

EQUALITY IMPACT ASSESSMENT - CCC563472511

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

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Proposal being assessed: Eastgate, Cambourne

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: In Spring 2022, as part of the Active Travel Tranche 2 programme, CCC officers started to work with Cambourne Parish Council, local County and District Councillors and Jeavons Wood Primary School on a proposal for a two-way protected cycleway on Eastgate to

provide a safer walking and cycling route to the primary school. To create space for the protected cycleway, Eastgate was to be made one-way. It then became apparent that there were a number of issues associated with the one-way proposals so the scheme was scaled back and in August 2022 Cambourne PC agreed to support a proposal to install two Zebra crossings, one on Eastgate and one on Jeavons Lane near the High Street. These were seen as benefitting both the school and the wider community. By Summer 2023, it became clear from the estimated costs that there was insufficient funding to deliver both crossings and the Town Council decided that the Jeavons Lane crossing should be the priority. The proposal, therefore, is for a new crossing on Jeavons Lane near the junction with the High Street and for the existing footways next to the crossing to be converted to shared use paths.

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 liaised closely with Cambourne Parish Council, local Councillors and Jeavons Wood Primary School on the proposal - the feedback received has been actively discussed with the scheme designers. Engagement with the PC and local members will continue during the detailed design stage and prior to the works. Guidance and research includes: DfT "Inclusive Mobility" (Dec 2021), Sustrans - "The Merits of Segregated and Non-Segregated Traffic-Free Paths" (Aug 2011) and "Greater Cambridge Walking & Cycling Index 2021", CCC's "Active Travel Strategy" (Mar 2023) and "Active Travel Design Guide" (Jan 2023), TRL - "Accessible Public Realm: Updating Guidance and Further Research" (Jan 2020)

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 to the primary school and local amenities including Cambourne Church Centre. Local community in Cambourne: those residents with a protected characteristic and/or a disability, who live in the area around the High Street and Jeavons Lane and wish to walk, cycle or wheel, will benefit from the new Zebra crossing. Those who need to use a motor vehicle would not experience any additional level of inconvenience as a result of the proposed changes. Therefore, taken in the round, the scheme would have a positive impact on individuals with a protected characteristic. Furthermore there may be a small degree of modal shift as a result of the improved facilities. Wider community: the scheme will provide a safer walking, wheeling or cycling environment in this part of the network which will have a positive impact on students and schoolchildren including those with protected characteristics. Overview: the scheme intends to reduce inequality by promoting public health and enabling safer, 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?: The new crossing will enable people with protected characteristics to travel more safely on foot, wheelchair, mobility scooter and by bicycle. The scheme may encourage them 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 the PC, local County and District councillors and Jeavons Wood Primary School was carried out during the preliminary design stage. Further engagement will be undertaken during the detailed design stage and prior to the works. 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". Shared use paths and shared pedestrian and cyclist crossings can cause difficulties for visually impaired people: "people moving at different speeds can be perceived to be unsafe and inaccessible" LTN 1/20 6.5.4. But "Shared use may be appropriate in some situations, if well-designed and implemented" LTN 1/20 6.5.6.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Safer, improved infrastructure for walking, wheeling and cycling would encourage more people to travel sustainably, including young people travelling to school, families and the wider demographics taking up walking and cycling instead of using a private car. Fewer journeys by car may have a positive impact on congestion levels especially at school time, associated air and noise pollution and bus service reliability.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: It is not anticipated that providing safer improved infrastructure for walking, wheeling and cycling 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 nature of the works taking place as well as any anticipated travel delays/diversions and short-term restricted access for those walking, wheeling or cycling at the junction of Jeavons Lane and the High Street. Engagement with not only the Parish

Council and local members will be necessary but also with Jeavons Wood Primary School 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 the primary school to ensure walking, wheeling and cycling trips around the works area remain safe and accessible during the construction period. 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 new crossing should provide those walking, wheeling and cycling with safer access to the local community. 	Age, Disability	Low	Post-implementation residents who walk, wheel and cycle using the new crossing will be encouraged to feed back any issues.	V Kelly	24/03/2025
There may be a perception that by upgrading the footways (connecting the crossing) to shared use paths there may be increased conflict between users but this should be off-set by the safer crossing movements the new crossing will enable. 	Age, Disability	Low	Post-implementation those walking, wheeling and cycling will be encouraged to feed back any issues including reports of increased conflict with other users.	V Kelly	24/03/2025

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Confirmation: I confirm that this HoS is correct