

February 2022

Technical Note

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| Project: | March Area Transport Strategy – Broad Street | To: | Emma White |
| Subject: | Application of “Gear Change” and “LTN 1/20” | From: | Steven Bown |
| Date: | 14/02/2022 | | |

1. Purpose

This Technical Note has been produced to demonstrate the application of DfT’s “Gear Change – A bold vision for cycling and walking” and Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design” in the development of the March Access Transport Strategy (MATS) Broad Street Scheme.

The DfT’s Gear Change policy sets out the vision to transform the role that cycling and walking play in the transport system in England, promoting a healthier lifestyle and combatting climate change.

LTN 1/20 sets out the standards expected of cycle infrastructure and was introduced in late July 2020 and is considered as key to providing modal shift away from private car use and supports the Gear Change policy. As such consideration of LTN1/20 should be made within the design processes of highways schemes so that they promote this modal shift.

2. Broad Street Proposals

The Broad Street element of the wider MATS proposals involves improvements to the layout of the Broad Street area of March by reallocating space, which is currently used by vehicles, to enable public realm improvements to be carried out under funding allocated by the District Council called Broad Street Future High Street Fund.

The MATS Broad Street scheme will revise the allocation of carriageway space in the area by realigning the carriageway to the east side of Broad Street and changing the Broad Street junction with the B1101 Station Road from a signalised junction to a mini roundabout.

3. Application of Gear Change and LTN 1/20

Design

Throughout the preliminary design stage, cycling and pedestrian requirements have been considered and provisions included within the MATS Broad Street proposals. These will be developed further in the detailed design phase of the scheme.

Current proposals on MATS Broad Street include, but are not limited to, cycle emblems along with the removal of carriageway centre lines to reduce vehicle speeds and provide an

February 2022

environment where cyclists can share the carriageway with other users along with reappportionment of the space away from vehicular traffic.

To ensure that Broad Street area remains attractive for cyclist users as a destination, cycle parking will be provided as part of the public realm improvements put forward by the FHSF scheme which will allow parking for users of the shops and other amenities in the area. The provision of improved public realm and the reappportionment of space away from vehicular traffic to pedestrians and cycles will allow for the themes proposed in “Gear Change” to be incorporated into the place-making proposals of the FHSF.

The scheme area, combined with that of the Future High Street Funded element of works, does however contain physical constraints which restrict application of some of the best practice put forward by LTN1/20. Such constraints include the war memorial at the southern end of Broad Street, which restricts the available carriageway width to safely include elements such as on road cycle lanes.

Review and Audit

LTN 1/20 also refers to a range of assessment techniques and audits that should be used to review proposals being put forward, including Road Safety Audits, Walking Cycling and Horse-Riding Assessment and Review, and Equality & Access statements.

CCC QAA Audit

As part of the design process the designs will be audited and assessed, and Cambridgeshire County Council’s ongoing Quality Assurance process will provide a peer review by liaising with key CCC teams, including the Project Delivery Cycle Team. As part of this process, any feedback or requests will be reviewed as part of the design process and will be incorporated within the design where possible.

WCHAR Audit

A Walking, Cycling and Horse-Riding Assessment Report (WCHAR) is currently being developed as part of the detailed design phase as per DMRB requirements. The report will review the policies and strategies at the time of review along with accident data, trip generators and current provisions inside and outside of the scheme extents and propose user opportunities for consideration of the designers. Acceptable routes for cyclists adjacent to the scheme will also be considered during the assessment, such as along Gray’s Lane which runs parallel to Broad Street to the west, and Mill View/Station Road & Creek Road to the east.

Equality Impact Assessment

As part of CCC’s project development, an Equality Impact Screening document and Assessment will be carried out as part of the detailed design stage. This assessment will review the impacts on who will be affected by the proposals, including minority and disadvantaged groups, and ensure that the proposals do not disadvantage these users.

Road Safety Audit

Road Safety Audits (RSA’s) ensure that scheme designs are compliant with design standards, are safe and will aid in the adoption of LTN1/20. RSAs are an ongoing process in the development of the design and even though there have already been RSA audits undertaken on the scheme they will continue through the design and delivery process.