

CCC569349804

Directorate: Place and Sustainability

Service: Transport & Infrastructure Policy & Funding

Team: Transport and Infrastructure Policy

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Proposal being assessed: Cambridgeshire's Active Travel Toolkit for New Developments

Business plan proposal number: CCC569349804

Key service delivery objectives and outcomes : Objectives: The goal is to ensure the prompt implementation of top-notch and inclusive infrastructure for active travel, aiming to boost the preference for more active transportation options among new residents upon relocating to their new homes. Studies indicate that individuals tend to re-evaluate their transportation choices when moving to new places. It is crucial at this point to have well-prepared, high-quality infrastructure in place to facilitate the embrace of active and sustainable travel methods post-relocation. Consequently, this can result in positive behavioural changes and the adoption of healthier travel alternatives, promoting individuals to lead healthier lifestyles. The Cambridgeshire Active Travel Toolkit for New Developments is a thorough guide crafted to evaluate and enhance walking and cycling amenities for emerging developments in Cambridgeshire. Aligned with England's overarching goal of becoming a leading nation in walking and cycling, this toolkit adheres to Cambridgeshire's Active Travel Strategy. It underscores the significance of active travel, encompassing walking and cycling, and discourages dependence on private cars, aligning with the broader vision for sustainable transportation. Outcomes: The toolkit aims to provide developers, planners, policy makers, and transport engineers with comprehensive guidance throughout the planning process, ensuring the prioritisation of active travel in new developments. It is in accordance with both national and local transport policies, Local Plans, Supplementary Planning Documents, and technical guidance. Specifically, the toolkit is bolstered by support from Cambridgeshire's Active Travel Strategy's Policy AT04, which underscores the importance of prioritising active travel in new developments.

What is the proposal: Proposal: The toolkit is focused on initiatives that encourage and support the integration of active modes of travel from the outset of a new development. It recommends applying the toolkit to developments of various sizes, with particular attention to larger scale developments. Recognising the importance of tailoring design measures proportionately to the scale of the development, the toolkit aims to initiate positive behavioural change, inspiring residents to

adopt healthier and more active forms of travel. The extent to which the Toolkit is utilised will depend on the scale, type of development, and location. It outlines the minimum expectations to be taken into account and how these can be integrated into the design and planning process. However, the specific application will vary on a case-by-case basis depending on individual circumstances.

What information did you use to assess who would be affected by this proposal?: The Cambridgeshire Active Travel Toolkit for New Developments underwent a consultation process involving 23 prominent developers in Cambridgeshire, including entities such as Homes England, L&Q Estates, Vistry Group, Urban and Civic, Hill, and others. Additionally, consultation for the toolkit included 35 key stakeholders in Cambridgeshire, such as walking and cycling campaign groups, bridleways, the British Horse Society, the police, and various others. These consultations with both developers and stakeholders took place during the summer period from 25 July to 21 August 2023, spanning four weeks. The duration of the consultation was deliberately set at four weeks to align with the plan to present this paper to the committee in October 2023. Despite the summer holidays, only one developer requested an extension to the deadline, but ultimately, they did not submit their comments.

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

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

Which particular employee groups/service user groups will be affected by this proposal?: The proposal will impact residents residing in proximity to the new proposed developments.

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: Mixture of over/under represented and in line with population, depending on the group

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 toolkit strives to prompt developers to prioritise the provision of dedicated active travel routes that are easily accessible to individuals using pushchairs, wheelchairs, mobility scooters, or adapted bikes. Enhancements or new pedestrian and cycle lanes would connect to important destinations such as schools, workplaces, stations, health services, and local shops. While the conversion of grass paths to hardstanding surfaces may not be favoured by all local residents, some may see it as a beneficial improvement.

Category of the work being planned: Guidance document

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, Pregnancy and maternity, Sexual orientation, Sex, Socio-economic inequalities

Research, data and /or statistical evidence: Some of the evidence includes Overcoming Barriers and Identifying Opportunities for Everyday Walking for Disabled People (Living Streets, 2016); Disabled people's travel behaviour and attitudes to travel (DfT, 2017); Road Traffic and Injury Risk in Ethnic Minority Populations (Living Streets, 2021) LTN1/20 Cycle Infrastructure Design (DfT, 2020) Gear Change (DfT, 2020)

Consultation evidence: The Cambridgeshire Active Travel Toolkit for New Developments underwent consultation with 23 prominent developers across Cambridgeshire, including entities such as Homes England, L&Q Estates, Vistry Group, Urban and Civic, Hill, among others. Additionally, consultation for the toolkit involved 35 key stakeholders in Cambridgeshire, comprising walking and cycling campaign groups, bridleways, the British Horse Society, the police, and various others. These engagements with both developers and stakeholders occurred during the summer period from 25 July to 21 August 2023. The consultation duration was set at four weeks, aligning with the intention to present this paper to the committee in October 2023. Despite the summer holidays, only one developer requested an extension to the deadline, but ultimately, they did not submit their comments. Following stakeholder engagement, we received eight comments, and their primary concerns have been summarised as follows: - Equestrian representation has been excluded, and it is suggested that this group be acknowledged in the document. - The predominant focus of the toolkit appears to be on travel to work, school, shops, and community facilities, rather than encompassing recreation and health. - Equestrian stakeholders highlight consultations on future schemes to be consulted from earlier stages of the project. - Concerns are raised about access to public transport. - There is an expressed need for attention to be directed toward the future maintenance of all routes, including footpaths, cycleways, and bridleways.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Implementing the toolkit among developers, focusing on aspects like connectivity, high-quality walking/cycling networks, cycling parking, active travel routes, healthy living and leisure, and public transport, would significantly increase active travel journeys to key destinations.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: Particularly, long-term local residents in the area may express dissatisfaction with the suggested alterations. Not everyone is inclined to shift from using a car to active travel modes, and certain groups may be displeased about the prospect of sacrificing grass verges for new pedestrian and cycle paths.

How will the process of change be managed?: Consistent consultation and involvement of local communities and affected groups will occur from the project's initial stages, ensuring their continuous inclusion throughout the entire process, from design to the construction of the scheme.

How will the impacts during the change process be monitored and improvements made (where required)?: Thoughtful engagement with communities must be carefully planned and executed at each stage. It is essential to involve people from the early phases of projects and communicate with them in a manner that aligns with their needs.

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
<p>The developer overlooked the 13 key principles, causing significant consequences for individuals with visual impairments, those pushing pushchairs, using wheelchairs or mobility scooters, and individuals with general mobility issues. This oversight particularly affects those who depend on features like flushed dropped kerbs, tactile paving, and a connected network..</p>	<p>Age, Disability, Pregnancy and maternity, Sex</p>	<p>High</p>	<p>Upon the submission of a planning application by the developer, the Transport Assessment team evaluates 13 key principles of the Toolkit, taking into account the scale of the development. Subsequently, an agreement is reached, mandating the developer to adhere to and implement high-quality and standard active travel infrastructure</p>	<p>Developer</p>	<p>31/03/2025</p>

Head of service: Jeremy Smith

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Confirmation: I confirm that this HoS is correct

Status: Approved