

Active Travel Design Guide Update

To: Highways and Transport

Meeting Date: 6th December 2022

From: Executive Director, Place & Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref:

Outcome: The Committee is asked to consider the update on the Active Travel Design Guide

Recommendation: The Committee is asked to:

- a) recognise progress and challenges to date, as detailed in the update
- b) approve the formation of a cross party Member Working Group to review the draft Design Guide and feedback to the Highways and Transport committee
- c) agree the proposed planned activities for stakeholder engagement

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1. Background

1.1 Where did the design guide come from and what will it do?

At the Highways and Transport committee meeting on 7th December 2021 it was agreed that a Design Guide should be developed to inform, and to an extent, standardise the processes, material choices and design layout of Active Travel routes where they involve an overlap with existing public rights of way (PROW), such as bridleways in rural areas.

The Cambridgeshire Active Travel Design Guide is being developed with the intention to provide information and resources for the planning, design, construction and maintenance of public rights of way routes for Active Travel in the County of Cambridgeshire.

The Design Guide will align with the emerging Active Travel Strategy for Cambridgeshire (a child document of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan) and recognises the overlap and balance required to address potential pressures and conflict between providing for Active Travel whilst maintaining existing networks of public rights of way for 'non-motorised users' (NMUs). Part of the purpose of the document is to reduce this potential conflict by defining what is and is not acceptable when designing for Active Travel in rural and semi-rural locations.

It is anticipated that the Design Guide will also be adopted by partner organisations such as the Greater Cambridge Partnership (GCP) when developing rural and semi-rural Active Travel routes such as the Greenways. Consultants working on behalf of the GCP are actively engaged in the development of the design guide to ensure consistency of design approach across the partnership and to prevent duplication of efforts.

New Active Travel routes may require a process of changing or upgrading the legal status of existing routes. Useful links and information will be provided to help designers to navigate through the vital processes of route creation and re-designation of routes if required.

2. Main Issues

2.1 Progress to date

This is the first edition of the design guide, it is intended that it will be a live and evolving document which will take advantage of new techniques, materials, and applications as they become available and appropriate. It is recognised that early iterations of this guide will be limited in scope and may not address all situations and circumstances.

Considerable input has been sought and is still ongoing with various teams within CCC (Cambridgeshire County Council) including the Transport Strategy team, the PROW team, the Street Lighting, the Biodiversity & Greenspaces Team, the Definitive Map team, Development Management, Asset Information and Transport Managers including Highways Maintenance.

Some of the more technical detail has been informed by consultants who are also working with the GCP across their Greenways programme and other Active Travel corridors. This

input will help to provide consistency of the design approach across Active Travel projects that are being delivered by all partners.

Consolidating the responses from such a wide variety of teams has meant that producing a draft Design Guide has been a challenging process to undertake. This has increased the length of time required to ensure that all relevant teams have had an opportunity to provide their input and to ensure alignment of ideas, that is communicated in a way that can be easily understood.

2.2 Proposals for Stakeholder Engagement

The original proposal was to seek adoption of the Design Guide at the December Highways and Transport committee meeting, however during the process of compiling the feedback from the first draft of the Design Guide it has been recognised that this would not allow sufficient time for stakeholder engagement amongst Chairs/Vice Chairs, Councillors and the Cambridgeshire Local Access Forum and statutory consultees.

The aim now is to start a stakeholder engagement process early in December, which will allow 6 weeks for responses. The final report will be compiled and presented to the March 2023 Highways and Transport committee meeting, alongside the Active Travel Strategy document and the Active Travel Toolkit document which are also being prepared for review by the same committee.

Table 1 - Activity to date

Date	Activity
Jun 22 – Sept 22	Drafting Design Guide incorporating details and lessons learnt from existing schemes and securing additional input from consultants who are also working on GCP programmes
Sept 22 – Nov 22	Inputting feedback from the following internal stakeholders: Transport Strategy team, Public Rights of Way team, Street Lighting team, Biodiversity & Greenspaces team, Definitive Map team, Development Management team, Asset Information team, Transport Managers including Highways Maintenance team Project Delivery team

Table 2 - Future planned activities

Date	Activity
December 22	Update Highways and Transport committee on progress to date
December 22 – January 23	<p>Set up a cross party Member Working Group (MWG) to review the draft and input into the guide; proposed dates for MWG: 14th December 2022 (3-5pm), 11th January (3-5pm), 25th January (3-5pm)</p> <p>Stakeholder engagement on draft Active Travel Design Guide document through Cambridgeshire Local Access Forum stakeholders</p> <p>Complete the Equality Impact Assessment (EqIA) of the Design Guide.</p>
March 23	Following stakeholder engagement and subject to agreement from the MWG, bring a report back to Committee providing a summary of the stakeholder engagement and the Design Guide for approval

3. Alignment with corporate priorities

3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- The Active Travel Design Guide sets out guidelines for infrastructure improvements that should lead to an increase in active travel and therefore decrease in motor vehicle use which has positive implications for the environment and more sustainable transport.

3.2 Health and Care

The following bullet points set out details of implications identified by officers:

- Implementation of the schemes following the Active Travel Design Guide recommendation should lead to an increase in active travel and therefore regular physical activity.

3.3 Places and Communities

The following bullet points set out details of implications identified by officers:

- The implementation of Active Travel infrastructure will provide additional connectivity between communities, particularly in more rural areas and features such as additional crossings, wider paths and removal of barriers will have a positive effect on those areas where schemes are undertaken.

3.4 Children and Young People

The following bullet points set out details of implications identified by officers:

- The implementation of Active Travel infrastructure following the Design Guide will provide safe routes to schools. Connecting communities to schools will provide more opportunity for more active and independent travel for school children, particularly for those who may not currently be able to access after school activities as they are dependent on the school bus.
- Children and young people often do not have access to a car or cannot afford public transport and so more safe Active Travel routes provide increased opportunities for independent travel.

3.5 Transport

The report above sets out the implications for this priority

4. Significant Implications

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- An Equality Impact Assessment (EqIA) of the Design Guide is being undertaken.
- The Design Guide will also champion the use of EqIA processes throughout the project lifecycle as Active Travel routes are developed and implemented.

4.5 Engagement and Communications Implications

The report above sets out the implications for this priority

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- The Design Guide will include recommendations for increased levels of local engagement throughout project lifecycles.

4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- The Design Guide may help in obtaining funding for active travel infrastructure which will help the County's residents to be more active, and therefore healthy, by incorporating walking and cycling into their everyday lives as well as providing improved access to key services.
- The guidance aims to increase active travel whilst decreasing car use, especially for shorter journeys which should lead to a reduction in air pollution.

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral

4.8.2 Implication 2: Low carbon transport.

Positive:

Implementation of the improvements following the Design Guide should lead to more Active Travel, and fewer car journeys.

- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive
Improved walking and cycling infrastructure will lead to better access to green spaces but will replace some green areas with sealed surface paths. The Design Guide will incorporate latest advice from the Biodiversity and Greenspaces team which include at least a 20% increase in biodiversity across all Active Travel infrastructure projects.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral
- 4.8.5 Implication 5: Water use, availability and management:
Neutral
- 4.8.6 Implication 6: Air Pollution.
Positive:
Implementation Active Travel routes following the Design Guide will lead to more Active Travel and fewer car journeys and so reduced air pollution.
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Neutral

Have the resource implications been cleared by Finance?

Y

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement?

Y

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?

Y

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqIA Super User?

Y

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Y

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact?

Y

Name of Officer: Michael Williams

Have any Public Health implications been cleared by Public Health?

Y

Name of Officer: Iain Green

5. Source documents

5.1 Source documents

N/A

5.2 Location

N/A