

EQUALITY IMPACT ASSESSMENT - CCC563569299

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	Design and Delivery

Your name: Karen Lunn

Your job title: Assistant Project Manager

Your directorate, service and team:

Directorate	Service	Team
Place and Sustainability	Project Delivery	Design and Delivery

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Proposal being assessed: Cottenham to Rampton Dual Use Footway

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: Currently the footway linking Rampton with Cottenham are poor, with widths limited to 1.5-2m, and a lack of separation between the footway and carriageway. The proposal would see an increase in the width of the existing footway to make it suitable for

designation of use by cyclists as well as pedestrians. There would also be a segregation strip provided between the widened dual use facility and the carriageway.

What information did you use to assess who would be affected by this proposal?:The proposal had been assessed against how it fits with government guidance and what direct transport benefits it offers. Officers have engaged with Cottenham and Rampton Parish Council and the local county councillor. They have been provided with a feasibility options report and have been asked to identify which of the two options they support. More thorough engagement with the local community will be undertaken during the preliminary and detailed design stages. Guidance and research includes: LTN 1/20 and DfT "Inclusive Mobility" (Dec 2021)

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 aims to reduce inequality by promoting public health by enabling, safe and sustainable journeys. The scheme has the potential to provide a green legacy in respect to increasing active travel. Local community in Cottenham and Rampton: those residents with a protected characteristic and/or a disability who live in these villages who wish to walk, cycle or wheel will benefit from the increased width of the dual use footway. The scheme will provide an improved walking and cycling environment which could encourage more students and schoolchildren including those with protected characteristics to walk or cycle. Those who need to use a motor vehicle would not experience any additional level of inconvenience as a result of the proposed change. Therefore, taken in the round, the scheme would have a positive impact on individuals with a protected characteristic. Furthermore there may be some degree of modal shift as a result of the improved facility. Overview: the scheme intends to reduce inequality by promoting public health and enabling, safe and sustainable journeys.

Does the proposal relate to the equality objectives set by the Council's EDI 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 travel more easily along the improved infrastructure on foot, by bicycle or with a mobility or disability aid. The scheme may encourage them to choose to travel sustainably more often which will have a positive impact on their health and may save them money. During the preliminary design stage, we will take on board any feedback from those with protected characteristics and amend the design if it is appropriate and/or feasible 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. LTN 1/20 and 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 design stages of the project.

Consultation evidence: Early engagement with the local county councillor and Cottenham and Rampton Parish Council was carried out during the feasibility stage. Further consultation with the wider community will be undertaken during the preliminary design stage.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?:

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

How will the process of change be managed?: Prior to the commencement of construction on site communications 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 construction work. This will include the Parish Councils, local county councillor, residents, local schools, community groups, and bus companies.

How will the impacts during the change process be monitored and improvements made (where required)?: In the event of issues arising during the work, 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 schools to ensure walking and cycling trips around the works area remain safe and accessible during the construction period. 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. It is difficult to assess whether or not the change process is likely to lead to excessive stress/distress. It is hoped that any such issues would be identified before construction commences on site so that they can be assessed, discussed and any feasible mitigation measures included. Issues raised by those with protected characteristics whilst construction work is in progress will be assessed and dealt with on a case by case basis by the county council's project manager.

Equality Impact Assessment Action Plan:

