

EQUALITY IMPACT ASSESSMENT - CCC559155844

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: Ditton Lane, Fen Ditton footway scheme

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 B1047 is a narrow, busy arterial route into Cambridge with consistently high traffic flows throughout much of the day; and the current and predicted growth of the Greater Cambridge region means traffic levels will increase year-on-year. Between 2018 and 2020 the

GCP built a new shared use facility on the east side of the B1047 Ditton Lane, between Fison Road and High Ditch Road as well as new/widened shared use paths on both sides of the B1047 Horningsea Road between High Ditch Road and Fen Ditton Primary School. The primary aim of this scheme was to make walking, cycling and wheeling to the school safer and to encourage parents and carers to choose to access the school by sustainable modes of transport. The scheme also benefitted the wider community in Fen Ditton especially those using wheelchairs or mobility scooters and those walking and cycling to work or for leisure. Whilst working on this scheme, it became obvious to the Project team that improvements to the very narrow footway on the west side of Ditton Lane were essential for those living along this section to access their homes safely. Pedestrians walking along this section have to take precautions not to walk too close to the road as the width of the carriageway (like the footway) is narrow and there is a very real danger of being hit by a passing vehicle. The proposal is to widen the footway on the west side of the B1047 Ditton Lane between the High Street and the informal car park entrance adjacent to 142 Ditton Lane. Properties along much of this section are raised up on a bank that rises steeply from the footway. The footway will need to be widened into the bank and this will require the installation of sections of retaining structures (where necessary). The bank prevents the footway from being widened to such an extent that a shared use path could be constructed; it will remain a footway with a few pinchpoints where the bank protrudes or where existing trees cannot be removed.

What information did you use to assess who would be affected by this proposal?: In Autumn 2022, a letterdrop was carried out to residents living on the west side of Ditton Lane (Fen Ditton Parish) and a drop-in consultation event was held at the Pavilion where residents could ask officers about the feasibility design for the widened footway. The District Councillor kindly did some door-knocking along the relevant section of houses and an officer met with one home-owner to discuss the implications for the bank and vegetation on his property. Now that the design has been further developed (based on a topo survey) further engagement is being undertaken - the Parish Council and local District & County councillors were briefed in October 2023 - this will be followed by another letterdrop and presentation at the December 2023 Parish Council meeting. Any feedback received will be actively discussed with the scheme designers. The proposal had been assessed against how it fits with government guidance and what direct transport benefits it offers. Guidance and research includes: DfT "Inclusive Mobility" (Dec 2021), CCC's "Equality, Diversity & Inclusion Strategy (2023-27)", "Active Travel Strategy" (Mar 2023) and "Active Travel Design Guide" (Jan 2023) and 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. The scheme has the potential to provide a green legacy in respect to increasing active travel. Local community in Fen Ditton: those residents with a protected characteristic and/or a disability who live on or near the B1047 Ditton Lane who wish to walk or wheel will benefit from the increased width of the footway. Those who need to use a motor vehicle would not experience any additional level of inconvenience as a result of the proposed changes; indeed the wider footway will improve access and visibility for those driving, cycling, walking and wheeling onto the affected properties on Ditton Lane. 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 and wheel, and access their properties, more safely on the west side of Ditton Lane. The scheme may encourage Fen Ditton residents 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 Fen Ditton Parish Council, local District and County councillors and residents living on the west side of Ditton Lane (Fen Ditton parish) was carried out during the preliminary design stage. Further consultation will be undertaken during the detailed 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 Parish Council and local District & County councillors were briefed in October 2023 - this will be followed by another letterdrop and presentation at the December 2023 Parish Council meeting. 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 and wheeling would encourage more people to travel sustainably, especially those living on the west side of Ditton Lane (Fen Ditton parish) who may choose to drive rather than walk along the narrow footway alongside their homes. Fewer journeys by car may have a positive impact on congestion levels, 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 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 Parish Council and local members will be necessary but also with local 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 schools to ensure walking and wheeling 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. 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 footway, up to 2m where possible, means that provision for these users will be considerably improved.	Age, Disability	Low	Post-implementation residents who walk and wheel along the widened footway 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
There may be a perception that by widening the footway (slightly) more people may choose to cycle on the west side, rather than using the shared use path on the east side of Ditton Lane. Drivers may also bump up to load/unload more frequently. 	Age, Disability	Low	The extent of the footway widening is fairly small; nevertheless it should allow users more space and a higher level of comfort. Post-implementation those walking and wheeling will be encouraged to feed back any issues including reports of increased conflict with other users (cyclists/drivers blocking the footway when unloading).	V Kelly	05/01/2025

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Confirmation: I confirm that this HoS is correct