

EQUALITY IMPACT ASSESSMENT - CCC561672367

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

Directorate	Service	Team
Place and Sustainability	Asst Director - Project Delivery	Asst Director - Project Delivery

Your name: ross lewis

Your job title: Assistant Project Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Asst Director - Project Delivery	Asst Director - Project Delivery

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Proposal being assessed: Comberton to Toft

Business plan proposal number: Cambridgeshire County Council

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. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes. We also want to see increasing numbers of cargo bikes to replace some van journeys. Cycle routes must be accessible

to recumbents, trikes, handcycles, and other cycles used by disabled cyclists. Many current tracks and lanes are too narrow or constrained to meet these objectives. To allow faster cyclists to overtake, and make room for non-standard bikes, cycle tracks should ideally be 2 metres wide in each direction, or 3 to 4m (depending on cycle flows) for bidirectional tracks though there may have to be exceptions. Cambridgeshire's Active Travel Strategy provides a comprehensive set of policies that will enable quality provision of active travel infrastructure and initiatives in Cambridgeshire to contribute to the County Council's target to achieve net zero carbon by 2045. By enabling and encouraging more people to travel by active travel modes, the number of journeys made by car can be reduced. Whether directly through living more active lifestyles, or indirectly through improving the environment, all people in Cambridgeshire will benefit from making more journeys on foot, cycle or other 'wheeled' modes of active travel. Alongside other local policies, this Active Travel Strategy will build on achievements so far, such as the high levels of cycling in the city of Cambridge, and further improve and increase the proportion of journeys made by active modes across all of Cambridgeshire. Over time, this Strategy will enable and encourage more people to switch some of the journeys they once made by private car to active modes, making it a natural first choice. Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed and will sit under Cambridgeshire's Active Travel Strategy. The LCWIP process identified the top priority active travel routes in each district for new or improved infrastructure for walking and/or cycling, and are included in the Tier 1 list of schemes within the Active Travel Strategy Action Plan. Proposals that did not make the priority Tier 1 schemes have been included as Tier 2 schemes in the Action Plan.

What is the proposal: The road between Comberton to Toft has a narrow pathway along a fast road & as a result not safe for people to travel sustainably. This includes students at Comberton Village College, who as a result are more likely to travel by car with a parent. It is aimed to provide the infrastructure to enable people to travel sustainably between Comberton & Toft. There would be many benefits both environmental & Physical & Mental health for people to travel between the two villages by sustainable travel. It is proposed to widen the path between the two villages, it is very early stages of the design process & it is being explored to pipe the ditch or whether to purchase land to the other side of the hedges along the road. The design process is currently looking at the speed limit along the road with a widened pathway.

What information did you use to assess who would be affected by this proposal?: Site visits were undertaken to assess the current width of the road & how useable it was. Part of the objective of the project is to make it feasible for Comberton Village college students to travel sustainably & safely. Once the designs are complete they will be costed & if it is understood that the costings are feasible to deliver, the proposals will be provided to the local Councillors & Parish Council's for comment. The project is still in the very early stages as a result but it is believed that there is an understanding of who would use the widened pathway if installed & who the changes would affect. A consultation would be held to inform the residents of the proposals & to seek their views once provided to the Councillors & agreement reached.

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. The students at Comberton Village college would see a positive effect as they would be able

to travel sustainably & safer. Those who continue to use motorised travel methods should not see any difference unless it is decided to reduce the speed of the road. If it is decided to reduce the speed of the road then this might increase the journey time for those using motorised modes of travel but overall it would be safer for all using the road. Those using the road currently who live in Comberton or Toft or work in the areas would see a benefit to have options to travel sustainably.

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 under the proposed scheme. It may encourage 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)?: No

Age: Sustainable travel is aimed to be inclusive of all, regardless of age. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The road would not be changed apart from potentially a speed limit changed on a short stretch of the road. The path amendments should make it easier & safer for people of all ages to travel along the road. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Disability: Sustainable travel is aimed to be inclusive of all, regardless of disability. Making the path between the two villages wider & safer would make all who want to travel sustainably included. Widening the path may make it more feasible for those with a disability to travel sustainably as it would be safer. The path not being very wide currently may deter those with a disability from using the pathway between the two villages. Those with a disability using motorised travel will not see a detrimental effect. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Gender reassignment:

Sustainable travel is aimed to be inclusive of all, regardless of gender reassignment. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The works to make the path wider would not have an effect on gender reassignment. The proposals are intended to make the road & path safer & more usable for all users & protected

characteristics.

Marriage and civil partnership: Sustainable travel is aimed to be inclusive of all, regardless of disability. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The works to make the path wider would not have an effect on Marriage or civil partnership. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Pregnancy and maternity: Sustainable travel is aimed to be inclusive of all. Making the path between the two villages wider & safer would make all who want to travel sustainably included. Making the path wider would make using the path safer for pregnant women & new parents to walk safely along the path. The amendments could make it more appealing to use the path as they walk their new baby in the pram. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Race: Sustainable travel is aimed to be inclusive of all. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Religion or belief (including no belief): Sustainable travel is aimed to be inclusive of all. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Sex: Sustainable travel is aimed to be inclusive of all. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Sexual orientation: Sustainable travel is aimed to be inclusive of all. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

Socio-economic inequalities: Sustainable travel is aimed to be inclusive of all. Making the path between the two villages wider & safer would make all who want to travel sustainably included. The proposals are intended to make the road & path safer & more usable for all users & protected characteristics

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Confirmation: I confirm that this HoS is correct