

Details

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Context and background

EIA carried out on	New service
Background	<p>This EIA covers the area from Humber Road which connects onto Binley Road cycleway. The works include an improved pedestrian crossing, signalised junction improvements and connection to Binley Island. The cycleway will also link to the ASDA Roundabout cycleway covered in a previous EIA</p> <p>The improvements seek to encourage active travel and improve road safety and air quality, all of which reflect the needs and requirements of different groups. This can help to create a area that is more accessible and pleasant for all, building upon community spirit, good relations, and cohesion.</p> <p>The London Road South scheme highlighted in a previous EIA covers the Abbey road to Tollbar section and includes a new segregated cycleway and new footway, along with junction and signal improvements to St James Lane and Chase Avenue.</p>

Stakeholders

CCC Comms and Engagement CCC Public Health
CCC Transport and Planning CVLife
Disability Groups
Elected Members
Local Environmental Groups
Local Businesses and Organisations
Resident Groups
Transport for West Midlands West Midlands Combined Authority
Blue Coat School

Responsibility

Coventry City Council, Public Realm team will be responsible for the installation of this cycleway.

Consideration of impact

We are completing resident consultations which allows us to understand and improve the area for health and wellbeing and the use of active travel. Feedback will be reviewed, alongside, creating a safer and easier route to bring people together as spoken about in our One Coventry plan. Upon this, a consultation report will be created to include all feedback received.

Cycling is a clean air form of transportation. It does not create air pollution. Every time you cycle just one mile instead of driving, you save over 300 grams of toxic CO2 greenhouse emissions. The use of vehicles will be able to reduce air quality and also prevent accidents and traffic build up by giving people the freedom to cycle to destinations quicker and safer.

Sustrans developed a model with Eunomia which is the first of its kind to quantify the contribution of walking and cycling to improving air quality. It found: Savings to the economy of £5.67 billion over 10 years would be realised from improved air quality, by delivering and meeting the targets to double cycling and increase walking set out in the UK Government's Cycling and Walking Investment Strategy in England. It would also mean more than 8300 premature deaths from air pollution would be prevented over this time.

Baseline data and information

Public Health England has also recently published a report on interventions to improve outdoor air quality which recommends a targeted reduction in traffic emissions with investment in, and promotion of active transport such as walking and cycling. This will allow us to monitor air quality going forward and improve the amount of people on the road cycling and walking. Further data will be introduced at later date following the extension of the Cycleway and the linkage to other cycleways in the area.

Businesses, residents and school users can safely use the cycleway when travelling to their destinations. The findings will be monitored and surveys will be done to understand the activity of the cycleways and crossings. These findings will be monitored using the data dashboard to see the usage of cyclists on the roads. These crossings will also be used to help the elderly and disabled cross roads safely and easily with new segregated cycleways and crossings. This will encourage the use and make users feel confident travelling to and from the City Centre as well as traveling to and from the nearest school.

The improvements seek to encourage active travel and improve road safety and air quality, all of which reflect the needs and requirements of different groups. This can help to create a borough that is more accessible and pleasant for all, building upon community spirit, good relations, and cohesion.

Marmot Principles

1. Give every child the best start in life
2. Enable all children, young people and adults to maximise their capabilities and have control over their lives
3. Ensure a healthy standard of living for all
4. Create fair employment and good work
5. Create and develop healthy and sustainable places and communities
6. Strengthen the role and impact of ill health provision
7. Tackle racism, discrimination and their outcomes
8. Pursue environmental sustainability and health equity

Protected groups

Age 0-18

Positive impact - Younger people generally feel safer cycling on shared use cycleways than roads and the designation of the cycleways should support reduction in road traffic accidents involving young cyclists. Increased independence for both younger people as there is a safer, more efficient and reliable transport service that doesn't rely on the ability to drive. Easy access to links supermarkets and around the community.

Age 19-64

Positive impact - People aged 19-64 can be encouraged to cycle or walk using the segregated cycleway and footpaths which can make them feel safer and less vulnerable to vehicles. This can also influence them to be more confident and independent when it comes to travelling to the nearest supermarket or round the community to reach the other cycleway to connect to city centre links. Also the use of a signalisation roundabout will give people safer access to crossing the roads.

Age 65+	<p>No impact - Older people may be more adversely affected than the general population. Older people may be less mobile or have hearing or visual impairments and consequently feel more vulnerable/less safe sharing the footway with cyclists. However, we know that this age group may be more susceptible to the impact of COVID-19 and poor air quality and this extra transport option offers an alternative to public transport and reduces car use in the city.</p> <p>Shared use is proposed to improve crossings for cyclists. Pavements have been extended to provide more space and tactile paving in line with national design guidance. Signage is used to emphasise shared use areas.</p>
Disability	<p>Positive impact - Safe, high-quality cycle and pedestrian routes could offer increased independence for many people with disabilities, who may potentially be able to walk or cycle, but might feel unsafe cycling on or crossing the road. The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities. Shared pathways may increase conflict between cyclists and in particular more vulnerable pedestrians such as the mobility or visually impaired.</p> <p>Shared use is proposed to improve crossings for cyclists. Pavements have been extended to provide more space and tactile paving in line with national design guidance. Signage is used to emphasise shared use areas.</p>
Gender reassignment	No impact -
Pregnancy and maternity	<p>Negative impact - Positive impact - Evidence suggests that air pollution can affect the growth of the unborn baby and may be linked to premature birth. Encouraging greater use of sustainable modes will help lower levels of air pollutants in the local area, benefitting health. Pregnant women may feel vulnerable on a shared use path. Shared use is proposed to improve crossings for cyclists. Pavements have been extended to provide more space and tactile paving in line with national design guidance. Signage is used to emphasise shared use areas.</p>
Race	No impact -
Religion and belief	No impact -

Sex	Positive impact - Positive impact - In a national survey, 69% of women surveyed stated that it is too dangerous for them to cycle on the road compared to 53% of men. Improved cycling facilities will reduce this barrier to cycling for some women. This will also allow them to feel more confident that there is a linkage between the cycleways and that they are able to safely travel around the city to their destination.
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Sexual orientation	No impact -
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Adopted groups

Care experienced	No impact -
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Armed forces	No impact -
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Socio economic groups

Positive impact - The groups of people who will face the biggest health inequalities in regards to the new cycleway and footway are people with no access to cars, public transport and cycling can help them get round the city. Elderly people can also find it easier and safer to move around the area with cycling and signalised junctions which can encourage them to visit the supermarket and local parks. Pedestrians and school children will also be affected as using the footpaths and cycleways can reduce anxiety and mental health and give school children the confidence of independent. A safer form of transport can boost children to use cyclepaths and footways on their journey, allowing them to have the freedom and improve physical health without worrying about not having a segregated footpath and cycleway to travel around. The cycleways will link Asda Roundabout to Humber Road which will connect onto Binley Cycleway. This also allows easy access into businesses and industrial estates to encourage the use of cycling for work purposes. The recently completed London Road North cycleway and proposed extension to Tollbar End will for a link from the Investment Zone into the City Centre, making it easier for cyclists to travel around the city.

The improvements seek to encourage active travel and improve road safety and air quality, all of which reflect the needs and requirements of different groups. This can help to create a borough that is more accessible and pleasant for all, building upon community spirit, good relations, and cohesion.

Next steps

Inequality	Action	Owner	Timescale

Monitor and evaluation	Footfall and cycling surveys to monitor changes to pedestrians and cyclist use (Vivacity Cameras) Feedback from local people Any recorded accident data
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Impact on Council staff

Will there be an impact?	No
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Completion statement

Potential equality impact	Positive impact has been identified for one or more protected groups
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