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**Directorate:** Highways & Transport - Project Delivery

**Service:** Project Delivery

**Team:** PD - General

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**Proposal being assessed:** Active Travel Tranche 2 modal filters

**Business plan proposal number:** Cambridgeshire County Council

**Key service delivery objectives and outcomes :** Encouraging and increasing Active travel as well as making it safer is a priority and local transport objective in Cambridgeshire and are also amongst the objectives in the Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport Plan. The government established the Emergency Active Travel Fund to support active travel as part of the recovery from the Covid 19 lockdown. Tranche 1 of EATF were delivered between June and August 2020. The programme of measures under Tranche 2 of the fund builds on our Tranche 1 programme and aims to provide more space and more segregation from traffic for journeys made by active travel and will support the local economies and health of the region by giving people more confidence to walk or cycle.

**What is the proposal:** On the 9th of May 2020, the Government announced that an Emergency Active Travel Fund (EATF) was being made available (in separate tranches) for authorities in England which would be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions, and cycle and bus-only corridors. Cambridgeshire County Council received nearly £470,000 for Tranche 1 and just over £1.6m from Tranche 2 of the funding (with £1009,000 from the government and £595,000 from the CPCA) Just as with Tranche 1 funding, the CPCA requested that Cambridgeshire County Council and Peterborough City Council develop proposals for Tranche 2 to include experimental measures and making some of the Tranche 1 schemes permanent. The long list of schemes, developed in consultation with the District Councils and Greater Cambridge Partnership, was considered and through the design process was reduced to 15 schemes which were taken forward for delivery with approval from the Members Working Group which met in April 2022. Of these schemes three include a restriction to through routes on Vinery Rd, Church St and Cambridge Rd, Madingley. The first two roads involve a road closure to reduce rat-funning on residential streets which are used by a lot of people on foot and cycle and which are not suitable for high levels of through traffic, particularly Vinery Rd which is a busy route to a primary school. The Cambridge Rd

scheme includes making a section of the road to the south one-way so it cannot be used as a through route eastbound towards Cambridge in order to make it for safe use by people on foot and cycle.

**What information did you use to assess who would be affected by this proposal?:** A consultation was undertaken July - September 2021 on all of the Active Travel Schemes which would potentially affect the journeys people could make. The consultation did not show significant difference in the support or opposition to the schemes and generally 50-60% of those with a disability opposed the schemes. We considered alternative routes and length of a diversion someone who was in a car would need to take.

**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?:** Those who use the streets (Church St, Vinery Rd and Cambridge Rd, Madingley) as a through route and for access to properties will be affected.

**Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?:**  
No

**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?:** Some of those affected who need to use a motor vehicle to travel may be adversely affected by the modal filters as they may have to travel further and it may take longer as there may be more traffic on the alternative route. The location of the road closures however, does not require a significant diversion. Some of those affected will benefit from the schemes as the roads affected will be quieter and have less traffic making it easier to cross the road and more pleasant to walk, wheel or cycle. Those who live on the roads that may be used instead may be affected negatively from increased traffic.

**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, Pregnancy and maternity, Socio-economic inequalities

**Research, data and /or statistical evidence:** There are a variety of research papers looking at the effects of modal filters or Low Traffic Neighbourhoods such as Low Traffic Neighbourhoods Residents Survey ([publishing.service.gov.uk](https://publishing.service.gov.uk)) Which showed less support by those with mobility issues.

**Consultation evidence:** A consultation was undertaken July - September 2021 on all of the Active Travel Schemes which would potentially affect the journeys people could make. The consultation did not show significant difference in the support or opposition to the schemes and generally 50-60% of those with a disability opposed the schemes. The consultation report can be found here [\\ccc.cambridgeshire.gov.uk\data\Et Shared\2020 COVID-19 Transport response - active travel\ACTIVE TRAVEL SCHEMES TRANCHE 2 DELIVERY\Comms & consultation\report](https://ccc.cambridgeshire.gov.uk/data/Et%20Shared/2020%20COVID-19%20Transport%20response%20-%20active%20travel/ACTIVE%20TRAVEL%20SCHEMES%20TRANCHE%20DELIVERY/Comms%20&%20consultation/report) or here Active Travel Fund Tranche 2 - Cambridgeshire County Council The schemes have been implemented as Experimental Traffic Orders so consultation is ongoing for the first 6 months of the scheme. Feedback is being collated and will inform whether or not the scheme is made permanent.

**Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?:** The schemes should significantly reduce traffic on the roads in question and so will make it safer and more pleasant for people to walk and cycle which includes those who cannot drive for disability, age or socio-economic reasons and so travel on foot, by cycle (including adapted bikes) or by other means such as mobility scooters and wheelchairs.

**Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?:** Some users of the roads in question who have to travel by car or van for reasons of disability, pregnancy or age, may need to travel further and the journey may take longer. Those who walk, wheel or cycle may be negatively affected by an increase in traffic on the roads bordering the modal filters.

**How will the process of change be managed?:** Attendance at the Cambridge Disability Panel to talk through the schemes and answer questions. Letters to all local residents before the works were implemented which included contact details if there were any issues or queries about the works and contact for feedback on the trial scheme. Further letter to go out to local residents and email to stakeholders before the sixth month consultation period closes to ask for views on the scheme.

**How will the impacts during the change process be monitored and improvements made (where required)?:** As above, post implementation letter to residents and stakeholders (which include disability groups and the City Access Officer) asking for their views. This feedback will go to the Highways and Transport Committee when decision is made on whether or not to make the changes permanent.

**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
Residents living on Church Rd, Vinery Rd and Cambridge Rd, Madingley may have a longer journey if they have to travel by car. There may be more traffic on bordering roads which	Age, Disability, Pregnancy and maternity	Low	The roads in question have alternative routes which are not long diversions so should not significantly affect the journey length and times for local residents who	Highways and Transport Committee	01/02/2024

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>may negatively impact journey time for those who have to travel by car and air quality, noise levels and safety for those wheeling, walking and cycling.</p>			<p>have to use their cars. Research in other areas suggests that traffic levels and accidents on roads bordering similar schemes is not significantly affected. These are trial schemes and so can be assessed on their effect on those with relevant protected characteristics during the up to 18mths installation before a decision is made to make the closures permanent.</p>		

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**Confirmation:** I confirm that this HoS is correct

**Status:** Approved