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Directorate: Place and Sustainability

Service: Project Delivery

Team: PD - General

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Proposal being assessed: Duxford road Footway Cycleway

Business plan proposal number: Cambs County Council

Key service delivery objectives and outcomes : Cambridgeshire County Council is working in collaboration with Cambridgeshire and Peterborough Combined Authority (CPCA) to deliver a Three Active Travel 4 Plus projects where funding has been secured from Active Travel England. One of these projects is the Duxford Road cycleway Schemes with the aim being to construct a new Footway / Cycleway linking the village of Whittlesford following detailed design. This will enable Pedestrians and cyclists (including many school children and students) to safely travel along Duxford road where there is currently only a narrow path running adjacent to the main road. 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 Active Travel funded proposals are to construct a new shared use facility to the East side of Duxford road linking the two parts of the village. This will be a 3m wide facility with improved signage , street furniture and crossing points. There will also be improved drainage of the area and proposed tree planting along its route. The Key element is the improved and widened shared use facility that will provide safer travel alongside Duxford road

What information did you use to assess who would be affected by this proposal?: The proposal intends to reduce inequality and promote public health by enabling safer sustainable journeys. The scheme has the potential to provide a green legacy in respect to increasing active travel. The Scheme was identified in 2023 from a list of proposals which Cambridgeshire County Council scored on a variety of criteria including Connectivity, Climate, Environment, Health, Safety and Economic benefit. It was awarded funding for Construction in 2024 . Preliminary and detailed design have been carried out prior to the Construction funding award. Following Preliminary design there was some consultation with the Parish council and local CCC members who raised some concerns that we have tried to remove with the design. The main concern being that it is a shared use facility. This will be 3m wide and enable safe use for people in opposite directions. The shared use was one of the requirements for the funding from Active Travel England and its agreement. More thorough engagement with the Parish Council and public is been undertaken during the Detailed design phase. Local community in Whittlesford: those residents with a protected characteristic and/or a disability who live in Whittlesford or attend the School who wish to walk or wheel will benefit from the increased width of the shared use facility as well as safer access to Public Transport links (Train station) . Those who need to use a motor vehicle would not experience any additional level of inconvenience as a result of the proposed changes. It then follows that the scheme would have a positive impact on individuals with a protected characteristic. 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 will primarily affect people who use the existing footway between Whittlesford village and the area including the Train station to the south (and further links to Duxford and other villages) The village is separated with a north section which includes Residential properties, Churches, Primary school, Village hall, Hospitality and Sports premises. The Southern section is Residential with a Public House, Hotel and Railway station These two parts of the village a linked by Duxford road an currently there is a narrow footway which dos not encourage active travel. Improvements to footway and construction of a wider shared use facility may have a particular improve impact on people with restricted mobility (either by virtue of age or a specific condition or disability), people who are more reliant on public transport (for example younger people, women and people with disabilities), and people who may be particularly vulnerable to changes made to the public realm (for example partially sighted or blind people, people with mobility impairments) The proposals will ensure safer routes for active travel lining the two parts of the village and easier access to Public transport links, thereby encouraging people to live healthy and independent lives.

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?: Don't know

What is the significance of the impact on affected persons?: The proposed shared use facility will provide a safer route for Pedestrians , Cyclists and Disabled by improving the width and quality of the existing footpath. This will improve the links to Public transport (Train station and Bus stops along route)

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: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Disability: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Gender reassignment:

The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Marriage and civil partnership: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Pregnancy and maternity: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Race: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Religion or belief (including no belief): The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Sex: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Sexual orientation: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Socio-economic inequalities: The proposed shared use facility follows the line of existing and will be an improvement on the narrow and poorly surfaced footpath. There will be improved crossing points and street furniture. Additional resting facilities will be incorporated into the design (Benches) and trees planted along the route.

Head of service: Michael Williams

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Confirmation: I confirm that this HoS is correct

Status: Approved