refurbish some of the Silvertown Way structure and its stairs, underpasses etc, and assist with the overall regeneration scheme. This £5.5m would fill the gap between the rationalised scheme cost and the budget. The objectives of the original project have not been compromised by the scope reduction. Two phases away from the main corridor have been dropped and materials are being reused where feasible.

The scope reduction is shown on a map at the end of this report.

#### 4. Scope / focus of the EqIA

Consider how relevant the policy is to equality and which group(s) it is likely to affect most. This is where you make a judgement on where to concentrate your efforts and lay the ground for a proportionate approach.

- a. Could it affect some groups differently?
- b. Could it advance equality?
- c. Could it foster good relations?

Protected characteristic	Assessment of relevance High, Medium, Low	Provide evidence
Class or socio-economic disadvantage	High	A high functioning road network will contribute to the local economy thus any supporting provision is positive and welcoming.
Age	High	<p>The proposals are expected to advance equality by inducing more physical activity, specifically for younger and older people currently disproportionately excluded from accessing active travel; and by reducing road traffic collisions which young people are disproportionately at risk of.</p> <p>Only 28.4% of children in Newham achieve recommended levels of physical activity, significantly less than the London and England average (46.1% and 46.8% respectively). Physical activity also has a role in addressing obesity: 42.8% of year 6 children in Newham (aged 10/11) are classed as overweight or</p>

		<p>obese, higher than the London and England average (38.2% and 35.2% respectively) (Public Health England, 2018/19).</p> <p>Active travel is the only viable option for significantly increasing physical activity levels across London's whole population (FPH, 2013; cited TfL, 2014) and active travel infrastructure interventions have been shown to generate significant health benefits (Aldred, Woodcock and Goodman, 2020).</p> <p>Exposure to motor traffic is also a significant determinant for the uptake of cycling rates for older people (Grudgings et al, 2021).</p> <p>Children are particularly vulnerable to road danger (WHO, 2021).</p> <p>The highway infrastructure provided are open to all age groups, effectively ranging from 5-65+ yrs.</p>
Disability	High	<p>The proposals are expected to, overall, advance equality for disabled people by providing an environment that is more enabling for active travel.</p> <p>This will include the provision of highway measures such wider footways/crossings, tactile paving, dropped crossings and overall improved pedestrian facilities to assist the disabled and partially sighted groups.</p> <p>Close engagement will be sought with disabled people regarding the design of some</p>

		features regarded as 'experimental', including continuous footways and bus stop bypasses, to ensure any potential negative effects are mitigated.
Sex	High	<p>The proposal are expected to advance equality for women by providing an environment that is more enabling for active travel, in the form of segregated cycle tracks, wider footways and improved crossing points, including to access public transport connections.</p> <p>Whilst all demographic groups express a preference for cycling with greater separation from motor traffic; women have been found to express this more strongly (Aldred et al, 2016). Further evidence suggests exposure to motor traffic is a significant determinant for the uptake of cycling rates for women (Grudgings et al, 2021).</p>
Pregnancy and maternity	Medium	<p>The proposal are expected to advance equality for pregnant women and mothers by providing an environment that is more enabling for active travel, and that reduces road danger, in the form of segregated cycle tracks, wider footways and improved crossing points, including to access public transport connections.</p> <p>Whilst all demographic groups express a preference for cycling with greater separation from motor traffic; women have been found to express this more strongly</p>

		<p>(Aldred et al, 2016). Further evidence suggests exposure to motor traffic is a significant determinant for the uptake of cycling rates for women (Grudgings et al, 2021).</p> <p>Children are particularly vulnerable to road danger (WHO, 2021).</p>
Race	Low	The proposals are expected to have low relevance to race as a protected characteristic, other than by helping to address transport poverty through the enabling of low cost modes (walking and cycling) where this is an intersectional factor.
Religion / belief	Low	The proposals are expected to have low relevance to religion or belief as a protected characteristic.
Sexual orientation	Low	The proposals are expected to have low relevance to sexual orientation as a protected characteristic.
Transgender	Low	The proposals are expected to have low relevance to transgender as a protected characteristic.

## 5. Relevant data, research and consultation

The following consultation and community engagement plan is devised for the Royal Docks Corridor scheme. This plan can also be found as Appendix A

### Consulting Ward Members, Key Stakeholders and the community

We think it very important that Members, the public and other stakeholders are closely involved in the development of the Royal Dicks corridor improvement scheme. Consultations will help us to identify key issues of concern, enabling us to address these in our scheme and deliver the desired outcomes both for the road users and the community in general.

To achieve this, the following two stages of engagement are undertaken;

### **Informal Consultation**

Initially, and before detailed design work commences, preliminary informal engagement began with design workshop sessions and walkabouts, with Ward Members initially and subsequently with wider community representatives and stakeholders (identified in consultation with the Ward Members and Community Neighbourhood Teams.) Engagement also took place with other key stakeholders on an individual basis (such as TfL London Buses, London Cycling Campaign, Newham Cyclists, Newham Mobility Group etc) to seek their initial input on each scheme.

The purpose of these initial sessions is to identify and agree the existing issues on the corridor which any scheme must address, and to identify some possible interventions that would achieve these objectives.

These sessions allows for local expertise and knowledge to be input very early in the design process and for the scheme objectives to be set before detailed scheme design begins in earnest.

These initial informal design sessions were intended to build confidence in the design process by ensuring a high level of local input to the designs to be prepared for the subsequent formal (statutory) consultation process. In addition, officers engaged with resident/business meetings and other sessions on the scheme as requested.

### **Formal Consultation**

The design team undertook following the initial informal engagement and subsequent design exercise to develop detailed proposals a wider public and member consultation in the summer of 2021. The formal consultation was opened to anyone who has a view that they wish us to consider. Therefore, in order to maximise the penetration of the formal consultation exercises for each scheme and to ensure a high response rate from the community, the following approaches were deployed:

- **Leaflet Drop**

At the start of formal consultation, a scheme information and response questionnaire in the form of a gatefold leaflet distributed totalling around 20,000 to all postal addresses in the areas

- **Council Website**

In advance of the start of each consultation, there was a dedicated page on the Council website to publicise the consultation. On-line consultation comments made possible by emailing a dedicated email address

- **Council Communications**

The Council is active on social media and uses its various accounts to publicise each of the scheme consultations at the appropriate times. In addition, the Council's "Newham Magazine" which is received by every Borough resident, was used to announce and publicise the consultations and to provide details on how representations can be made.

- **Face to Face Engagement**

Clearly there is a need to engage with the regular users of the corridor and DLR stations, who may not necessarily live locally but just passing through. As a result, leaflets and questionnaires were distributed personally to during the morning peak and collected again in the evening peak on their return over a number of days during the consultation.

- **Public Exhibitions / Posters**

Static exhibitions at local libraries and other locations to inform people of the scheme and how they can give their views was put in place during the consultations. In addition, posters publicising the consultations for each scheme was produced and distributed to local public buildings and businesses for display.

- **Events and Meetings**

During the consultation period, it was necessary to hold a public meeting or arrange a consultation event to further publicise the proposals. These were hosted in appropriate public buildings, such as community centres and libraries. An engagement event was also held at Thames Barrier Park further engaging with residents.

All of the consultation publicity included clear reference to the relevant corridor scheme page on the Council website, consultation materials (leaflet) and public events so that people understand clearly how and where they can view our proposals and how they can give their views.

### **Consultation Materials**

The consultation leaflet and Corridor scheme pages on the Council website covered a range of issues about the scheme, as set out below. Both the consultation leaflet and website detailed those issues on which we are seeking feedback. In each case, we outlined how feedback from our previous informal



engagement with the community has helped to shape our thinking and inform the design being consulted upon.

- The specific issues that have been identified as problems to be addressed in the proposed design for each station
- How those issues have been responded to in the design
- A full description of the scheme, using text, images, plans and artist's impressions and mock-ups as appropriate (with an emphasis on visual communication of the proposals for each station)
- A description of the benefits and impacts the scheme might bring about
- A brief description of how the scheme could be constructed and any associated temporary impacts

Also, further background material and reports were made available via the Corridor scheme pages on the Council website, with a full explanation in plain English of what the reports are, their role in the design process and how they should be interpreted.

### **Responses**

Our scheme leaflets for the Corridor scheme pages of the Council's website included a questionnaire seeking views on the proposed designs. Submissions received either from filled in questionnaires detached from the consultation leaflet and returned (FREEPOST) to the Council, or by emailing their response to the dedicated Corridor scheme e-mail address [RoyalDocksCorridor@newham.gov.uk](mailto:RoyalDocksCorridor@newham.gov.uk)

### **Consultation Report**

Once the consultation period has closed, the responses were collated and analysed. The issues raised in the responses received were carefully considered and taken account of when finalising the Corridor scheme designs. A Consultation Report was then published and publicised, listing all the issues raised by respondents in the consultation and our design response to them. This report can be found as Appendix B. This report is also made available to public at the Newham website page below;

<https://www.newham.gov.uk/transport-streets/royal-docks-corridor-silvertown-way-north-woolwich-road/4>

This report was submitted to the Scheme Project Board and Cabinet for approval to allow the scheme to progress to implementation.

## 6. Assessment of Impact and outcomes

You will need evidence to support the assessment of impact for your EqlA to be robust. You do **not** have to think of every possible way a policy or service might conceivably impact on a protected group. You **do** need to make an informed decision on likely impacts positive or negative for each protected group to which you have decided the policy is relevant in section 3. The amount of evidence and the breadth of consideration should directly relate to the likely severity of the impact. For example a policy to change the criteria for eligibility to adult social care services could potentially have a severe impact on disabled people and will require substantial evidence including consultation with disabled people and thorough consideration of mitigations including the feasibility of alternative policies.

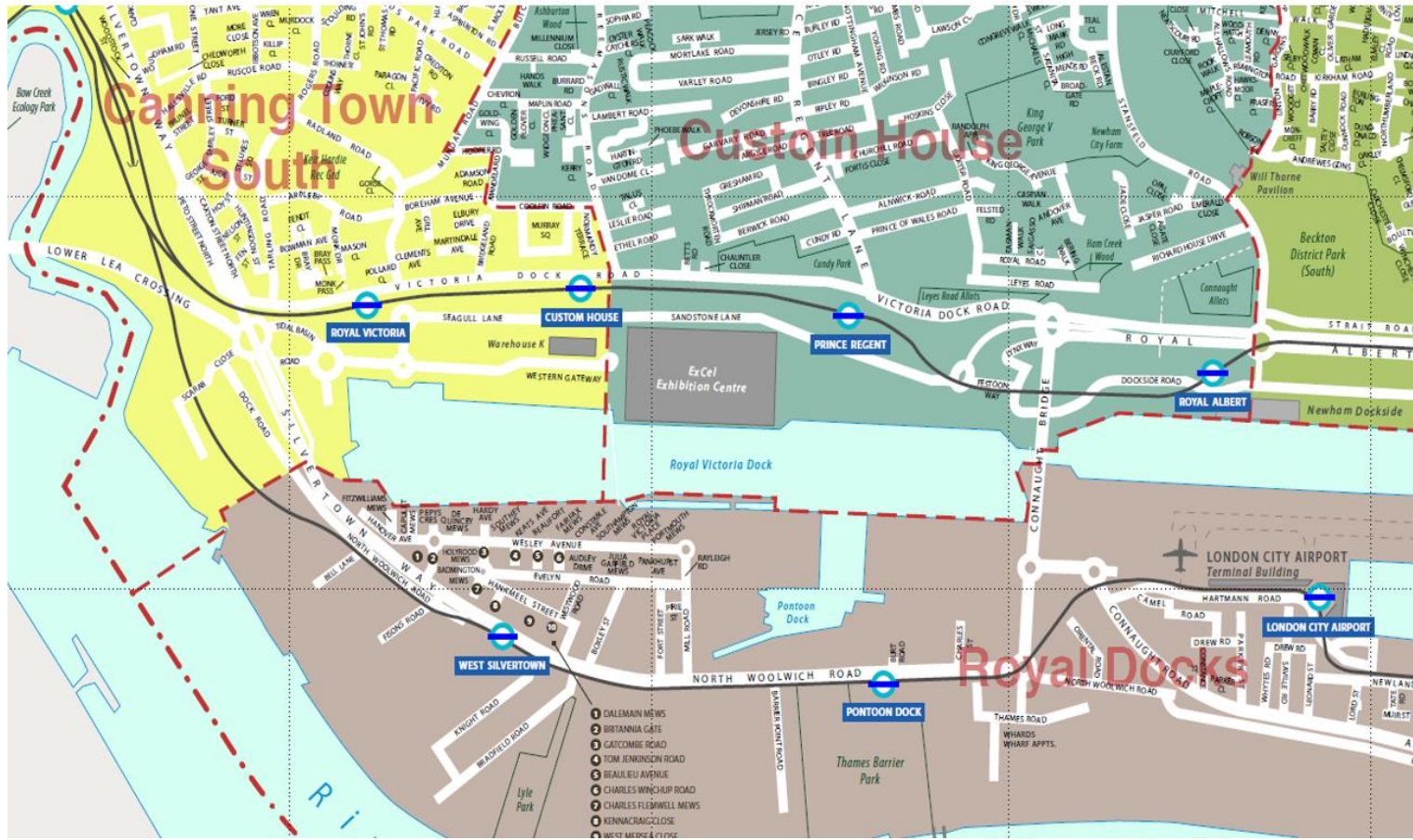
Protected characteristics	Issues taken from evidence	Judgement (positive / negative)	Recommendations
Age	Access to physical activity via active travel	Positive	
	Road danger risk	Positive	
	Access to services	Positive	
Disability	Road danger risk	Positive / Neutral	
	Access to physical activity via active travel	Positive	
	Access to services	Positive	
Sex	Road danger risk	Positive	
	Access to physical activity via active travel	Positive	
	Access to services	Positive	
Pregnancy and maternity	Road danger risk	Positive	
	Access to physical activity via active travel	Positive	
	Access to services	Positive	
Religion / belief	Road danger risk	Positive	

Sexual orientation	Road danger risk	Positive	
Transgender	Road danger risk	Positive	

Equality Impact Assessment Action Plan for Royal Docks Corridor Public Realm Project						
Issues identified and groups affected	Actions to be taken	Timescales of actions	Who is responsible for delivery	Intended outcomes	Performance measures	Reference to service or other plans
Vision impaired groups	Make sure all colour contrasting elements are considered for road use clarity	Preliminary design to detail design	Project manager	Remove all non-contrasting elements from design	Site walkthrough upon completion	Material selection and Design compliance
Partially sighted pedestrian groups	Provision of appropriately coloured tactile paving and cones (at the traffic lights)	Preliminary design to detail design	Project manager	Continuous and untrusted walking experience	Site walkthrough upon completion	Design compliance
Wheelchair users	Dropped kerbs are provided with a maximum of 10mm lip at crossings	Preliminary design to detail design	Project manager	Serviceable crossings	Site walkthrough upon completion	Design compliance

- **Formal agreement**
  - Divisional Director
  - Head of Strategy & Partnerships
- **Publication of results**
  - Date EqIA published on Council website (full or summary version)
- **Monitoring and review**
  - Set dates and mechanism for monitoring and reviewing
- **References**
  - Aldred, R., Elliott, B., Woodcock, J., and Goodman, A. (2017) Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age, *Transport Reviews*, 37:1, 29-55, DOI: 10.1080/01441647.2016.1200156
  - Aldred, R., Woodcock, J. and Goodman, A. (2020) Major investment in active travel in Outer London: impacts on travel behaviour, physical activity, and health [Online]. SocArXiv. [Accessed 4 November 2020]. Available: <https://www.sciencedirect.com/science/article/pii/S2214140520301626>.
  - Grudgings, N., Hughes, S., Hagen-Zanker, A. (2021) [The comparison and interaction of age and gender effects on cycling mode-share: An analysis of commuting in England and Wales. \*Journal of Transport & Health\* \(2020\) 101004 \[online\] Available: https://www.sciencedirect.com/science/article/pii/S2214140520302085](https://www.sciencedirect.com/science/article/pii/S2214140520302085)
  - Transport for London (2014) 'Improving the health of Londoners – Transport action plan' [online] Available: <http://content.tfl.gov.uk/improving-the-health-of-londoners-transport-action-plan.pdf>
  - World Health Organisation (2021) 'Factsheet - Road Traffic Injuries' [online] Available: <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

## Consultation Area



**Appendix A – Communications and Engagement Plan**

**Appendix B – Community Engagement Report 2021**