

EQUALITY IMPACT ASSESSMENT - CCC560329736

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: East Road cycle lane

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 original, larger East Road scheme was installed as part of the Active Travel 2 programme of temporary schemes in Autumn 2022. The scheme was experimental and comprised of temporary measures rather than permanent infrastructure. Once the scheme was up

and running, the project team responded to stakeholder feedback on a number of issues and as a result aspects of the scheme were changed or refined. It quickly became apparent that the central traffic island on East Road between Burleigh Street and Crispin Place was causing problems for emergency vehicles as the outbound carriageway was now reduced from two lanes to one along this section. A unidirectional cycle lane now occupied the spare lane with flexible bollards (wands) installed along the outer edge of the cycle lane. Consequently vehicles were unable to move to one side when the emergency services were on blue light calls. It was decided to remove some of the wands at intervals to enable vehicles to pull over into the cycle lane. This measure had only limited effect so it was decided that the removal of the central traffic island should be investigated. Unfortunately trial holes revealed a huge number of utility pipes and cables beneath the island which would need diverting as part of the removal process. The allocated budget was insufficient to cover the expense of doing so. The current proposal therefore is to remove the wands and lay red anti-skid surfacing on the cycle lane along the island section.

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. As part of the Active Travel 2 programme, officers carefully considered feedback from local members and the public and made changes to the temporary scheme. They recognised the difficulties the East Road scheme posed for the emergency services in the Burleigh Street to Crispin Place section. The Emergency Services were asked for their views and officers met with the Fire Service. Guidance and research includes: DfT "Inclusive Mobility" (Dec 2021), "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 and enabling, safe and sustainable journeys. The scheme has the potential to provide a green legacy in respect to increasing active travel. Local community: those residents with a protected characteristic and/or a disability who live on or near East Road who wish to travel by bike will benefit from the new sections of protected cycle lanes (the larger Active Travel 2 scheme). The current proposal to remove the wands and lay red surfacing in the Burleigh Street to Crispin Place section will have a neutral impact on cyclists: the overall scheme offers greater safety benefits than the original painted cycle lanes but the removal of the wands (as part of the current proposal) means less protection for those on bikes. Those who need to use a motor vehicle would not experience any significant level of inconvenience as a result of the proposed changes - in fact the ability to move into the cycle lane more easily, to allow emergency vehicles through, would have a positive impact on drivers. Therefore, taken in the round, the scheme would have a positive impact on individuals with a protected characteristic. Wider community: overall the larger Active Travel 2 scheme, to which the current proposal is closely linked, will provide a safer walking or cycling environment in this part of the network. 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 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 travel more safely along the improved infrastructure 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: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 early design stages of the project.

Consultation evidence: As part of the wider Active Travel 2 programme, formal public consultation and early engagement with local councillors was carried out in 2021 during the preliminary design stage. Further engagement has recently taken place, with the Fire Service giving their approval to the proposal. 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"

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 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 changes as well as any anticipated travel delays and restricted access during the short-term period of the works. Engagement with local members, local schools and community groups will be carried out.

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, and that 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
<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 removal of the short section of wands may introduce an element of conflict between drivers and cyclists if drivers pull over or park in the cycle lane.</p>	<p>Age, Disability</p>	<p>Low</p>	<p>Post-implementation cyclists will be encouraged to feed back any issues including reports of increased conflict with drivers.</p>	<p>V Kelly</p>	<p>06/10/2024</p>
<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. However the removal of the wands may make road conditions more hostile for cyclists, however it is only for a short section and the removal should not therefore be too detrimental.</p>	<p>Age, Disability</p>	<p>Low</p>	<p>Post-implementation cyclists will be encouraged to feed back any issues including reports of increased conflict with drivers.</p>	<p>V Kelly</p>	<p>06/10/2024</p>

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Confirmation: I confirm that this HoS is correct