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Directorate: Place and Sustainability

Service: Project Delivery

Team: Project Management

Your name: Vanessa Kelly

Your job title: Project Manager

Directorate: Place and Sustainability

Service: Project Delivery

Team: Project Management

Your phone: 07385414609

Your email: Vanessa.Kelly@cambridgeshire.gov.uk

Proposal being assessed: A14/Histon cycleway scheme

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: To enable the delivery of the works to upgrade the A14, National Highways installed a temporary crossing over the B1049 just south of the Cambridge Road junction. This crossing remained in place for over two years between 2019 and 2021 but was then removed by National Highways because it was intended to be temporary infrastructure only and was not constructed to the standard of permanent infrastructure. The crossing had been well used and was

considered by pedestrians and cyclists to have real safety benefits at a busy 3-arm junction that previously had no crossings. The A14 / Histon junction is the busiest integrated / at grade crossing for pedestrians and cyclists over the A14. In the morning peak there are heavy flows of commuter cyclists heading south towards Cambridge and Impington Village College schoolchildren heading north (along with some commuter cyclists). Desire lines mean many of these cyclists stick to the shared use path on the east side of the interchange. The waiting areas on either side of the eastbound on-slip crossing are inadequate for the peak time flows. Furthermore, those heading north are faced with a shared use path that ends at the Holiday Inn access road and no safe crossing to the west side of the B1049 to carry on their journey. The Darwin Green development just south of the A14 / Histon junction will mean higher numbers of pedestrian and cyclists using the west side of the interchange. The proposal is to provide toucan crossings on all arms of the B1049 / Cambridge Road junction, to include wider shared use paths to access all crossing points and to tighten the radius of the mouth of Cambridge Road. Included in the proposal are improvements to the A14 / Histon junction eastbound off-slip and eastbound on-slip road crossing points (enlarged waiting areas, diagonal rather than perpendicular crossings) and widening of the shared use paths between the A14 / Histon junction and Cambridge Road (W side) and the Holiday Inn access road (E side).

What information did you use to assess who would be affected by this proposal?: The proposal had been assessed against how it fits with government guidance and what direct transport benefits it offers. Officers have met with Histon & Impington Parish Council and the County Councillor to set out the proposal - the feedback received has been actively discussed with the scheme designers. More thorough engagement with the local community will be undertaken during the detailed design stage. Guidance and research includes: DfT "Inclusive Mobility" (Dec 2021), Sustrans - "The Merits of Segregated and Non-Segregated Traffic-Free Paths" (Aug 2011) and "Greater Cambridge Walking & Cycling Index 2021", CCC's "Active Travel Strategy" (Mar 2023) and "Active Travel Design Guide" (Jan 2023), TRL - "Accessible Public Realm: Updating Guidance and Further Research" (Jan 2020) How do we build an inclusive culture for disabled cyclists? | Cycling | The Guardian 'A rolling walking stick': why do so many disabled people cycle in Cambridge? | Cities | The Guardian

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, safe and sustainable journeys. The scheme has the potential to provide a green legacy in respect to increasing active travel. Local community in Histon & Impington (including Orchard Park and The Meadows): those residents with a protected characteristic and/or a disability who live on or near the A14 Histon and B1049 / Cambridge Road junctions who wish to walk, cycle or wheel will benefit from the increased widths of sections of the shared use paths and improved crossings at the eastbound on- and off-slips as well as the new controlled crossings at the Cambridge Road junction. Those who need to use a motor vehicle would not experience any additional level of inconvenience as a result of the proposed changes. Therefore, taken in the round, the scheme would have a positive impact on individuals with a protected characteristic. Furthermore there may be some degree of modal shift as a result of the improved facilities which would mean a reduction in congestion and in turn a positive impact on people who rely on a motor vehicle and on those who cannot afford to own a private car and rely on a regular bus service. Wider community: the scheme will provide a safer walking or cycling environment in this part of the network which will have a positive impact on commuter cyclists, students and schoolchildren including those with protected characteristics. Overview: the

scheme intends to reduce inequality by promoting public health and enabling, safe and sustainable journeys.

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?: No

What is the significance of the impact on affected persons?: People with protected characteristics will be able to travel more safely along the improved infrastructure on foot and by bicycle. The scheme may encourage them 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:

Consultation evidence: Early engagement with local councillors and Histon & Impington Parish Council was carried out during the preliminary design stage. Further consultation will be undertaken during the detailed 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". Shared use paths and shared pedestrian and cyclist crossings can cause difficulties for visually impaired people: "people moving at different speeds can be perceived to be unsafe and inaccessible" LTN 1/20 6.5.4. But "Shared use may be appropriate in some situations, if well-designed and implemented" LTN 1/20 6.5.6. These include "Alongside interurban and arterial roads where there are few pedestrians"; "At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities"; "In situations where a length of shared use may be acceptable to achieve continuity of a cycle route".

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Safer, improved infrastructure for walking and cycling would encourage more people to travel sustainably, including young people travelling to school, families and the wider demographics taking up walking and cycling instead of using a private car. Fewer journeys by car

may have a positive impact on congestion levels, associated air and noise pollution and bus service reliability.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: It is not anticipated that providing safer improved infrastructure for walking and cycling 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 the Parish Council and local members will be necessary but also with local 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 schools to ensure walking and cycling trips around the works area remain safe and accessible during the construction period. Effective traffic management will also be required if delays to journey times are to remain reliable for those using buses and motor vehicles. 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 to support this or justification for retaining negative impact	Who by	When by
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 provision of Toucan crossings where space is shared by pedestrians and cyclists can be perceived by visually impaired users compromising their comfort levels but the fact that there are currently no controlled crossings at the Cambridge Road junction and the Toucan crossings on the north side of the A14 Histon junction are to be widened means that provision for these users will be considerably improved.	Age, Disability	Low	Post-implementation pedestrians and cyclists will be encouraged to feed back any issues including reports of increased conflict with other users.	V Kelly	05/01/2025

Head of service: Michael Williams

Head of service email: michael.williams@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved