

EQUALITY IMPACT ASSESSMENT - CCC560113029

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: Oxford Road - Windsor Road junction improvements

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 Oxford Road / Windsor Road junction in Cambridge suffers from high vehicle flows and speeds as it is used by drivers as a cut-through between Huntingdon Road and Histon Road. At peak times there are conflict and safety issues at the junction for parents / carers

and children heading to Mayfield primary school and Roundabout nursery along the passageway that links Windsor Road and Warwick Road. In 2022 additional traffic calming measures were introduced on both Oxford Road and Windsor Road. The passageway itself has safety issues for users - it is narrow and at school time there can be conflict between pedestrians, often elderly or very young, and commuter cyclists for whom this is a useful link on their journeys to and from work. Cargo bikes and adapted bikes are popular in the area - they inevitably take up more space than conventional cycles - and especially at busy times users often find themselves having to dismount at the barrier at the Windsor Road end of the passageway. The current arrangement involves right-angle turns for cyclists and poor visibility for all users. S106 and DTSA funding has been allocated to prepare a preliminary and detailed design option that will reduce vehicles speeds and improve safety for pedestrians and cyclists at the junction. The preliminary design has now been completed.

What information did you use to assess who would be affected by this proposal?: With a great deal of help from the local County Cllr, two rounds of consultation with local stakeholders have taken place, in 2022 and 2023 - there has been a good level of response from the community with detailed answers provided by, amongst others, Windsor Road and Richmond Road Residents Associations as well as Camcycle. The first iteration of the preliminary design required cyclists to use crossings at the junction and was felt to be a dis-benefit to encouraging cycling; a simpler design has now been developed with a Give Way on the Oxford Road arm, narrowing of the carriageway at the junction, and the removal of the barrier, parallel to Windsor Road, at the entrance to the passageway which should allow for better visibility and easier interactions between pedestrians and cyclists. However, there is strong local feeling for and against the removal of the barrier, as well as some other elements of the proposed design, so further engagement is required in late 2023 ahead of the 5 December Highways & Transport Committee meeting.

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 Castle ward: those residents with a protected characteristic and/or a disability who live near the Oxford Road / Windsor Road junction, or use it as a link on a longer journey, who wish to walk, cycle or wheel will benefit from the narrowing of the carriageway (slower vehicle speeds, slightly wider footways, shorter crossing points, better visibility) and potential improvements at either end of the passageway. Those with a disability who need to use a motor vehicle should 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.

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, cycle and wheel more safely at the junction under the proposed scheme. It may encourage Castle ward residents and workers 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 local County and City councillors, schools, residents associations and the local community was carried out during the preliminary 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 feedback from the 2023 consultation has been very detailed with a number of different views expressed about the proposed design. Further engagement is to be undertaken in Autumn 2023 so agreement can be reached on a preferred option. The needs of those walking, cycling and wheeling will be prioritised, and especially for those with protected characteristics. Further engagement will be carried out during the detailed design stage and any feedback received during that stage 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, cycling and wheeling would encourage more people to travel sustainably. Fewer journeys by car may have a positive impact on congestion levels and associated air and noise pollution.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: It is not anticipated that providing safer infrastructure for walking, cycling 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 residents / residents associations and local members will be necessary but also with local businesses, 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 local members, residents associations and schools to ensure walking, cycling and wheeling trips around the works area remain safe and accessible during the construction period. Effective traffic management will also be required so access to properties and the passageway is not hindered. 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 Who to support this or justification for retaining negative impact	Who by	When by
<p>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 narrowing of the carriageway, improved crossing points and better visibility will all provide a safer environment for active travel. Those who rely on motor vehicles for travel may need to drive with a greater degree of caution at the junction especially when turning in and out, or exiting nearby driveways, but slower speeds should reduce conflict with other drivers as well as with vulnerable users.</p>	<p>Age, Disability</p>	<p>Low</p>	<p>Post-implementation the local community who drive, walk, cycle and wheel at the junction will be encouraged to feed back any issues.&nbsp;</p>	<p>V Kelly</p>	<p>05/01/2025</p>

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>If the decision is made to go ahead with the removal of the barrier at the Windsor Road end of the passageway, it may encourage faster cyclists to speed and thus create a more hostile environment for vulnerable users, such as the elderly and the very young.&nbsp;</p>	<p>Age, Disability</p>	<p>Low</p>	<p>Thorough engagement on the design options for the scheme will be undertaken and additional measures put in place to reduce conflict between users of the passageway. Those walking, cycling and wheeling will be encouraged to feed back any issues.&nbsp;</p>	<p>V Kelly</p>	<p>05/01/2025</p>

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Confirmation: I confirm that this HoS is correct