

Cambridge City Council Equality Impact Assessment (EqIA)

This tool helps the Council ensure that we fulfil legal obligations of the [Public Sector Equality Duty](#) to have due regard to the need to –

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Guidance on how to complete this tool can be found on the Cambridge City Council intranet. For specific questions on the tool email Helen Crowther, Equality and Anti-Poverty Officer at equalities@cambridge.gov.uk or phone 01223 457046.

Once you have drafted the EqIA please send this to equalities@cambridge.gov.uk for checking. For advice on consulting on equality impacts, please contact Graham Saint, Strategy Officer, (graham.saint@cambridge.gov.uk or 01223 457044).

1. Title of strategy, policy, plan, project, contract or major change to your service
King's Parade, Cambridge – Security and Public Realm Improvements
This EqIA reviews the initial experimental scheme in order to help inform a decision on whether to move forward with a permanent scheme (or otherwise) from 2021.

2. Webpage link to full details of the strategy, policy, plan, project, contract or major change to your service (if available)
Webpage link and published media statements:
Link to report to Strategy & Resources Scrutiny Committee meeting 8 th February 2021 (when published)
https://www.cambridge.gov.uk/consultations/kings-parade-vehicle-restrictions-consultation
https://www.cambridge.gov.uk/news/2020/12/11/council-seeks-views-on-future-arrangements-for-kings-parade-security-barrier
https://www.cambridge.gov.uk/news/2020/01/15/temporary-vehicle-barrier-on-kings-parade-to-become-operational-on-thursday
https://www.cambridge.gov.uk/news/2019/12/23/temporary-motor-vehicle-barrier-to-be-installed-on-kings-parade-to-improve-safety

<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/819/Committee/11/Default.aspx>

3. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?

- To address concerns raised by the Police about the threat to busy city centre public safety, and property, from terrorism.
- To reduce motor vehicle access to King's Parade during busy periods enhancing both safety and the environment, for the benefit of visitors, residents and local businesses.

4. Responsible service

Streets & Open Spaces, Environment Services

5. Who will be affected by this strategy, policy, plan, project, contract or major change to your service?

(Please tick all that apply)

- ☒ Residents
- ☒ Visitors
- ☒ Staff

Please state any specific client group or groups (e.g. City Council tenants, tourists, people who work in the city but do not live here):

Those affected may include residents, the university and colleges, students, tenants, tourists and other visitors, commuters, people who work in the city but do not live here, City Council staff, churches and their attendees, shoppers, businesses and other premises in the central area specifically located on or close to King's Parade.

6. What type of strategy, policy, plan, project, contract or major change to your service is this?

- ☒ New
- ☐ Major change
- ☐ Minor change

7. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service? (Please tick)

☒ Yes
☐ No

If 'Yes' please provide details below:

Yes (Please provide details): Cambridgeshire County Council, Police Anti-Terrorism Unit, Greater Cambridgeshire Partnership, The Home Office and Centre for the Protection of National Infrastructure, Cambridgeshire Police and Crime Commissioner.
Furthermore, the support of Cambridge University and colleges including King's, Corpus Christi and Gonville and Caius was also important.

8. Has the report on your strategy, policy, plan, project, contract or major change to your service gone to Committee? If so, which one?

Not directly, but the scheme has been subject to consideration by Strategy & Resources Scrutiny (due to the out of budget cycle funding needed) and also, following receipt of a petition, by Council.

A decision or not on whether to introduce restrictions on a permanent basis is expected to be made by the Executive Councillor for Transport and Community safety following Strategy & Resources Scrutiny on 8 February 2021.

9. What research methods/ evidence have you used in order to identify equality impacts of your strategy, policy, plan, project, contract or major change to your service?

Key stakeholders for the project were identified from the Council's core corporate list and engagement with these groups and individuals was undertaken prior to implementation of this scheme.

The Council's Equality and Anti-Poverty Officer, and Head of Environmental Services, were consulted during the formulation of this EqlA.

Monitoring of the scheme's direct affects, including parking behaviour and usage of blue-badge and loading bays, has been ongoing since introduction in January 2020, albeit Covid impacted.

A detailed, well publicised, public consultation was undertaken between December 2021 and January 2021 to enable opportunity for groups and individuals to feed back their views. This was primarily digitally based (due to the inability to hold face to face meetings at this time) with an online survey, promoted via the Council's website and press and social media statements. Paper copies were available and provided on request, and respondents were able to submit separate representations and comments by letter or email if they wished. This consultation included several questions on access for blue-badge holders.

10. Potential impacts

For each category below, please explain if the strategy, policy, plan, project, contract or major change to your service could have a positive/ negative impact or no impact. Where an impact has been identified, please explain what it is. Consider impacts on service users, visitors and staff members separately.

(a) Age - Please also consider any safeguarding issues for children and adults at risk

The reduction in vehicular traffic access to King's Parade during the day should make it easier for people (including the very young, and older people) to move around the space safely on foot, and by bicycle. The scheme does however make it more difficult for people to be dropped off close to the city centre by motor vehicle, for instance for services at Great St. Mary's Church. In the December 2020/ January 2021 public consultation, more respondents disagreed that the scheme has improved safety than agreed.

(b) Disability

Approximately 10 blue badge parking bays are rendered inaccessible during closure periods, presently 9:30am to 7pm every day. However, an additional number of new bays (available 24/ 7) have been provided reasonably close by in Trumpington Street, to compliment other facilities available in the city centre both on-street and in nearby car parks (Guildhall Street, Peas Hill and Grand Arcade - including Shopmobility). Restricting vehicular traffic in King's Parade enables people to move around the space safely away from the dangers of motor vehicle traffic.

Usage of blue-badge parking bays has been monitored by visual surveys both before and after implementation of the initial experimental scheme, and there have been very few occasions observed when there is insufficient space available for those requiring it within close proximity of the city centre.

In the December 2020/ January 2021 public consultation:

- Of the blue-badge holder respondents, most visit to shop or access other local services both in King's Parade and close by elsewhere
- All suggested the scheme has created difficulty for them, and citing a general lack of suitable city-centre facilities
- Around two thirds of blue-badge respondents feel less safe accessing the city-centre than previously, but with a similar proportion feeling it is no more difficult.
- Most now say they feel dissuaded from visiting the city-centre.

Feedback from blue-badge holders is that they have found access to the city-centre increasingly challenging as a result of the successive transport interventions implemented in recent decades. Greater Cambridge Partnership are further committed to reviewing access

to the city-centre for all, including the particular needs of those with disabilities. Significant steps forward have been made in recent years in making public transport more accessible and reliable, and the forward focus is likely to continue to promote more sustainable and active transport options wherever practicable.

(c) Gender reassignment

No equality impacts have been identified specific to this protected characteristic.

(d) Marriage and civil partnership

No equality impacts have been identified specific to this protected characteristic.

(e) Pregnancy and maternity

Restricting vehicular traffic in King's Parade enables those expecting or looking after children an improved level of safety to move around in this busy space.

(f) Race – Note that the protected characteristic 'race' refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

Cambridge welcomes up to 8 million visitors per year, many from overseas given the University's international significance, and in recent years particularly from the Far East. King's Parade is a popular destination, fronting King's College and its chapel. Although numbers have reduced significantly through 2020 as a consequence of Covid-19, the street has still been busy with footfall at up to two thirds of previous levels. The scheme enables those less familiar with traffic conditions in the UK to use the space separated from motor traffic during the 9:30am to 7pm hours of the barrier's operation.

(g) Religion or belief

Motor vehicle access to premises along King's Parade (including Great St. Mary's Church) is further restricted by the scheme changes. However, attendees and visitors are able to move around more safely in this space away from the dangers of motor vehicle traffic. Arrangements have been made to accommodate special events, such as funerals and other important services, as necessary.

(h) Sex

No equality impacts have been identified specific to this protected characteristic.

(i) Sexual orientation

No equality impacts have been identified specific to this protected characteristic.

(j) Other factors that may lead to inequality – in particular, please consider the impact of any changes on low income groups or those experiencing the impacts of poverty

There is significant diversity in business premises trading along King's Parade, from souvenir shops and food and beverage outlets catering primarily for visitors, to specialist independents including art galleries. It is recognised that it may be more challenging for smaller retailers to re-arrange their deliveries without inconvenience. In the 2020/ 21 consultation, just over half of businesses responding report having been able to schedule deliveries around the scheme's operational hours (9:30am to 7pm). Some have suggested these be shortened, others lengthened. The improved, pedestrian dominated, environment has enabled local food and beverage providers to place outside seating on footways and in parking bays, boosting trade and recovery and the safe return of people to the city centre following the Covid-19 pandemic. Should a decision be made to progress with more permanent changes, these aspects will be reviewed to see if they might be improved.

11. Action plan – New equality impacts will be identified in different stages throughout the planning and implementation stages of changes to your strategy, policy, plan, project, contract or major change to your service. How will you monitor these going forward? Also, how will you ensure that any potential negative impacts of the changes will be mitigated? (Please include dates where possible for when you will update this EqlA accordingly.)

The loss of access to some delivery and blue-badge bays in the city centre at certain times is unfortunately unavoidable if the benefits desired are to be realised. Alternatives, including the provision of entirely new blue-badge bays in nearby Trumpington Street, are available and usage of these is being monitored to see if they are effective and/ or further changes needed.

A broad and well sign-posted public consultation was undertaken between December 2020 and January 2021.

Should the City Council determine to introduce changes on a permanent basis Cambridgeshire County Council will progress determining the Traffic Orders needed and statutory consultee groups (including those representing people with mobility and/ or vision impairments) will be further approached and invited to comment.

Representative groups identified through this EqlA in conjunction with the Council's Equalities & Anti-Poverty Officer can be included in the development of any longer-term, replacement, scheme solution.

12. Do you have any additional comments?

A decision on whether to make the experimental scheme permanent or not is due in 2021. Councillors are mindful of the need to act quickly but also of the potential longer-term consequences (both positive and negative), and are keen for a more suited replacement arrangement to be brought forward as early as practicable. Exploratory development work on this has already commenced, including an application for potential funding to help take the work forward. Design work is anticipated during 2021, with a view to the Council seeking funding to implement a more permanent, suited and longer-term solution from 2022.

13. Sign off

Name and job title of lead officer for this equality impact assessment: John Richards, Public Realm Engineering & Project Delivery Team Leader

Names and job titles of other assessment team members and people consulted: Joel Carre, Head of Environmental Services, Corporate Strategy team - Helen Crowther, Equality and Anti-Poverty Officer

Date of EqlA sign off: 22 January 2021

Date of next review of the equalities impact assessment: July 2021

Date to be published on Cambridge City Council website: 28 January 2021

All EqlAs need to be sent to Helen Crowther, Equality and Anti-Poverty Officer. Ctrl + click on the button below to send this (you will need to attach the form to the email):

Send form