

Crossrail

Amendment of Provisions 4

Equality Impact Assessment

Assessment Report

August 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 she 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 The project aims to deliver transport and regeneration benefits. In doing so, all parties are intent on incorporating 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 February 2005, and the Equality Impact Assessment (EqIA) was published in January 2006¹. Since the Bill's deposit, a number of revisions to the original Bill proposals have been identified as being necessary. These Amendments of Provisions to the Bill² are referred to as APs. As part of the commitment for 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, four sets of APs to the Crossrail Bill have been submitted, known as AP1 (submitted January 2006), AP2 (submitted May 2006), AP3 (submitted November 2006), and AP4 (submitted May 2007). An AP EqIA was published in February 2007 to consider the impacts arising from AP2 and AP3³. The impacts for AP1 were taken into consideration in the original EqIA. This AP EqIA will consider the impacts arising from AP4, which relate specifically to changes associated with the provision for the construction of a station at Woolwich.

¹ [http://www.crossrail.co.uk/80256B090053AF4C/Files/crossrailequalityimpactassessment/\\$FILE/eqia+a4+report.pdf](http://www.crossrail.co.uk/80256B090053AF4C/Files/crossrailequalityimpactassessment/$FILE/eqia+a4+report.pdf)

² This is the term used to describe an Amendment to the Bill to which Private Business Standing Orders of Parliament are applicable

³ [http://www.crossrail.co.uk/80256B090053AF4C/Files/crossrailequalityimpactassessment/\\$FILE/ap+eqia+february+2007.pdf](http://www.crossrail.co.uk/80256B090053AF4C/Files/crossrailequalityimpactassessment/$FILE/ap+eqia+february+2007.pdf)



1.1.5 The provision of a station at Woolwich is dependent on the successful conclusion of agreements with third parties on the funding of firstly a station box, and then its fit-out. More detail can be found in section 2.4 of the AP4 Environmental Statement⁴.

1.2 Purpose of this report

1.2.1 It is the purpose of this EqIA (hereafter referred to as 'AP4 EqIA') to provide an assessment of the equality impacts arising from the revised proposals to which the AP relates. Specifically, the AP4 EqIA describes, by location, the permanent and temporary impacts either created or eliminated by AP4 and considers the priority groups likely to be affected.

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 EqIA (published January 2006) and 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

⁴ <http://billdocuments.crossrail.co.uk/80256FA10055060F/pages/provisions4environmentalstatement>



- 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 and due to the significance of job loss.
- 1.3.3 In this report, race includes the generic term of 'Travellers', which includes the British Isles travelling community. As a group, Travellers is spelt with a capital T to distinguish them from people making a journey. Gypsies includes the Romany (Romani) community.

1.4 Methodology

- 1.4.1 This assessment uses the same methodology as that used in the original EqlA and the AP EqlA. 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.

1.5 Conclusions and next steps

- 1.5.1 As the project develops and progresses towards the design stage, it is anticipated that a further update of the EqlA 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, and loss of business or employment.



AP4 EqIA

Table 1: Universities within walking distance of Crossrail stations

N/A

Table 2: Stations with improved access facilities

Station	Summary of accessible facilities
Woolwich Station	New Crossrail station with step-free access to platforms for people with reduced mobility.

Table 3: Other locations with improved access facilities

N/A

Table 4: Locations where benefits will no longer be achieved

N/A



Table 5: Locations where there will be additional impacts

Location	Description of impact	Temp/perm	Main priority group(s)	Mitigation
Woolwich Station	Pedestrian diversion of 600 m for up to 21 months due to the temporary closure of the southern section of Arsenal Way.	T	People with reduced 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, local schools and other users of Arsenal Way 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.
Woolwich Station	Displacement and possible loss of public parking including spaces for the disabled.	T	People with reduced mobility and older people.	It has been agreed between the developers of the Warren and the LB of Greenwich that replacement parking will be provided elsewhere on the site where possible during the phased construction. The nominated undertaker will work with the local authority and stakeholders to bring about any agreed changes and keep the public informed.

Table 6: Locations where impacts would be eliminated

Location	Description of eliminated impact	Temp/perm	Main priority group(s)
Plumstead Portal	A pedestrian diversion of 1,000 m to Pettman Crescent and Plumstead High Street for up to a year due to the closure of White Hart Road, particularly affecting users of an Asian community centre has been eliminated through a revised scheme. The works to White Hart Road bridge are restricted to utility diversions, and as a result White Hart Road can remain open to pedestrians.	T	People with reduced mobility and older people.

Table 7: Locations where impacts would be changed

N/A

Additional Likely Equality Benefits

The station at Woolwich will improve accessibility to employment opportunities outside the local area and attract new employment opportunities to the area. It will also enable residents from elsewhere to access employment in Woolwich. The net effect of a station at Woolwich in terms of its impact on residents of regeneration areas is positive with an estimated additional 900-1,000 jobs being taken up. This adds to the estimated 9,000 net additional jobs, which was identified as a significant beneficial impact of particular importance at the route-wide level in the original EqIA⁵.

⁵ For further information on changes in employment, refer to the main Environmental Statement (Volume 2, Chapter 7), the EqIA (Chapter 3), and the AP4 Environmental Statement (Sections 2.5.138 – 2.5.146)