

Crossrail

Amendment of Provisions

Equality Impact Assessment

Assessment Report

February 2007



1 Introduction

1.1 Background to the project

1.1.1 Crossrail is a major new railway that will run under central London through new tunnels, linking Maidenhead and Heathrow in the west with Shenfield and Abbey Wood in the east. The Secretary of State for Transport is promoting the parliamentary Bill that will make provision for the project, and he is assisted in this by Transport for London (TfL), and Cross London Rail Links Limited (CLRL) – a joint venture company owned equally by the Department for Transport (DfT) and TfL.

1.1.2 CLRL aims to deliver transport and regeneration benefits. In doing so all parties involved intend to incorporate current thinking and good inclusivity practice into the planning, implementation and operation phases of the project.

1.1.3 The Crossrail Bill was submitted to Parliament in November 2004, and an Equality Impact Assessment (EqIA) was published in January 2006. Since the Bill's deposit, a number of revisions to the original Bill proposals have been put forward. These Amendments of Provisions to the Bill¹ are referred to as APs. As part of the commitment to assessment, consideration and reconsideration during the development of the project a process of ongoing assessment has taken place to consider the equality impacts of the APs. These APs are submitted to Parliament and are subject to a petitioning period in the same way as the Bill itself.

1.1.4 To date the Crossrail Bill has submitted three sets of APs, known as AP1 (submitted January 2006) AP2 (submitted May 2006) & AP3 (submitted November 2006). This AP EqIA will consider the impacts arising from AP2 and AP3. The impacts for AP1 were taken into consideration in the original EqIA.

1.2 Purpose of this report

1.2.1 It is the purpose of this EqIA (hereafter referred to as "AP EqIA") to provide an assessment of the equality impacts arising from the revised proposals to which the APs relate. Specifically the AP EqIA describes the permanent and temporary impacts either created or eliminated by the APs on a location basis and considers the priority group likely to be affected. (Table 1). It has also taken into account issues raised by petitioners and our response to them.

1.2.2 The traffic & transport impacts have also been assessed. Specifically the AP EqIA describes stations and locations where access facilities will be improved (Tables 2,3 & 4), locations where benefits will no

¹ This is the term used to describe an Amendment to the Bill to which Private Business Standing Orders of Parliament are applicable

longer be achieved (Table 5), and permanent and temporary additional or eliminated impacts by location (Table 1)

- 1.2.3 As a result of AP 3, Crossrail trains stopping at Maryland will mean that the University of East London will be within walking distance of a station. The AP EqlA takes this into account.
- 1.2.4 As part of the assessment for the APs a supplementary environmental statement has been produced (SES3). The AP EqlA has considered the impacts from this - they are shown in table 6

1.3 Priority groups selected for the assessment

- 1.3.1 The priority groups considered in this assessment are the same as those used in the original EqlA.
- 1.3.2 The priority groups selected conform to TfL equality guidance, with the addition of a socio-economic deprivation group which CLRL has added due to the benefits the project is expected to deliver in regeneration of deprived areas.
- 1.3.2 The priority groups covered in this assessment are described in the table below

Priority Group	Definition
Age	children and young people up to the age of 25 and people over 50
Disability	all disabled people, such as those with mobility or sensory impairments, learning difficulties or mental health problems
Socio-economic deprivation	those in the 20 per cent nationally most deprived areas
Faith	minority faith groups including Buddhist, Hindu, Jewish, Muslim and Sikh
Gender	females and transgender
Race	Asian, Asian British, Black, Black British, Chinese, Mixed, Gypsies, Travellers and other
Sexual orientation	lesbians, gay men and bisexuals



1.3.3 In this report, race includes the generic term of 'Travellers', which includes the UK travelling community. As a group, Travellers is spelt with a capital T to distinguish them from people making a journey. The generic term 'Gypsies' includes the Romany (Romani) community.

1.4 Methodology

1.4.1 This assessment uses the same methodology as that used in the original EqIA). It aims to ensure that implementation of the Crossrail project is equitable and inclusive for all communities that it serves whilst complying with current and planned equality legislation



Table 1 – EqIA Additional Provisions – Eliminated and Additional Impacts (AP2 & AP3)

(Note - Locations are listed west to east with the south east section at the end: there are no mitigation measures for eliminated risks)

Location	AP	Additional/ Eliminated	Description of Impact	Temp/ Perm	Main priority group(s)	Mitigation
Old Oak Common	AP3	Additional	Loss of nature conservation area adjacent to Grand Union Canal due to track remodelling	P	Young people	It is proposed that this impact is mitigated through the provision of a replacement nature conservation area.
Canal Way	AP3	Additional	Significant noise impact on users of St Francis Church during works to remodel tracks	T	Faith	Some community facilities are predicted to experience construction noise impacts and it is recognised that this may potentially affect the use of such facilities. When considering what construction methods to employ in this area, and the timing and duration of works (both before and during detailed design), any nominated undertaker will consult with the church and take such mitigation as is necessary to minimise any adverse impact.
Acton Yard	AP2 – Traffic &	Eliminated	Increase in construction traffic on Noel Road adjacent to the	T	Young people, including those	n/a



	Transport		North Acton Playing Fields during the 61 week construction peak		living in socio-economically deprived areas, and those of minority races.	
Acton Yard	AP3	Eliminated	Loss of open space at West Acton Primary School and sports pitches.	P	Young people	Further design work has been undertaken to reduce the landtake required for construction and permanent works. The impact resulting from loss of part of the open space used by West Acton Primary School and the loss of the sports ground at Lowfield Road has been removed.
Royal Oak Portal	AP2	Additional	Temporary closure of the Westbourne Park Passage footbridge will necessitate a 650m pedestrian diversion.	T	People with restricted mobility and older people	The nominated undertaker will be required to keep temporary closures of public rights of way to as short a time as reasonably practicable. Local residents and other users of the bridge will be informed in advance of the dates and durations of the closure and provided with details of diversion route(s). Diversion route(s) will be signposted.
Royal Oak Portal	AP3 – Traffic &	Additional	Pedestrian diversion of 650m for up to 3.5 months due to	T	People with restricted mobility	The nominated undertaker will be required to keep temporary



	Transport		the temporary closure of the Westbourne Park Passage footbridge.		who are able to use the stepped bridge, young and older people.	closures of public rights of way to as short a time as reasonably practicable. Local residents, local schools and other users of the bridge will be informed in advance of the dates and durations of the closure and provided with details of diversion route(s). Diversion route(s) will be signposted.
Fisher Street	AP3	Additional	The duration of the significant temporary noise impact at the Central St Martins College of Art has increased from 23 months to 27 months	T	Young people	Some community facilities are predicted to experience construction noise impacts and it is recognised that this may potentially affect the use of such facilities. When considering what construction methods to employ in this area, and the timing and duration of works (both before and during detailed design), any nominated undertaker will consult with the College and University and take such mitigation as is necessary to minimise any adverse impact.
Fisher Street	AP3	Eliminated	Noise impacts on University	T	Young people	The revised tunnelling strategy



			of Westminster			will eliminate the significant temporary residual noise impacts at the University of London.
Farringdon Crossover	AP2	Eliminated	Pedestrian diversion around the Aldersgate Street and Beech Street junction for a period of approximately three years during the construction of the Farringdon Crossover. The diversion will be less than 100 metres but pedestrians will have to cross busy roads up to four times.	T	People with restricted mobility and older people.	n/a
Farringdon Crossover	AP2	Additional	Loss of 30 parking spaces in public car parks in the Barbican basement (if compensation grout shafts are required).	T	All	In the detailed design of the new car park layouts, opportunities to reduce the number of spaces lost will be sought, and priority will be given to the provision of parking for people with restricted mobility.
Liverpool Street Station	AP3 – Traffic & Transport	Additional	Pedestrian diversion of 170 metres for up to 2 years for pedestrians approaching 100 Broad Street from the east due to the closure of the entrance on Liverpool Street	T	People with restricted mobility and older people	The nominated undertaker will be required to keep temporary closures of public rights of way to as short a time as reasonably practicable. Local residents and other users of the bridge will be informed in



						advance of the dates and durations of the closure and provided with details of diversion route(s). Diversion route(s) will be signposted.
Eleanor Street shaft	AP2	Eliminated	Loss of a Travellers' site at Eleanor Street.	T	Race	n/a
Ham & Wick Sewer Diversion	AP2	Additional	Suspension of a number of on-street permit holder parking bays in Payne Road.	T	All	In the detailed design of the new car park layouts, opportunities to reduce the number of spaces lost will be sought, and priority will be given to the provision of parking for people with restricted mobility.
Ham & Wick Sewer Diversion	AP2	Additional	Increase in construction traffic on Wick Lane, Wrexham Road and Baldock Streets during the peak construction period.	T	Young people, including those living in socio economically deprived areas, and those of minority races.	The final lorry routes to be used will be the subject of consent by the local authority under Schedule 7 to the Bill. Other controls over lorries are set out in the draft Crossrail Construction Code. There is a recognised differential effect of traffic on deprived and ethnic communities. It is recommended that a local study is carried out in this area to assess this effect and



						develop suitable mitigation.
Mile End Conveyor	AP3	Eliminated	Loss of open space at Mile End Park due to use as a spoil handling site.	T	Young people	As a result of the revised tunnelling strategy the temporary construction tunnel (Hanbury Street to Pedley Street), spoil conveyor and spoil handling site previously proposed in Mile End Park are no longer required. Therefore, the impact resulting from the loss of part of Mile End Park has been removed.
Mile End Conveyor	AP3	Eliminated	Construction noise impacts on the Royal London Hospital.	T	All	As a result of the revised tunnelling strategy the temporary construction tunnel (Hanbury Street to Pedley Street), spoil conveyor and spoil handling site previously proposed in Mile End Park are no longer required. Therefore, the construction noise impacts on the Royal London Hospital have been removed.
Leigh Road Bridge	AP3 – Traffic & Transport	Eliminated	Pedestrian diversion of 1,350 metres to Dover Road Bridge for approximately 6 months whilst the Leigh Road Bridge	T	People with restricted mobility and older people	n/a



			is being reconstructed			
Romford Depot (west)	AP3 – Traffic & Transport	Eliminated	Pedestrian diversion of 700 metres to the High Road for nearly five years due to the closure of the footpath between Saville Road and Whalebone Lane South during the construction of the Romford Depot dive-under.	T	People with restricted mobility and older people	n/a
Romford Depot (west)	AP3 – Traffic & Transport	Eliminated	Pedestrian diversion of 600 metres to Crow Lane due to the closure of the footpath between Nursery Walk and Sandgate Close required for the construction of the Romford Depot.	t	People with restricted mobility and older people	n/a
Romford Depot	AP3	Eliminated	Loss of three sports pitches at Westland's Playing Fields.	P	Young people	Further design work has been undertaken to reduce the size of the construction worksite and to reconfigure the layout of pitches so as to remove the impact arising from the permanent loss of pitches.
Gidea Park Station	AP3 – Traffic & Transport	Additional	Loss of up to 47 parking spaces at the station car park for approximately 5 months	T	People with restricted mobility and older people	No disabled spaces will be lost. Potential mitigation measures for the loss of parking will be discussed with the relevant stakeholders. The nominated undertaker will work with the



						local authority and stakeholders to bring about any agreed changes. Local residents and other station users will be informed of the revised arrangements in advance.
Shenfield	AP3	Eliminated	Construction noise impacts at Herington House School on Mount Avenue.	T	Young people	Since the publication of the proposals for Shenfield station in the main ES there have been changes to the size of Shenfield Sidings worksite and some changes to the construction methodology. A revised noise assessment has therefore been undertaken which shows that the noise impact on the school has been removed
Shenfield	AP3	Eliminated	Construction noise impacts at a doctors' surgery on Mount Avenue.	T	Older people	Since the publication of the proposals for Shenfield station in the main ES there have been changes to the size of Shenfield Sidings worksite and some changes to the construction methodology. A revised noise assessment has therefore been undertaken which shows the noise impact on the doctors' surgery has



						been removed.
South East						
Isle of Dogs	AP3 – Traffic & Transport	Eliminated	Pedestrian diversion of up to 1,000 metres due to the closure of Great Wharf Lift Bridge for approximately four years	T	People with restricted mobility and older people	n/a



EqIA Additional Provisions 2 (AP2) – Traffic & Transport

Table 2: Locations with permanent improved access facilities

Location	Facilities	Main Priority group(s)
Westbourne Park Passage Footbridge	Improved access for people with restricted mobility at the Westbourne Park Passage Footbridge by the provision of step-free access at both ends of the bridge.	Age, people with restricted mobility and gender

EqIA Additional Provisions 3 (AP3) – Traffic & Transport

Table 3: Stations with permanent improved access facilities

Station	Summary of accessible facilities
Paddington Station	Significantly improved pedestrian access to Paddington station from Eastbourne Terrace and Departures Road by the lowering of Eastbourne Terrace.
Goodmayes Station	Upgrading of the station to provide step free access to Crossrail platforms, which will also serve any residual train services.
Gidea Park Station	Upgrading of the station to provide step free access to Crossrail platforms, which will also serve any residual train services.

Table 4: Locations with permanent improved access facilities

Location	Facilities	Priority group beneficiary
Westbourne Park Passage Footbridge	Improved access for people with restricted mobility at the Westbourne Park Passage Footbridge by the provision of step-free access at both ends of the bridge.	Age, people with restricted mobility and gender
Paddington Station	Improved pedestrian environment and bus interchange on Eastbourne Terrace and Departures Road including increased footway widths and	Age, people with restricted mobility and gender



Location	Facilities	Priority group beneficiary
	better location of bus stops and stands.	
Bond Street	New accessible entrance to the Bond Street London Underground station and lifts connecting all platforms with ticket halls and street levels with new access to the Jubilee and Central lines.	Age, people with restricted mobility and gender

Table 5: Locations where benefits will no longer be achieved

Location	Facilities no longer to be provided	Priority group beneficiary	Reason for change
Leigh Road Bridge	Improved pedestrian facilities through the provision of a wider, safer footway on the replacement bridge (subject to funding agreement with Slough Borough Council).	Age, people with restricted mobility and gender	The revised scheme retains the existing heritage bridge so the opportunity for improvements is lost.

Table 6: Locations where impacts would be changed (SES3)

Location	Description of revised Impact (and type of change)	Temp/perm	Main priority group(s)	Mitigation
Tottenham Court Road	Pedestrian diversion resulting from the closure of Andrew Borde Street will increase from approximately four years to approximately 5.5 years. (increased duration)	T	People with restricted mobility and older people	The nominated undertaker will be required to keep temporary closures of public rights of way to as short a time as reasonably practicable. Local residents and other users will be informed in advance of the date of the closures and



				<p>provided with details of diversion route(s). Diversion route(s) will be signposted.</p> <p>The nominated undertaker will, where reasonably practicable, ensure that people with restricted mobility and those with other forms of disability as specified in the Disability Discrimination Act 1995 (DDA), continue to have access to services and buildings where such access and services are temporarily disrupted during the Crossrail construction works. Where the normal means of access has to be diverted or blocked off, alternative safe routes for wheelchair users and ambulant disabled persons will be identified, taking into account existing hazards and obstructions such as pavement kerbs and street lighting standards (poles). Where particular difficulties are identified, arrangements will be made on a case by case basis.</p>
--	--	--	--	---



<p>Whitechapel Station</p>	<p>Increase in the number of lorries on Brady Street between the exit point of Sainsbury's car park worksite and Durward Street and the eastern end of Durward Street. (reduction in scale of impact as the section of Brady Street between Whitechapel Road and the exit point of the Sainbury's car park worksite will no longer be affected)</p>	<p>T</p>	<p>Young people, including those living in socio-economically deprived areas, and those from ethnic minorities</p>	<p>The final lorry routes to be used will be the subject of consent by the local authority under Schedule 7 to the Bill. Other controls over lorries are set out in the draft Crossrail Construction Code. Concerns have been raised about the effect of this impact on minority groups in the vicinity and CLRL have considered whether or not these traffic increases will have a different effect on these groups. There is a recognised differential effect of traffic on deprived and ethnic communities, which is described in It is recommended that a local study is carried out in this area to assess this effect and develop suitable mitigation.</p>
<p>Harold Wood</p>	<p>Loss of up to 70 spaces in the station car park at Harold Wood for approximately 5 months. (Decrease in number of spaces taken but increased duration)</p>	<p>T</p>	<p>People with restricted mobility and older people</p>	<p>No disabled spaces will be lost. Potential mitigation measures for the loss of parking will be discussed with the relevant stakeholders which may include the provision for improved pick-up and set-down</p>



				facilities. The nominated undertaker will work with the local authority and stakeholders to bring about any agreed changes. Local residents and other station users will be informed of the revised arrangements in advance.
Harold Wood	Loss of some 35 parking spaces in the station car park due to the platform extensions and works to provide access for people with restricted mobility. (Increase in number of spaces lost)	P	People with restricted mobility and older people	No disabled spaces will be lost. In the detailed design of the station alterations and revised car park layout, opportunities to reduce the number of spaces lost will be sought. The final layout will require the consent of the local authority under Schedule 7 of the Bill.

1.5 Conclusions & Next Steps

- 1.5.1 As the project develops and progresses towards the detailed design stage it is anticipated that a further update of the EqIA will take place. As well as taking into consideration specific design issues it will also look at route wide impacts relating to discretionary purchases, compulsory purchases, loss of business or employment.