

EQUALITY IMPACT ASSESSMENT - CCC560025096

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Place and Sustainability	Project Delivery	Project Management

Your name: Vanessa Kelly

Your job title: Project Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Project Delivery	Project Management

Your phone: 07385414609

Your email: Vanessa.Kelly@cambridgeshire.gov.uk

Proposal being assessed: The Broadway

Business plan proposal number:

Key service delivery objectives and outcomes: Active travel, including walking and cycling, is a priority and local transport objective in Cambridgeshire. All transport infrastructure requirements and schemes are recorded in the Cambridgeshire Transport Investment Plan. Schemes are prioritised and funding sought as opportunities arise. Cambridgeshire and Peterborough Combined Authority (CPCA) is the local transport authority for Cambridgeshire. Active and sustainable travel are amongst the objectives as detailed in the draft CPCA Local Transport and Connectivity Plan.

- Employment - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity
- Resilience - Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
- Accessibility - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
- Health & Wellbeing - Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
- Climate Change - Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change and the funding and delivery of an accessible, resilient, sustainable and safe local transport network.

The Design and Delivery team's key ambitions include a Net Zero target by 2045, reduced health inequalities by encouraging more people to use non-motorised forms of transport and lead healthy safe independent lives, a commitment to engage effectively with communities to help places prosper and provide sustainable, low cost travel options which allow children and young people to thrive.

What is the proposal: The Broadway in St Ives was originally one of the Active Travel Tranche 2 (AT2) schemes - it could not be delivered (due to insufficient AT2 funding) so additional funding was sought: £120,000 of CPCA Market Towns funding has been secured by HDC along with

£100,000 of CPCA DTSA funding by CCC. Local engagement with businesses on The Broadway, CCC, HDC and Town Council councillors, the Civic Society, St Ives Eco Action and HDC Conservation team has already taken place. The proposal was very well supported by local stakeholders. The proposal includes a chicane at the west end of The Broadway near the Norris Museum; then further east, the removal of a total of 14 car parking spaces but the addition of 4 disabled parking spaces; the widening of the footway on the north side to allow for bollards, planters and benches and a build out on the south side to create an informal crossing point near the Fountain. The proposal is to finish off the detailed design and then proceed with construction.

What information did you use to assess who would be affected by this proposal?:The current echelon car parking on the north side of The Broadway causes a safety issue for people who are cycling because drivers manoeuvring so in and out of spaces have poor visibility of those passing on the carriageway; bonnets also protrude onto the footway and reduce the usable space for pedestrians; and so replacing these bays with parallel parking bays is a simple way to improve the safety of vulnerable users on The Broadway. Furthermore the street has a wide expanse of carriageway with parking on both sides of the road which can form a barrier for people trying to cross, particularly those in a wheelchair or using a pushchair; this is often made worse by drivers parking illegally. The wider footway on the north side, together with the build outs, will make crossing easier and safer and has the added benefit of giving additional space which could be used for greenery, a bench, cycle parking or for cafés to put out tables and chairs. The more pleasant environment is likely to increase the time people want to stay in the town centre and could lead, therefore, to an increase in trade. There have been a number of recent studies such as The Value of Cycling (publishing.service.gov.uk) and similar reports on improvements to the walking and cycling environment which show that these sorts of interventions generally have a positive impact on local businesses and the well-being of the local community. In Spring 2022, each of the local businesses on The Broadway was consulted (in person) to ask for its views on the proposal: 19 out of 20 businesses supported the proposal.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal?: The proposal intends to reduce inequality by promoting public health by enabling safer sustainable journeys. The scheme has the potential to provide a green legacy in respect to increasing active travel. Local community in St Ives: those residents with a protected characteristic and/or a disability who live on or near The Broadway, or use it to access the town centre, who wish to walk or wheel will benefit from the increased width of the footway and safer cycling on carriageway. Those with a disability who need to use a motor vehicle should not experience any additional level of inconvenience as a result of the proposed changes; indeed the 4 new disabled parking spaces should enable easier parking; the wider footway and change to parallel parking only will improve access and visibility for those driving, cycling, walking and wheeling. It then follows that the scheme would have a positive impact on individuals with a protected characteristic.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: About in line with the population

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?:No

What is the significance of the impact on affected persons?:People with protected characteristics will be able to walk, cycle and wheel more safely on The Broadway under the proposed scheme. It may encourage St Ives residents and workers to choose to travel sustainably more often which will have a positive impact on their health and save them money at the same time. During the detailed design stage, we will take on board any feedback from those with protected characteristics and amend the design if it is appropriate to do so

Category of the work being planned:Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability

Research, data and /or statistical evidence:Legislation relating to the application of public sector equality duties. DfT "Inclusive Mobility" (Dec 2021), CCC "Equality, Diversity & Inclusion Strategy (2023-27)". People with protected characteristics have been considered, and the aforementioned guidance referred to, during the feasibility and preliminary design stages of the project.

Consultation evidence: Early engagement with St Ives Town Council, local District and County councillors and businesses on The Broadway was carried out during the preliminary design stage. LTN 1/20 3.3.5: "People in protected groups under the Equality Act 2010 are sometimes inadvertently excluded from engagement because the venues or media used are not accessible. Wheelchair accessible venues, information in easy-read format etc. should always be provided so that everyone can take part. Opportunities for online participation can be helpful to parents of young children and other members of the public who may find it difficult to attend formal meetings, including people with physical, sensory and cognitive impairments. Children and young people are covered by the Equality Act and should be encouraged to participate through appropriate engagement methods". The Town Council and local District & County councillors, the Civic Society and St Ives Eco Action were all briefed from the very start of the project in 2022. There were also a number of site meetings so issues could be fully discussed and understood. The needs of pedestrians and cyclists were considered along with the difficulties of crossing from one side of The Broadway to the other, especially for those with protected characteristics. Further engagement will be carried out during the detailed design stage and any feedback received will be actively discussed with the scheme designers.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Safer, improved infrastructure for walking, cycling and wheeling would encourage more people to travel sustainably. Fewer journeys by car may have a positive impact on congestion levels and associated air and noise pollution.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: It is not anticipated that providing safer infrastructure for walking, cycling and wheeling will lead to any negative impacts on the local community included those with protected characteristics.

How will the process of change be managed?: Prior to the construction period, Comms will be undertaken to ensure the public are aware of the long-term changes as well as any anticipated travel delays and restricted access during the short-term period of the works. Engagement with not only the Town Council and local members will be necessary but also with local businesses, schools and community groups.

How will the impacts during the change process be monitored and improvements made (where required)?: In the event of issues arising during the works, we will ensure that members of the public are able to contact CCC and the contractor quickly and easily. We will liaise with the local community including local members, local businesses and schools to ensure walking, cycling and wheeling trips around the works area remain safe and accessible during the construction period and the temporary loss of any parking spaces is well publicized. Effective traffic management will also be required if delays to journey times are to remain reliable for those using buses and motor vehicles. A Lessons Log will be kept so in future issues can be avoided during the delivery of schemes where practicable. Post-implementation we will encourage feedback on the success of the scheme and try to address any unforeseen issues should they arise.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
As mentioned previously, it is not anticipated that there will be any negative impact on people with protected characteristics or the public in general. The widening of the north side footway, the build-outs and new crossing points, the removal of echelon parking and the addition of new benches, planting and cycle parking means that provision for these users will be improved.	Age, Disability	Low	Post-implementation residents and workers who walk, cycle and wheel on The Broadway will be encouraged to feed back any issues.	V Kelly	05/01/2025

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
<p>The reduction of car parking spaces on The Broadway may mean those with protected characteristics who travel by car have reduced access to town centre parking but it can be argued that this is offset by the addition of 4 new disabled parking spaces.</p>	<p>Age, Disability</p>	<p>Low</p>	<p>Post-implementation those with protected characteristics who travel by car will have easier access to their vehicles (parallel parking rather than echelon parking) and the new street furniture (planters, benches etc) will act as a deterrent to illegal pavement parking. Those arriving by car, as well as those walking, cycling and wheeling, will be encouraged to feed back any issues.</p>	<p>V Kelly</p>	<p>05/01/2025</p>

Head of service: Joshua Rutherford

Head of service email: joshua.rutherford@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct