

Active Travel Fund: Mill Road Bus Gate Experimental Traffic Order

To: Highways and Transport Committee

Meeting Date: 27 July 2021

From: Steve Cox, Executive Director - Place and Economy.

Electoral division(s): Romsey; Petersfield

Key decision: No

Forward Plan ref: N/A

Outcome: To consider representations received during the statutory six-month objection period to the Mill Road Bus Gate Experimental Traffic Order (ETO) and responses submitted as part of the additional non-statutory six-week public consultation on the Mill Road Bus gate and associated measures and to consider traffic management options for the future of Mill Road

Recommendation: Committee is asked to:

- a) Consider both the responses to the informal public consultation and formal objections to the Experimental Traffic Order;
- b) To decide whether to either
 - make the Mill Road Bus Gate Experimental Traffic Order permanent, subject to a continued review and consultation on options for exemptions as outlined in paragraphs 2.23-2.27 of the report, or
 - To remove the restriction and undertake a full review and consultation on options for the management and use of Mill Road, to include the possible exemptions, outlined in paragraphs 2.23-2.27 of the report;
- c) Remove the temporary build-outs from Mill Road as detailed in paragraphs 2.10-2.13 of the report; and
- d) Instruct officers to consider funding opportunities to carry out further consultation and development of a plan to address issues in Mill Road

Officer contact:

Name: Brian Stinton
Post: Team Leader, Major Infrastructure Delivery, Highways
Email: Brian.Stinton@cambridgeshire.gov.uk
Tel: 01223 728330

Member contacts:

Names: Councillor Peter McDonald/Councillor Gerri Bird
Post: Chair/Vice-Chair
Email: Peter.McDonald@cambridgeshire.gov.uk / Gerri.Bird@cambridgeshire.gov.uk
Tel: 07912 669092 / 01223 425595

1 Background

- 1.1 On the 9th of May 2020, the Government announced that an Emergency Active Travel Fund (EATF) of £250M was being made available for authorities in England. This fund would be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions and cycle and bus-only corridors to enable a greener recovery from the pandemic. More information on the EATF criteria is on the government website: [<http://tiny.cc/bxlxtz>].
- 1.2 The Cambridgeshire and Peterborough Combined Authority (CPCA) requested that Cambridgeshire County Council and Peterborough City Council develop proposals for temporary and experimental measures and agreed to forward fund work by the Councils to help achieve the tight deadlines involved in the Tranche 1 programme that required the delivery of measures to be completed within eight weeks from receipt of funding.
- 1.3 A range of ideas were put forward by County, City and District officers and Members that could meet the criteria and tight timescales for the delivery of Tranche 1 schemes. Amongst the schemes suggested were measures to address issues on Mill Road, Cambridge.
- 1.4 Mill Road is an east-west route linking the city's ring road, (A1134) (Brooks Road/Perne Road) and the city centre at East Road/Gonville Place. It passes over a railway line via a bridge, approximately halfway along its length. Over significant lengths of the route the footways and carriageway are of limited width. The road sits within the Mill Road Conservation Area. The road has a mix of commercial and residential properties and is renowned for its independent shops. Its many side streets are predominantly residential. Its 'High Street' feel is often considered unique within Cambridge and together with its close proximity to the city centre means there is a high level of activity in the area. Many residents and visitors choosing to walk or cycle along the road, mixing with vehicular traffic using the road for both access and as a through route. Cambridge train station is also located a short distance away and attracts further traffic.
- 1.5 Before the outbreak of the COVID 19 pandemic, the road's use as an alternative route to the ring road for through traffic, combined with local use and the volume of cyclists and pedestrians caused significant congestion at times, resulting in concerns over road safety and air quality. This high volume of traffic often causes conflict between motorised vehicles and pedestrians/cyclists resulting in an unpleasant environment for all.
- 1.6 Snap shots of average daily traffic flows from late 2019 and January and February 2020 (pre-lockdown) indicated that around 12,000 motor vehicles per day were using the western part of Mill Road and around 8,000 were using the eastern part. At the same times approximately 3,000 cycles and 5,500 pedestrians were counted on the western section and 1,600 cycles and 1,700 pedestrians were recorded on the eastern section.
- 1.7 Along with the general issues arising from the high levels of activity from mixed user groups, the geometry of the street presented significant difficulties in social distancing during the pandemic. Following discussions with local Councillors, a proposed Bus Gate at Mill Road Bridge was agreed as a way forward to remove through traffic and create additional space for pedestrians and cyclists to be able to safely socially distance. The

scheme was confirmed following some technical work to assess options and stakeholder engagement to ensure the scheme design was acceptable to key partners such as the emergency services and bus operators. CamCycle was also asked to comment on the proposed design.

- 1.8 An overarching Equality Impact Assessment (EqIA) was conducted for the EATF Tranche 1 programme to ensure protected characteristics were considered during the design stage for all proposals. An EqIA for the Mill Road Bus Gate scheme has been produced to support this paper and the decision to determine the future of the scheme, see [Appendix 1](#).
- 1.9 The Mill Road Bridge Bus Gate Experimental Traffic Order (ETO) which restricts vehicular traffic over the railway bridge, except for buses, cyclists and pedestrians was included within Tranche 1 scheme proposals that were approved at the Highways and Transport Committee on 16 June 2020 [<http://tiny.cc/txlxtz>]. The order came into operation on 24th June 2020 and enforcement commenced in August following a period where offending vehicles were issued an informal warning. The ETO is supported by signage and enforced by automatic number plate recognition (ANPR) cameras. This restriction enables additional space to be given over to pedestrians and cyclists to enable better social distancing and aims to encourage more people to travel by foot or cycle instead of by car to enable a greener recovery from the pandemic.
- 1.10 An ETO is made using powers from the Road Traffic Regulation Act 1984. Like a permanent Traffic Regulation Order (TRO), it can impose restrictions on the use of the highway or on users of the highway. However, the duration for which it can run is limited to a maximum of 18 months, during which time its effects would normally be monitored before a decision is taken on whether to make it permanent. Unlike a permanent TRO, where objections are invited before the introduction of a restriction, limited consultation is undertaken prior to its introduction and formal objections are made in the first 6 months after bringing the order into operation, allowing representations and comments to be expressed based on first-hand experience. Formal objections to an ETO must be made in writing.
- 1.11 The process for introducing Traffic Orders is defined in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The process includes, prior to implementation of the order, publication of public notice and a Statement of Reasons. Some modifications were made to this legislation to expedite the process, reflecting the government's tight timescales for the introduction of measures under the Emergency Fund, but the fundamental requirements remained unchanged. Alongside the formal process, it was considered that a broader public consultation should be undertaken to elicit as wide a range of views as possible, given the potential scale of the restriction's impact.
- 1.12 The reduction in traffic resulting from the bus gate and lockdown restrictions allowed a series of temporary build-outs to be installed using water filled barriers at various points along Mill Road to assist further with social distancing and reduce speeds. The build-outs implement priority working over short lengths of road where one flow of traffic is expected to give way to the other. They were installed at the same time as the ETO was put in place in June 2020. They do not require a traffic regulation order but need to be considered in

the context of their purpose, their current use and benefit.

- 1.13 The Government's ambition to secure a green legacy as the country builds back from the pandemic was supported by Gear Change – a bold vision for cycling and walking, published in July 2020. Its vision states "Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030". This ambition is strengthened by the promise of an updated Cycling and Walking Investment Strategy and commitment for further funding for sustainable travel initiatives.
- 1.14 Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) and County Council transport strategies support the importance of sustainable travel in reducing congestion, improve air quality and tackle issues of climate change. Active travel also provides significant health and wellbeing benefits.

2 Main Issues

- 2.1 This scheme was implemented under challenging and unprecedented circumstances, meeting tight timescales set by Government to react to an urgent need prompted by the global pandemic. The time-scales involved, and the pandemic itself, meant that there was no opportunity to gather specific pre-introduction data, undertake traffic monitoring and modelling to consider the impact of the scheme on Mill Road and affected routes in the area, to consider any mitigation on alternative routes against increased traffic nor undertake local stakeholder consultation. The scheme was therefore not subject to the typical level of pre-implementation technical review and stakeholder input. Whilst the restriction has been in place, traffic levels and pedestrian footfall has continued to be significantly affected by the combination of lockdown and the traffic restriction. Under these circumstances it has not been possible to attribute any impact solely to either the restriction, or the general pandemic lockdown, making a complete and objective assessment of the effects of the experimental order difficult.

Responses from Statutory and non-statutory consultation

- 2.2 This section of the report summarises the main issues arising from both formal responses to the ETO and feedback received from the public consultation that should be considered in determining the future of the Bus Gate ETO at Mill Road bridge.
- 2.3 Analysis of all feedback was conducted by the County Council using a framework to structure all comments into themes. Two reports were produced separating comments submitted and analysed as part of the statutory objection period ([Appendix 2](#)) and non-statutory public survey ([Appendix 3](#)).

Comments received during the statutory objection period

- 2.4 In the formal objection period following the implementation of the order on 24th June 2020, 668 representations from 577 respondents were made. A full analysis of the responses is included in [Appendix 2](#). The responses included a number of recurring themes, of which the key highlights are listed in the table below, along with officer comments.

Issue raised	CCC officer response
<p>Impact on Business: Negative impact on businesses due to reduced passing trade and causing long delays to deliveries. Traders have provided information on the impact to their businesses included in the submitted petition</p>	<p>All properties and parking in the area of Mill Road remain accessible to all traffic including delivery vehicles. There is very limited parking on Mill Road itself. To the west of the railway, the residential areas off Mill Road are covered by resident parking schemes, as is the Coleridge West area to the east of the railway and south of Mill Road.</p> <p>Severing the route to through traffic does mean that access to parts of the street on either side of the closure has to be made via different routes which may increase motor vehicle journey time and mileage.</p> <p>Both the restriction and the pandemic have impacted on the movement traffic and the level of activity. It is not possible to disaggregate the impact of the ETO from the impact caused by the pandemic on local businesses. The Council has responded to suggestions to improve signage that clarifies business are open and remain accessible.</p>
<p>Impact on surrounding areas: Concerns that the closure had displaced traffic onto surrounding residential roads, causing congestion issues, a drop in air quality, and an increased risk of accidents</p>	<p>It is inevitable that through traffic displaced by the closure will seek alternative routes. The timescale behind the restriction did not allow for any predictive modelling to be undertaken. Traffic counts on a number of surrounding roads have been analysed across the period of the pandemic, but it is not possible to assess the exact impact of increased traffic on surrounding roads as COVID19 restrictions have remained in operation and travel patterns have not returned to 'normal'.</p> <p>Coldham's Lane (See paragraphs 2.15 & 2.19) and Cherry Hinton Road/Hills Road are the routes for displaced traffic that have been most widely stated.</p>
<p>Accessibilities and Equalities: Concerns that the longer routes around the closure impacted negatively, more on people of low income and taxi users due to increasing cost and time to travel the longer routes.</p>	<p>Travelling around the closure will result in increased mileage and higher fuel costs for some road users. However, this may discourage the use of some motorised journeys in favour of walking and cycling. An Equality Impact Assessment has been carried out for the Mill Road ETO that assesses the impact on protected characteristics. Overall, the negative impact is not considered to be significantly different from other motorised vehicle users, but it is acknowledged that there will be increased mileage and fuel costs for some groups that have no option but to drive or use taxis. See Appendix 1.</p>

<p>Social distancing: Concerns have been expressed that social distancing was being used as an excuse to close the road and hinder motorised traffic and the scheme did not improve social distancing in the area</p>	<p>The Council responded to the Emergency Active Travel Fund by introducing a scheme in line with government criteria that provided greater opportunity to socially distance with a potential legacy of a greener recovery from the pandemic.</p> <p>The published Statement of Reasons says that the order was made in response to Covid-19 emergency to assist with social distancing, along with avoiding danger to road users, facilitating the passage of traffic (including pedestrians) and reducing congestion.</p>
<p>Exemptions: The need for some form of access across the bridge for residents that found walking/cycling difficult. Suggestions included: a) allowing blue badge holders to be exempt from the bus gate; b) allowing taxis to be exempt from the bus gate</p>	<p>a). A blue badge cannot be detected by ANPR cameras and the badges are assigned to a person rather than a vehicle, meaning that one person may travel in multiple vehicles. There is no practicable way of determining whether a vehicle is being driven by or carrying a blue badge holder. It is not reasonably practicable to provide an exemption to all blue badge holders whilst maintaining control on through vehicle numbers. Exemption might be possible to specified groups of blue badge holders, with vehicles being registered on an exempted vehicle list. Policy/criteria for the issue of exemptions would need to be developed and ideally would be considered on a city wide basis taking into account other access restrictions. A restrictive policy could raise potential equality issues and would ideally be developed in consultation with a wide range of stakeholders, including disabled groups. In earlier traffic control schemes(rising bollards) a member panel was established to consider applications for access through the restrictions in line with criteria approved by the County Council. Re-establishing a similar process could be considered.</p> <p>b) As taxis/private hire vehicles are licensed, it would be possible to add them to a list of exempted vehicles registered with the County Council that would allow the use of the bridge. Taxis are exempt from some of the bus gates in the city. Policy/criteria for the issue of exemptions would need to be developed and ideally would be considered on a city-wide basis following consultation.</p> <p>However, both taxis and vehicles displaying a blue badge present the same risks to communities as other car users. In communities where there is a high risk of vehicular through flow or areas where there is a high proportion of cycle and pedestrian transit, it may be desirable to limit as much vehicular access as possible to decrease community disruption, improve safety for all highway users and improve air quality.</p>

<p>Safety: A lack of clarity from signage was felt to be decreasing safety, including motorised vehicles making dangerous manoeuvres to turn around, making the area less safe for cyclists and pedestrians. A number of comments regarding safety referred to the build-outs.</p>	<p>The Council has responded to suggestions to improve signage by adding additional signs where appropriate. Vehicles confronted by the restriction are required to turn in the road to avoid using the bus gate. It has to be acknowledged that the turning areas are limited for larger vehicles, however, the reduction in through motor vehicles on the route and reasonable forward visibility of turning vehicles reduces safety risk in such manoeuvres.</p>
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Non-statutory six-week public survey

- 2.5 To reach a wider audience outside of the formal ETO process an online public consultation was undertaken to provide an additional opportunity for individuals to submit their opinion on the scheme. The consultation was live between 9th November and 24th December 2020 and a total of 3,526 responses were submitted.
- 2.6 The consultation was undertaken by the County Council, in line with best practice guidance from Consultation Institute. Following the best practice principles ensures that consultation is carried out with integrity, is visible to the public, is accessible, transparent and fair. The analysis suggested that there were potentially a number of duplicate responses submitted in response to the non-statutory public consultation, which may influence the number of responses either supporting or opposing the scheme. This issue, together with the high response rate, resulted in the analysis of the results of the consultation taking longer than anticipated. This is explained further in the report in Appendix 3.
- 2.7 A full analysis of the responses is included in Appendix 3. Many of the views expressed in the non-statutory consultation were similar to the views expressed in the statutory objection period.

Petitions

- 2.8 Along with the individual comments and objections, a hand signed petition and three linked on-line petitions were compiled, all opposing the current restrictions, or some aspect of them, and seeking significant modifications or the re-opening of the Bridge. These were handed to the former Chair of the Highways and Transport Committee at a site meeting in December. The petitions are stated to contain 4,763 signatures in total.
- 2.9 The validity of the linked petitions has been questioned by CamCycle. It is stated that:
*“We see no evidence that those signing the petition are aware that their names are apparently used to count towards the other petitions.
It is likely that there will be crossover between these petitions, which could mean people are double-counted.
We are aware of a signatory who has been added to other petitions without their permission and who has noticed the triplication of their signature across the petitions.
It is clear from even the signatories themselves that it cannot validly be assumed that those in favour of one are in favour of the others”*

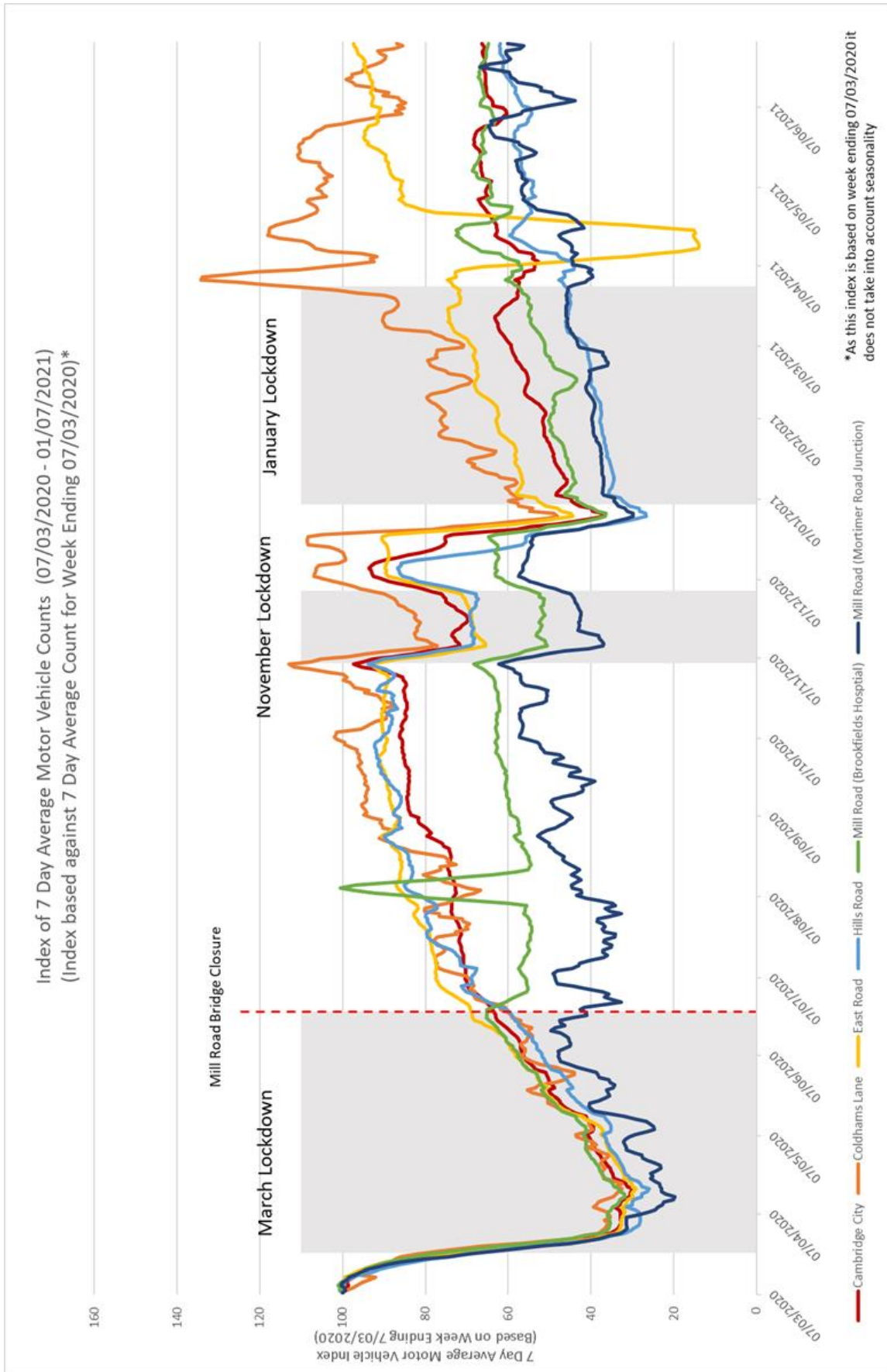
Footway Build-outs

- 2.10 As mentioned in paragraph 1.12, temporary build-outs along the route were provided primarily to increase space for social distancing. A number of comments in both the formal responses and the public consultation have been made highlighting that the benefits provided are very limited. Further comments have suggested that they present potential hazards to road users, particularly cyclists.
- 2.11 The build outs do not require any traffic order for their use, but in order to be operationally practicable a reduction in motorised traffic volume is required. This is provided by the experimental bus gate restriction. The design of the build-outs is very temporary in nature due to the quick implementation and the experimental nature of the of the scheme.
- 2.12 It must be acknowledged that the appearance of the build-outs is unsightly and their temporary nature does present accessibility issues. The temporary nature means that they require routine maintenance to ensure that their position is maintained. It is not practicable to maintain them in their current form. A revised form (kerbing and footway construction) could replace the temporary arrangement, subject to funding availability, if the bus gate restriction becomes permanent. There are opportunities to improve the streetscape along Mill Road to further enhance the positive impact of reduced vehicular traffic. Any future changes would be best included as part of a wider environmental streetscape enhancement and traffic management strategy. This is outside of the scope of the current Emergency Active Travel fund and alternative funding would be needed.
- 2.13 Many comments received during the objection period and public survey related to the build-outs and were primarily negative. Officers have visited the site and observations have shown that use of the build-outs is limited in respect of social distancing and that there are occasions when both motor vehicles and cycles fail to observe the assigned priority and do not give way. However the two build-outs at the foot of the bridge serve to highlight the restriction and make sign positions prominent. The build-outs in any form can only be retained if traffic flows are reduced, however, given their apparent limited use and the lifting of social distancing requirements, it is recommended that with the exception of those on the bridge if the restriction is retained, they are removed, regardless of whether the committee decides to make the restriction permanent or not.

Traffic impact

- 2.14 Some general traffic flow information is available from sensors across the city and in the area concerned. This data has provided an indication of fluctuations in volumes. During July and August of 2019 the bridge was completely closed to all traffic except for pedestrians and cyclists (who were required to dismount). The 2019 Bridge Closure did see a decrease in motor vehicles on both Mill Road and an increase on Coldham's Lane indicating that this is the preferred alternative route for many drivers. It should be noted that during this period other work was undertaken on gas mains and a major fire occurred, both of which may have had an effect on access and traffic volume. During Autumn 2020 when lockdown restrictions were eased, Coldham's Lane also saw the closest return to pre-lockdown levels of traffic compared to the other locations in the area, again indicating that it is bearing a significant amount of displaced traffic.

Trends in levels of motor vehicle traffic in Cambridge during the pandemic



- 2.15 Generally, across most of the Country, traffic levels have now returned to or close to pre-Covid levels. However, Cambridge City, along with some other areas, has bucked this trend and traffic levels across the city generally are still around one third lower than pre-Covid restriction levels. Mill Road is showing a reduction in motor vehicle use below this level whilst Coldham's Lane and East Road have returned to close to pre-pandemic levels. This may be indicative of the displacement of traffic, but again it is not possible to disaggregate the impact of the closure from the general variations in travel during the pandemic.

Other considerations

- 2.16 The Greater Cambridge Partnership's City Access agenda covers a range of work-streams designed to tackle congestion, improve air quality and encourage the shift towards sustainable transport modes. A key work-stream is a review of the city road network hierarchy which is being undertaken in partnership with the County Council and the CPCA. The project aims to define the future role of individual roads and streets within the hierarchy in terms of their movement and place functions to deliver healthy streets; this should define the future role for Mill Road. Another key output will be a set of principles governing how individual transport modes would utilise the road network which will also influence access on the Mill Road corridor.
- 2.17 Once a new hierarchy has been developed, an implementation plan would be developed to prioritise changes to the network to deliver its newly defined functionality. The timescale for delivery would be influenced and informed through alignment with other City Access work-streams. Given its importance, the hierarchy review is being fast tracked by officers but a definitive timescale is yet to be confirmed.
- 2.18 The GCP's Eastern Area Access Study is also likely to have implications for Mill Road and neighbouring routes such as Coldham's Lane, Hills Road and Newmarket Road.
- 2.19 It should be noted that a modal filter or other measures to reduce traffic volume on Coldham's Lane was requested as a part of the Active Travel Tranche 2 programme and was approved for further development. This could mitigate the impact resulting from Mill Road displaced traffic but illustrates the need to view restrictions in wider context as a restriction on Coldham's Lane will potentially move traffic to other route(s), the impact of which needs to be considered.

Air quality

- 2.20 Air quality is monitored by Cambridge City Council. Nitrogen Oxide (NO₂) diffusion tubes are utilised in Mill Road and unsurprisingly, NO₂ readings have reflected traffic volumes. Again, the extent to which air quality is affected by either the bus gate restriction or the pandemic cannot be determined. If the restriction were to become permanent, it is reasonable to expect an improvement in air quality in Mill Road commensurate with the reduction in traffic. Additional traffic displaced onto other routes would generally be expected to have a detrimental impact on those routes, but there are seasonal and environmental factors that affect air quality which does not mean that there is automatically an increase in NO₂ of the same magnitude. See [Appendix 4](#).

Bus Services

- 2.21 Bus operators have commented that their service using Mill Road (Citi2), a high frequency service, is now running more reliably to the timetable and has benefited from the bus gate, although this has been difficult to make an accurate comparison owing to abnormal operating conditions during the pandemic.

Conclusions

- 2.22 Mill Road, although a “c” class road in the network, has historically carried a significant volume of through traffic to and from the city. As demand on access increases, managing its uses safely will become increasingly difficult. Public feedback through the consultation is shown to be mixed with a relatively balanced view of those who support or object to making the ETO permanent. The experimental restriction has highlighted transport benefits for many users of the road, particularly non-motorised users. At the same time, disadvantages have also been highlighted in respect of accessibility, especially for businesses, disabled drivers and taxi users, along with detrimental impacts on trade from reduced footfall and on alternative routes from displaced traffic. Balancing the pros and cons of the restriction has been made extremely difficult by the short timescale for introduction and the on-going restrictions on travel brought about by the pandemic. Such a restriction impacts on a wide area of the network and cross sections of the community. As such the future of Mill Road would ideally be considered in a holistic way rather than in isolation, including consultations with stakeholder groups and the public, along with traffic monitoring and modelling and consideration of mitigation on alternative routes. The time to undertake such a review is estimated to require at least 12 months and will be dependent on how quickly travel patterns stabilise and the future impact of the pandemic.
- 2.23 The current Active Travel Fund is of limited duration until March 2022 and it is not possible to deliver a complete review within the time available. Therefore, an alternative source of funding will need to be identified for the implementation of a final scheme. This would best follow the route hierarchy review and might be suited for inclusion in the Greater Cambridge Partnership’s programme but will require further discussion.
- 2.24 Initial consideration has been given options to address some of the issues raised at consultation. These are shown in the options appraisal in [Appendix 5](#) along with officer comments. These options could form some of the points for discussion and consideration during any consultation undertaken as part of the development of further proposals for traffic management in the area.
- 2.25 Whilst such a comprehensive study and design is undertaken there are two principal options for the committee:
- Make the experimental order permanent, or
 - Abandon the experimental order
- 2.26 Given the lack of clear data on the impact of the restriction, the decision will need to be made on the basis of alignment with national and local transport policy and stakeholder and public feedback.

2.27 The use of the ETO was driven to a large extent, by the pandemic and the Statement of Reasons states that it was made in response to Covid-19 emergency to assist with social distancing, along with avoiding danger to road users, facilitating the passage of traffic (including pedestrians) and reducing congestion. As restrictions are now easing, the emphasis on the purpose of the order has changed. If the current restriction were to be made permanent it is considered that a new permanent TRO should be advertised to reflect the change in need for the order. This would require a further publication of proposals and allow a further 21-day period for objections that would be referred back to Committee in due course.

3 Alignment with corporate priorities

3.1 Communities at the heart of everything we do

The report above sets out the implications for this priority in 1.13 and 1.14

3.2 A good quality of life for everyone

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

- A low traffic environment encourages active travel
- Active travel options are less likely for mobility impaired people to travel along Mill Road who may suffer a financial impact in increased fuel costs or taxi fares
- Potential air quality improvements on Mill Road resulting in health benefits
- Longer motor vehicle journeys for some business operators, residents and visitors to Mill Road
- Bus journey times are more reliable
- Traffic displaced onto other routes along with associated problems that may need addressing

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- Improvement to air quality on Mill Road, although detrimental impact may be felt on alternative routes
- Safer environment for active travel
- Encourages mass passenger transport over private car

3.5 Protecting and caring for those who need us

There are no significant 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

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

- All work has been commissioned using the County Council's Contracted providers

4.3 Statutory, Legal and Risk Implications

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

- The Traffic Order Process is subject to challenge if it is believed that the County Council has acted outside of its powers.

4.4 Equality and Diversity Implications

The report above sets out details of significant implications in the table in paragraph 2.4 and explained in more detail within the Equality Impact Assessments in Appendix 1.

4.5 Engagement and Communications Implications

The report above sets out details of significant implications in paragraphs 2.2 to 2.13, and in more detail within the Summary Reports in Appendices 1 and 2.

4.6 Localism and Local Member Involvement

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

- Local Members were engaged in discussions at an early stage of the development of the proposal and throughout the process.

4.7 Public Health Implications

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

- A low traffic environment encourages active travel which can result in significant personal health benefits.
- Reduction in traffic and congestion can improve air quality on Mill Road which in turn has significant health benefits for those who live on or use the road.
- However, a detrimental impact may be felt on alternative routes.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: The proposal does not include any change to buildings.

4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: The option to retain the bus gate reduces through traffic and creates a better environment for active travel modes, encouraging walking and cycling. A less congested route has also shown to improve bus journey times which may encourage travel by public transport. Should the decision to remove the bus gate is taken these benefits will not be realised.

- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Neutral Status:
Explanation: The proposal does not include any changes to the above.
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status:
Explanation: The proposal does not include any changes to the above.
- 4.8.5 Implication 5: Water use, availability and management:
Neutral Status:
Explanation: The proposal does not include any changes to the above.
- 4.8.6 Implication 6: Air Pollution.
Neutral Status:
Explanation: Reduction in traffic flow and congestion can improve air quality on Mill Road. However, a detrimental impact may be felt on alternative routes.
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Neutral:
Explanation: The proposal does not include any changes to the above.

5 Source documents

DfT Emergency Active Travel Fund – DfT Guidance - <http://tiny.cc/bxlxtz>

The following three documents above can be found at <https://tinyurl.com/yanu5mtb>

- Mill Road Bus Gate Experimental Order 2020
- Mill Road Traffic Order – Statement of Reasons
- Mill Road Experimental Order – notice

6 Appendices

Appendix 1 - Equality and Impact Assessment for Mill Road ETO

Appendix 2 - Mill Road ETRO: Summary Report of Statutory Objections

Appendix 3 - Mill Road ETRO: Summary Report of Consultation Findings

Appendix 4 - Mill Road: Air Quality Data

Appendix 5 - Mill Road Options Appraisal