



Cambridge City Council

Project Appraisal and Scrutiny Committee Recommendation

Project Name: Cambridge 20mph Project - Phase 3 Implementation

To: Cllr Kevin Blencowe, Executive Councillor for
Planning, Policy & Transport

Report by: Simon Payne – Director of Environment

Scrutiny committee: ENVIRONMENT 17th March
2015

Wards affected: Trumpington, Queen Ediths, Cherry Hinton,
Newnham, Castle, Market

Recommendations

Implementation recommendations:

The Executive Councillor is asked to:

- **Approve the inclusion** of all unclassified roads in the South and West/Central areas
- **Approve the inclusion** of the following 'C' Class roads:
 - i) both north and south sections of Grantchester Road
 - ii) Castle Street
 - iii) Church Lane and Maris Lane in Trumpington
 - iv) Cherry Hinton High Street
- **Consider the inclusion** of the following 'C' Class roads, as recommended for inclusion by South Area Committee on 02/02/15:
 - v) Teversham Drift/Hinton Road north of Church End, Cherry Hinton
 - vi) Cherry Hinton Road west of Walpole Road
 - vii) Queen Ediths' Way east of Mowbray Road

- **Approve** the **exclusion** of the following 'C' Class roads, as recommended by South Area Committee on 02/02/15 and West/Central Area Committee on 05/03/15:

- viii) Brooklands Avenue
- ix) Fulbourn Road
- x) Victoria Avenue

- **Support** work to encourage the introduction of 20mph control in new developments on the City's fringes

Financial recommendations:

- The Executive Councillor is asked to approve the commencement of the implementation of Phase 3 (South and West/Central areas) of this scheme, which is already included in the Council's Capital & Revenue Project Plan.
- The total cost is estimated to be £251,400 funded from the 20mph project capital allocation SC532.
- There are no on-going revenue costs for the project.

Procurement recommendations:

- The Executive Councillor is asked to approve the carrying out and completion of the procurement of:
 - Phase 3 Traffic Order making process including street notices - £16,000
 - Commencement of implementation of Phase 3 (in line with the roads recommended for inclusion above) - £150,000
 - Commuted sum maintenance contribution to Cambridgeshire County Council for Phase 3 - £41,400
 - Phase 3 post implementation automatic traffic count (ATC) monitoring - £8,000
- Subject to:
 - The permission of the Director of Business Transformation being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.

- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

Recommendations from South (02/02/15) and West/Central (05/03/15) Area Committees (as superseded by the implementation recommendations outlined above):

- Inclusion of all unclassified roads in the south and west/central phase area
- Inclusion of the following 'C' class roads:
 - Teversham Drift/Hinton Road north of Church End
 - both north and south sections of Grantchester Road
 - Castle Street
 - Church Lane and Maris Lane in Trumpington
 - Cherry Hinton High Street
 - Cherry Hinton Road west of Walpole Road
 - Queen Ediths' Way east of Mowbray Road
- **Exclusion** of the following C class roads:
 - Brooklands Avenue
 - Fulbourn Road
 - Victoria Avenue.

Project Name: Cambridge 20mph Project – Phase 3 Implementation

1 Summary

1.1 The project

To provide infrastructure (signs and lines) for a new 20mph speed limit on the public highway across the city. The new 20mph infrastructure would include repeater signs mounted on existing lamp columns, and white coloured 20mph roundel road markings. Entry into new 20mph limits would be via entry points highlighted by larger 20mph terminal signs, roundel road markings and on more main roads, patches of coloured road surface material.

Phase 2 Implementation Target Dates:

Start of procurement	March 2015
Award of Contract	September 2015
Start of project delivery	October 2015
Completion of Phase 3	December 2015

1.2 Anticipated Cost

Total Cost	£ 251,400
------------	-----------

Cost Funded from:

Funding:	Amount:	Details:
Reserves	£251,400	SC532-39149
Repairs & Renewals	£	
Developer Contributions	£	
Climate Change Fund	£	
Other	£	

1.3 Procurement process

- 1.3.1 Procurement for the implementation of Phase 3 will be through a competitive tendering exercise, in accordance with the requirements of the City Council's Contract Procedure Rules.
- 1.3.2 Following receipt of tenders, the winning tender will be identified following assessment by a skilled officer panel.
- 1.3.3 Other elements (ATCs, consultation printing etc. will be procured through consideration of quotations from a minimum of three service suppliers and identified following considerations by a skilled officer panel.

2.0 Project Appraisal & Procurement Report

2.1 Project Background

- 2.1.1 In July 2011, a motion to Council was agreed that requested the evaluation of existing 20mph schemes in Cambridge and where appropriate, consult on expansion of schemes. Support and commitment from Cambridgeshire County Council was secured, and potential project scope and resourcing were investigated, which culminated in Council Budget funding bids for 'the Cambridge City 20mph Zones Project'. A capital bid for £400,000 to cover works was agreed in February 2012. A further revenue Priority Policy Fund bid for £59,800 to cover initial staffing costs was also approved.
- 2.1.2 Both funding bids stipulate that the project should have a citywide approach. As such the project considers all appropriate roads within the Cambridge City Boundary where it is appropriate/feasible to introduce a self-enforcing 20mph limit. Works will be subject to agreement with the Highway Authority (Cambridgeshire County Council).
- 2.1.3 Due to the size of the project, it was initially divided into four separate phases, reflecting existing area committee boundaries. In order to expedite delivery, Phase 3 now comprises South and West/Central areas. Each phase is being progressed separately and brought to the relevant area committees for recommendation. Further information is available on the project web page:
<https://www.cambridge.gov.uk/20mph-speed-limit>

2.1.4 Following further development of the project and the request from Cambridgeshire County Council for a commuted sum for maintenance, a further bid to increase the project budget to £600,000 was approved at Council in February 2014.

2.2 Project aims:

- provide conditions that are conducive to an increase in active travel modes such as walking and cycling and encourage a modal shift towards these modes
- reduce the severity of personal injury accidents (PIAs) that occur on the city's road network
- reduce noise and air pollution levels
- reduce traffic congestion
- rationalise the existing number of isolated 20mph zones
- create clarity for motorists with regard to speed limits in residential areas.

2.3 Phase 3 Consultation

2.3.3 Public consultation for Phase 3 took place between 24/11/14 and 02/01/15 (26/12/14 for postal surveys) – extended to 6 weeks in view of the seasonal break.

2.3.4 The consultation was undertaken through the delivery of a consultation pack containing an explanatory leaflet and freepost return questionnaire to all addresses located within the Phase 3 area along with statutory consultees (23,590 addresses). The consultation pack can be viewed at **Appendix A**

2.3.5 Consultees were provided with two options to respond. Either via an on-line questionnaire hosted via the City Council website, or by filling in the questionnaire delivered in the pack and returning it via the freepost address.

2.3.6 In order to identify any consultation responses that were returned by respondees from outside the consultation area, each questionnaire included a unique code, which also needed to be quoted when filling in the on-line questionnaire. As such it has been possible to identify responses received from those outside the consultation area, as well as responses from individual residents. The code has also allowed for any multiple responses

from the same address within the consultation area to be identified. Following analysis it has been found that no one address submitted more than 2 responses and the mis of responses from any single address does not suggest an attempt to swing the overall consultation outcomes.

2.3.7 During the consultation period two public drop-in sessions/exhibitions were set up which provided additional information about the project. These were located at the Cherry Hinton Village Leisure Centre on 04/12/2014 and Castle Street Methodist Church on 09/12/2014. Exhibition material was also available at the Customer Service Centre in Mandela House throughout the consultation period. These exhibitions provided detailed information on the project and Council officers were present to answer questions.

2.3.8 PDF copies of the exhibition materials and the consultation leaflet are available on the project web page, and were also distributed in hard copy format to schools, colleges, libraries, and community centres within the phase area. The consultation was further publicised via a media release.

2.3.9 There was, unfortunately, an anomaly in the consultation pack map provided for the eastern part of the area in that it suggested that the area to become subject to 20 mph speed control would include those roads served from Yarrow Road and Gazelle Way to the east of Cherry Hinton. These areas lie outside the Cambridge city boundary and residents living here were not included in the direct consultation mailshot. The Parish Councils for Teversham and Fulbourn, along with South Cambridgeshire District Council were, however, consulted on the potential for including these roads within the scope of the project.

2.4 Phase 3 Consultation Outcomes

2.4.1 Following the closure of the Phase 3 public consultation, the results were presented to South (02/02/15) and West/Central (05/03/15) Area Committees, which made the recommendations that are included in this report.

2.4.2 A total of 3,435 responses to the consultation were received. Of these 3,307 (96.3%) were received from addresses within the consultation area, and 128 (<4% of all responses) were received

from outside the consultation area. The overall public response to this consultation was similar to previous phases at some 15%.

2.4.3 Following analysis the results have been summarised into numerical and chart based formats. These are available to view at **Appendix B**.

2.4.4 Overall the consultation results indicate that the majority of respondees:

- are **in favour** of the 20mph limit on residential and shopping roads in the Phase 3 area **(71%)**
- are **in favour** of 20mph on roads coloured in with solid blue lines **(65%)**

2.4.5 The number of consultees indicating their preference regarding 20mph control on the 12 individually listed main roads identified in the consultation material varies as follows:

- on Brooklands Avenue both 46% of respondees agreed and disagreed
- on Victoria Avenue 47% **agreed** and 43% disagreed
- on Teversham Drift 48% **agreed** and 39% disagreed
- on both north and south sections of Grantchester Road 52% **agreed** and 37% disagreed
- on Castle Street 54% **agreed** and 36% disagreed
- on both Church Lane and Maris Lane in Trumpington 57% **agreed** and 31% disagreed
- on Cherry Hinton High Street 60% **agreed** and 30% disagreed
- on the remaining section of Cherry Hinton Road 46% **disagreed** and 44% agreed
- on Queen Edith's Way 47% **disagreed** and 43% agreed
- on Fulbourn Road 50% **disagreed** and 39% agreed.

2.4.6 Responses received from statutory consultees on previous phases of the 20mph project are equally applicable to this phase. Their comments are generic – relevant universally across the city. They are set out in **Table 1** below. In addition, Teversham Parish Council replied with comments summarised below.

Table 1: Responses from Statutory Consultees

Consultee	Do you agree with 20mph speed limits on residential and shopping roads?	Do you agree with installing 20mph limit on roads coloured solid blue?	Further Comments
Cambridgeshire Fire and Rescue	Yes	Yes	No objections to proposals.
Cam Sight	Yes	Yes	
Mencap	No	No	
East of England Ambulance	Yes	Yes	
Cambridgeshire Chambers of Commerce	No	No	The present road restrictions and traffic calming measure keep speeds down on these roads and the viability of taking enforcement action is questionable. Slowing the traffic to 20mph will add to traffic congestion and delay buses. Will cyclists have to comply? Finally, we think it is confusing for drivers when the speed limit changes between different sections of the same road.
Stagecoach	Yes	Yes	Would object in the strongest possible terms to the proposal including any 'A' or 'B' roads in Cambridge.
Teversham Parish Council	No	No	Strongly object to imposing 20mph limits on any roads within Parish boundary because: unrealistic and unnecessary on "main" roads, pointless unless enforced on minor roads, inconsistent across wider city area, impact on bus services, taxis, etc, and huge cost better directed elsewhere.

2.4.7 As the majority of respondents were not in favour of 20mph limits on Brooklands Avenue, Cherry Hinton Road, Fulbourn Road and Queen Edith's Way, an analysis of the responses from residents living on these roads has been undertaken. A similar analysis was not undertaken for Victoria Avenue as there are no residents living on the section of this road in the West/Central area. The analysis revealed that:

- on Cherry Hinton Road one resident agreed and one resident disagreed with the remaining section being limited to 20mph
- 12 Fulbourn Road residents **agreed** and 5 disagreed
- 14 Brooklands Avenue residents **agreed** and 5 disagreed
- 36 Queen Edith's Way residents agreed and 37 **disagreed**.

Detailed charts are included in **Appendix B**.

2.4.8 The views of residents living on those estate roads served from Yarrow Road and Gazelle Way to the east of Cherry Hinton who responded to the consultation are also summarised at the end of **Appendix B**. Given the views expressed by Teversham Parish Council, and there being no opinion expressed by Fulbourn Parish Council and South Cambridgeshire District Council, as to the possible inclusion of these areas in the project, it is not proposed to include them at this stage.

2.4.9 Following analysis of the responses, the following commonly occurring themes have been identified:

- The 20mph limit needs to be enforced (this comment was made by those both agreeing and disagreeing to the implementation of a lower speed limit).
- It is a waste of tax payers' money (and should be spent repairing potholes).
- Driving at 20mph will not reduce congestion and will lead to increased journey times – including for buses, fuel consumption and pollution.
- Coldham's Lane and Cherry Hinton Road are main arteries in the city and should stay at 30mph.

A number of other general themes (in no particular order) have been identified from the comments received:

- The existing 30mph limit (and in parts 20mph limits) need enforcing first. 20mph is too slow. 30mph is slow enough
- The existing 20mph limit in the city centre is ineffective.
- The proposals will result in too much sign/line clutter.
- Any red surfacing should be minimised
- It would be good if sign clutter could be addressed/reduced as part of the project
- The project needs to be clearly signed.
- The project will result in cycles overtaking vehicles, could be dangerous.
- It would be difficult to pass cyclists at 20mph/take longer to do so which will be more dangerous.
- All roads in the city should be included. This would reduce potential confusion/improve clarity, reduce sign clutter and prevent potential traffic migration onto these roads.
- 20mph limits should be in place outside schools.
- 20mph should be timed to only be in force during the day/the limit should revert to 30mph at quiet times such as overnight.
- 20mph would provide pedestrian or cyclists with a false sense of security.
- At 20mph drivers would have to concentrate on their speed and signs rather than the road.
- 20mph could result in increased 'road rage' with dangerous overtaking.
- Pedestrians, cyclists, school pupils should pay more attention/be provided with training on the road.
- It is not possible to exceed 20mph on many of the unclassified roads/other roads at peak times anyway, so why bother making them 20mph?
- The consultation should have included details of potential negative impacts of the project
- 20mph will be bad for bus services – making journey times longer and reliability poorer.
- The limit is not required where traffic calming is in place.
- Good to remove existing traffic calming if 20mph limit is introduced.
- This is an 'anti-car' proposal. Looks like a project to increase revenue and a precursor to introducing a congestion charge.
- The project will go ahead whatever the results of the consultation are.
- It would be good to introduce speed cameras to enforce the 20mph limit

2.4.10 **Other e.g. Trade Associations, National Bodies** - As part of project governance, a project board has been convened on which local police, bus and taxi operators, local cycle and 20mph campaigns and the local Health service are represented. The views of these groups are being taken into account throughout the project development. The project has also been taken to the Cambridge disability consultative panel which has commented: 'Providing the signage is clear and there is sufficient awareness over a wide enough area, then the Panel welcome this proposal and hope it achieves its objectives'.

2.5 Traffic and Speed Data

2.5.1 Traffic surveys were undertaken for 24 hours over a period of several days at 70 locations across the Phase 3 area (see **Appendix C** for a map). The locations include the majority of the main roads specifically highlighted in the public consultation. The results from these roads are given in **Table 2** below.

Table 2: Traffic Survey Results

Traffic Survey Location	Average Speed (mph)	Average Speed (mph)
Victoria Avenue	25.6 (nb)	25.9 (sb)
Castle Street	22.2 (nb)	22.6 (sb)
Cherry Hinton High Street	21.9 (nb)	22.6 (sb)
Grantchester Road (northern section)	20.9 (nb)	24.7 (sb)
Grantchester Road (southern section)	22.4 (eb)	23.5 (wb)
Cherry Hinton Road	29.0 (eb)	30.0 (wb)
Fulbourn Road	30.0 (eb)	19.6 (wb)
Queen Edith's Way	28.2 (eb)	27.1 (wb)
Teversham Drift/Hinton Road	26.9 (nb)	27.1 (sb)
Brooklands Avenue	23.2 (eb)	23.8 (wb)

(nb – northbound, sb – southbound, eb – eastbound, wb – westbound)

2.5.2 Current Cambridgeshire County Council policy, based upon guidance from the Department for Transport, concludes that where existing traffic speeds exceed an average of 24 mph there is likely to be a poor level of compliance with any 20 mph limit introduced. This can lead to road safety concerns and increased pressure on resources to provide further engineering support and/or enforcement. Cambridgeshire Constabulary, based upon this guidance and advice from the Association of Chief Police Officers (ACPO) nationally, will not support the introduction of

20mph control in such circumstances. Guidance recommends against introducing speed limits in circumstances such as this accordingly.

2.6 Phase 3 Implementation

- 2.6.1 The outcomes of officer investigation into the suitability of specific roads in the South and West/Central areas for a new 20mph limit are broadly in line with consultation outcomes.
- 2.6.2 All unclassified residential and shopping streets across the area are suited to 20mph control and this view is shared by the public (71% support). Current County Council policy precludes the introduction of 20mph control on 'A' and 'B' classified routes, and no such roads have been recommended for inclusion by the Area Committees for South and West/Central areas (as was the case for Victoria Road in North area).
- 2.6.3 With regard to the suitability of 'C' class roads the consultation feedback and traffic survey results have been helpful in allowing officers and members to take an informed, and objective, view.
- 2.6.4 In both the north (Newnham ward) and south (Trumpington ward) sections of Grantchester Road, in Castle Street, and in Cherry Hinton High Street, existing traffic speeds fall below a threshold mean of 24mph and the majority of consultation responses support reducing the speed limit on these roads to 20mph. Whilst no speed data was captured for Church Lane and Maris Lane in Trumpington, they merge into Grantchester Road where speeds were found to be reasonably low and, again, there is strong public support for a reduced speed limit. Area Committees would also like to see the speed limit on these roads reduced.
- 2.6.5 In Fulbourn Road and in Victoria Avenue, existing mean speeds are above 24mph and there is no clear public mandate to introduce 20mph control. On these streets, Area Committees do not support a reduction in speed limit to 20mph.
- 2.6.6 However, for the sections of Cherry Hinton Road east of Walpole Road, Queen Ediths' Way east of Mowbray Road and Teversham Drift/Hinton Road north of Church End, Cherry Hinton, average speeds are generally higher (26mph and above) and the road environment less conducive to a 20mph speed limit. Public opinion over the suitability of 20mph control for these roads is

fairly evenly balanced. South Area Committee has, nevertheless, recommended that these roads become subject to 20mph control.

2.6.7 South Area Committee has, however, recommended that in Brooklands Avenue, where mean speeds fall just below the 24mph threshold, and public opinion is very evenly balanced over the suitability for 20mph control, such a limit ought not to be introduced on the basis of the road's strategic significance and open nature.

3.2 Major issues for stakeholders & other departments

3.2.1 Impact on police – The local police have highlighted that the project may result in additional pressure/requests from the public for enforcement activities. The police have stated that they will enforce 20mph limits in the same way as they currently enforce 30mph limits across the city, and do not support the introduction of 20mph control on roads with mean traffic speeds above 24mph.

3.2.2 Impact on Cambridgeshire County Council – The infrastructure placed on the public highway will become property of the county council once it is installed. As such the responsibility for maintenance of the new infrastructure will pass to the County Council, for which a commuted sum is being provided for each phase, to contribute to the ongoing maintenance cost of the additional infrastructure.

3.2.3 South Area Committee has further recommended that the Council be supportive of extending 20mph coverage to new developments on the City's southern fringe. Whilst this request currently lies outside of the project scope and the City Council's direct control, it is suggested that officers continue to work with developers, and the County Council as Highway Authority, to ensure that new estates are laid out suited to 20mph control and that adequate arrangements be included within planning proposals to assist facilitation of their introduction.

3.3 Summarise key risks associated with the project

3.3.1 Should the project be implemented, the risk of severe personal injury resulting from traffic collisions, where these occur, is reduced. This reduced level of risk is particularly relevant to more vulnerable road users such as the young or elderly and those

using sustainable and active transport modes such as walking or cycling.

3.3.2 Due to a predicted 10% growth in the population Cambridge over the next decade, there is going to be increased pressure on the local road network. There will be greater numbers of motor vehicles using the roads, increased delay to traffic and wear to highway infrastructure, resulting in potential negative economic impacts. The provision of 20mph limits would help to mitigate this by providing conditions under which an increased proportion of the population feel comfortable adopting active and sustainable modes of transport such as walking or cycling. These modes provide economic, health, and wellbeing benefits.

3.3.3 As the local traffic authority, Cambridgeshire County Council's Highways and Community Infrastructure Committee will determine whether to approve the commencement of a statutory legal traffic regulation order (TRO) process, as well as determine any objections that are subsequently received.

3.3.4 The traffic order making process will be undertaken by Cambridgeshire County Council prior to implementation in order for the speed limit to be legal. This process will require further consultation with various statutory consultees including public service operators. It is possible objections to the project will be raised at this stage, which could impact on the outcome of this project.

3.4 Financial implications

3.4.1 Appraisal prepared on the following price base: 2015/16

3.4.2 Specific grant funding conditions are:

- None

3.5 Net revenue implications (costs or savings)

Revenue	£	Comments
Maintenance	0	Once implemented maintenance of the infrastructure will be the responsibility of the County Council as the traffic authority
R&R Contribution	0	
Developer Contributions	0	
Energy savings	(0)	To the highway authority - See below
Income / Savings	(0)	
Net Revenue effect	0	Cost/(Saving)

3.6 VAT implications

There are no VAT Implications.

3.7 Climate Change Impact

Positive Impact			No effect	Negative Impact		
		+L				

3.7.1 The implementation of a 20mph limit would provide a safer and more attractive environment for active sustainable transport modes such as walking and cycling. As such it would help to increase the number of road users opting to use these modes, and potentially reduce the number of journeys undertaken in by private car. In addition where motor vehicles are used, research has found that at lower, smoother speeds, PM10 particulate emissions from brake and tyre wear can be reduced. A 20mph limit can also help to reduce the level of traffic noise pollution.

3.7.2 In addition the project would allow for a number of illuminated signs to be disconnected and removed which will provide an energy saving to the highway authority.

3.8 Other implications

An Equality Impact Assessment (EqIA) has been prepared for this project and is attached at **Appendix B**

3.9 Staff required to deliver the project

Service	Skills	Total Hours
<i>Streets and Open Spaces, Project Delivery team</i>	<i>Project management Procurement Traffic scheme design Contract management Project Quality Control</i>	<i>Project Officer - 4200 (0.8 of full time until project is complete) Project Leader – 100 Project Delivery and Environment Manager - 75</i>

3.10 List of Appendices

Appendix A – Phase 3 Consultation pack

Appendix B – Summary of Consultation Results

Appendix C – Map of Traffic Survey Locations

Appendix D – Capital Project Appraisal – costs & funding profile

Appendix E - Equality Impact Assessment (EqIA)

3.11 Background Papers

- Responses to Cambridge 20mph Project, South and West/Central Phase Public Consultation
- Department for Transport Local Transport Note 1/07 – Traffic Calming
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3811/ltn-1-07.pdf
- Department for Transport Draft Speed Limit Circular July 2012 – Setting Local Speed Limits –
<http://assets.dft.gov.uk/consultations/dft-2012-32/setting-local-speed-limits.pdf>

3.12 Inspection of papers

Author's Name	John Richards
Author's phone No.	01223 458525
Author's e-mail:	john.richards@cambridge.gov.uk
Date prepared:	06.03.2015

Appendix A

20mph Project Phase 3

Consultation Leaflet



Public Consultation

Cambridge City-Wide 20mph Speed Limit
South and West/Central Phases



Following requests from local residents, the council is proposing to reduce the speed limit on shopping and residential roads. A 20mph limit would provide the following benefits:

- Road conditions that encourage and allow for more people to use sustainable transport, such as walking and cycling, which has associated health and wellbeing benefits
- Easier conditions for pedestrians to cross the road, particularly for children or the elderly
- A reduced amount of road noise generated by traffic in residential areas, and reduced levels of airborne pollution
- Improved traffic flow, as it flows more smoothly through junctions at lower speeds
- Reduced severity of injuries sustained as a result of road accidents: according to the road safety charity ROSPA, studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph the chances of survival fall to 80%.

This leaflet outlines Cambridge City Council's proposals for a city-wide 20mph limit on residential and shopping streets. Please read through the information in this leaflet and respond to the consultation either by post, using the enclosed questionnaire (**postage is free**) or on-line via an online questionnaire available at: cambridge.gov.uk/20mph-speed-limit. A letter and questionnaire is being sent to all addresses within the South and West/Central Phase areas. The Closing date for responses is: **2/1/15**

Signing in existing 20mph zones and limits will be reviewed for validity, and amended if necessary.

The proposals do not include any new speed humps, only new signs and road markings, installed in line with national regulations to make road users aware of the 20mph limit. The project does not propose to include the A and B classified roads as these are not currently suited to 20mph. Please see the plans included for more information on the roads proposed to be changed from 30mph to a 20mph limit. The new limits are intended to be self-explaining and to encourage compliance and reduce the need for further enforcement activity.

Signs and 20mph 'roundel' road markings would be installed on entry into the limit. Repeater signs and markings would be placed within the limit to remind road users of the 20mph limit. Where new signs are installed, these would be placed on existing lamp posts or signposts wherever possible. Please see overleaf for examples of how the proposed 20mph limit signs and road markings will look.

Additional information including background data is available:

Please go to: cambridge.gov.uk/20mph-speed-limit. There will be a public exhibition with information boards and large format copies of the plans installed at the City Council Customer Service Centre at Mandela House (4 Regent Street, Cambridge, CB2 1BY). Public drop-in sessions with officers on hand to answer questions will take place at Cherry Hinton Village Centre on 4/12/14 between 4pm and 8pm, and Castle St Baptist Church on 9/12/14 between 4pm and 8pm.



Example of how entry into the proposed 20mph on a main road could look: a 20mph 'roundel' road marking with coloured road surface and two 20mph Zone entry signs.



Example of how entry into the proposed limit on a smaller road could look: a 20mph 'roundel' road marking and 20mph limit signs.



If the proposed 20mph limit is introduced, 20mph roundel road markings and repeater signs would be installed. Wherever possible the repeater signs would be mounted on existing lamp posts or signposts. Similar signs are already in place in the city centre, such as on Silver Street Bridge.



As well as the signs and road markings, it is proposed to install some moveable light-up signs. These signs would detect the speed of approaching vehicles and if required, light up, to remind drivers of the new speed limit.

The following are being consulted: All properties and halls of residence within the area shown on the plan, Local and Statutory Groups including Emergency Services, Public Transport Providers, Disability Groups and Ward Councillors.

Consultation results will be available to view on the project webpage within one month of the closing date: cambridge.gov.uk/20mph-speed-limit .

Because the consultation covers two areas, the outcome will be presented to both South Area Committee on 2 February 2015 and West Central Area Committee on 5 March 2015. These Committees will recommend which streets in their respective areas should be included to the Executive Councillor for Planning Policy and Transport, who will make the final decision at Environment Scrutiny Committee on 17 March 2015. The subsequent legal statutory traffic order process will then be carried out by Cambridgeshire County Council and any objections determined by the Cambridge Joint Area Committee.



Consultation Questionnaire

Proposed Cambridge City-Wide 20mph Speed Limit
– South and West Central Phases –

ADDRESS

Dear Sir/Madam,

Please read the enclosed information and respond either by filling in an on-line questionnaire at: cambridge.gov.uk/20MPH (quoting the code at top of this page) or by filling in this form and posting it to the **Freepost** address on the back page.

Please respond, no decision has been made and your opinion is essential to the council's decision-making process.

The closing date for responses is: 26/12/14

Question 1		
Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 2		
Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan, and List A? (if 'No' please provide details in the comments section below)		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 3		
Do you agree with installing the proposed 20mph limit on the more main roads that are coloured in with red dashed lines on the consultation plan?		
	YES	NO
Victoria Avenue	<input type="checkbox"/>	<input type="checkbox"/>
Castle Street	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton Road (Remaining section)	<input type="checkbox"/>	<input type="checkbox"/>
Fulbourn Road	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton High Street	<input type="checkbox"/>	<input type="checkbox"/>
Teversham Drift (Cherry Hinton)	<input type="checkbox"/>	<input type="checkbox"/>
Queen Edith's Way (Mowbray Road to Cherry Hinton Rd)	<input type="checkbox"/>	<input type="checkbox"/>
Brooklands Avenue	<input type="checkbox"/>	<input type="checkbox"/>
Grantchester Road (North section from Barton Road)	<input type="checkbox"/>	<input type="checkbox"/>
Granchester Road (South section from Trumpington)	<input type="checkbox"/>	<input type="checkbox"/>
Church Lane, Trumpington	<input type="checkbox"/>	<input type="checkbox"/>
Maris Lane, Trumpington	<input type="checkbox"/>	<input type="checkbox"/>

Please send this Questionnaire to:

Freepost RTGU-HXRA-REBZ
Streets and Open Spaces
Project Delivery
Cambridge City Council
Mill Road Depot
Mill Road
CB1 2AZ

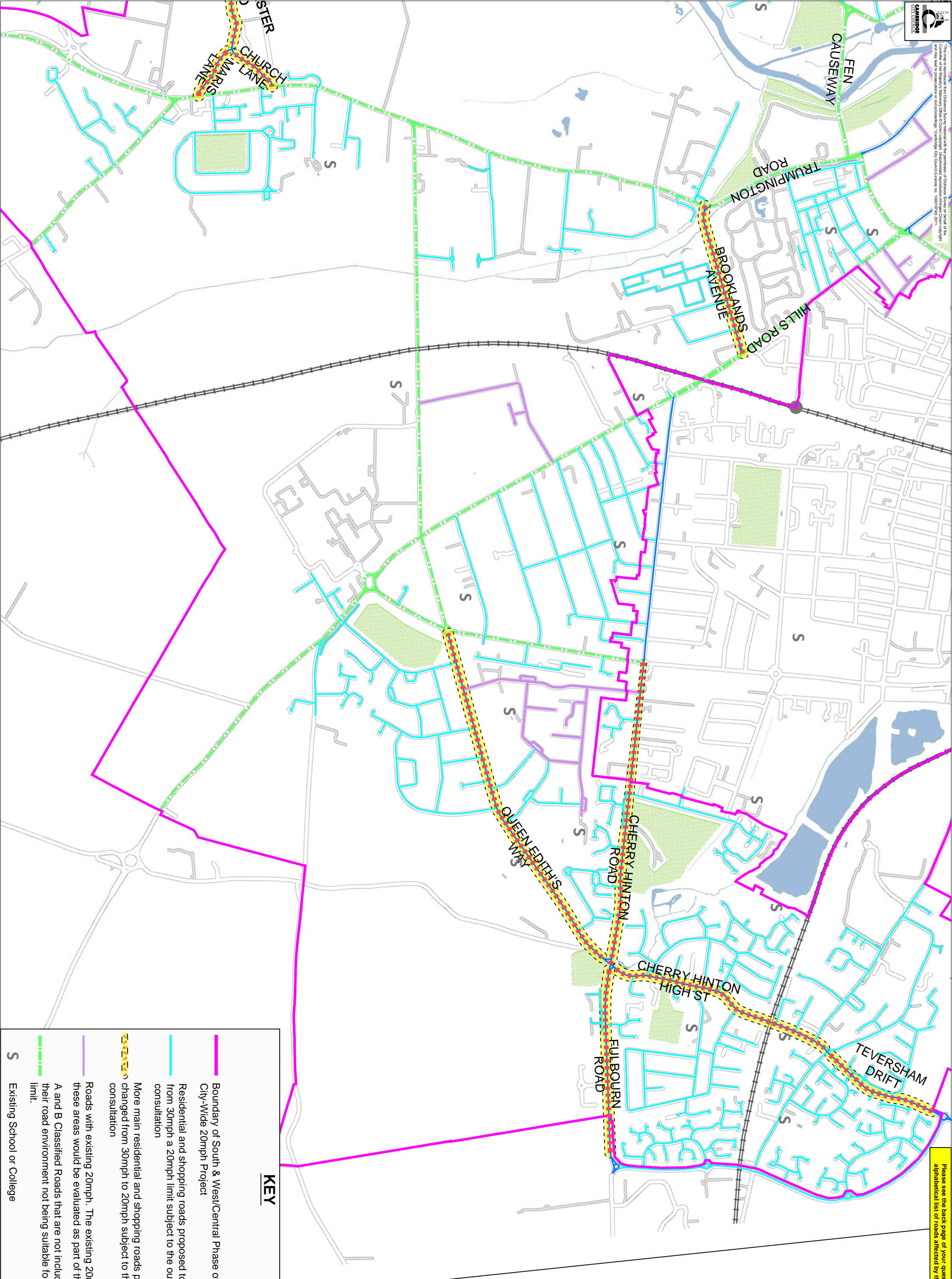
If you wish, please provide any further comments on the proposals
(Continue on a separate page if you wish)

Thank you for taking the time to provide the council with your views







Your response is protected by the Data Protection Act and will only be used by Cambridge City Council. Multiple responses from businesses or residences will be accepted

An alphabetical list of all the shopping and residential roads affected by Question 2

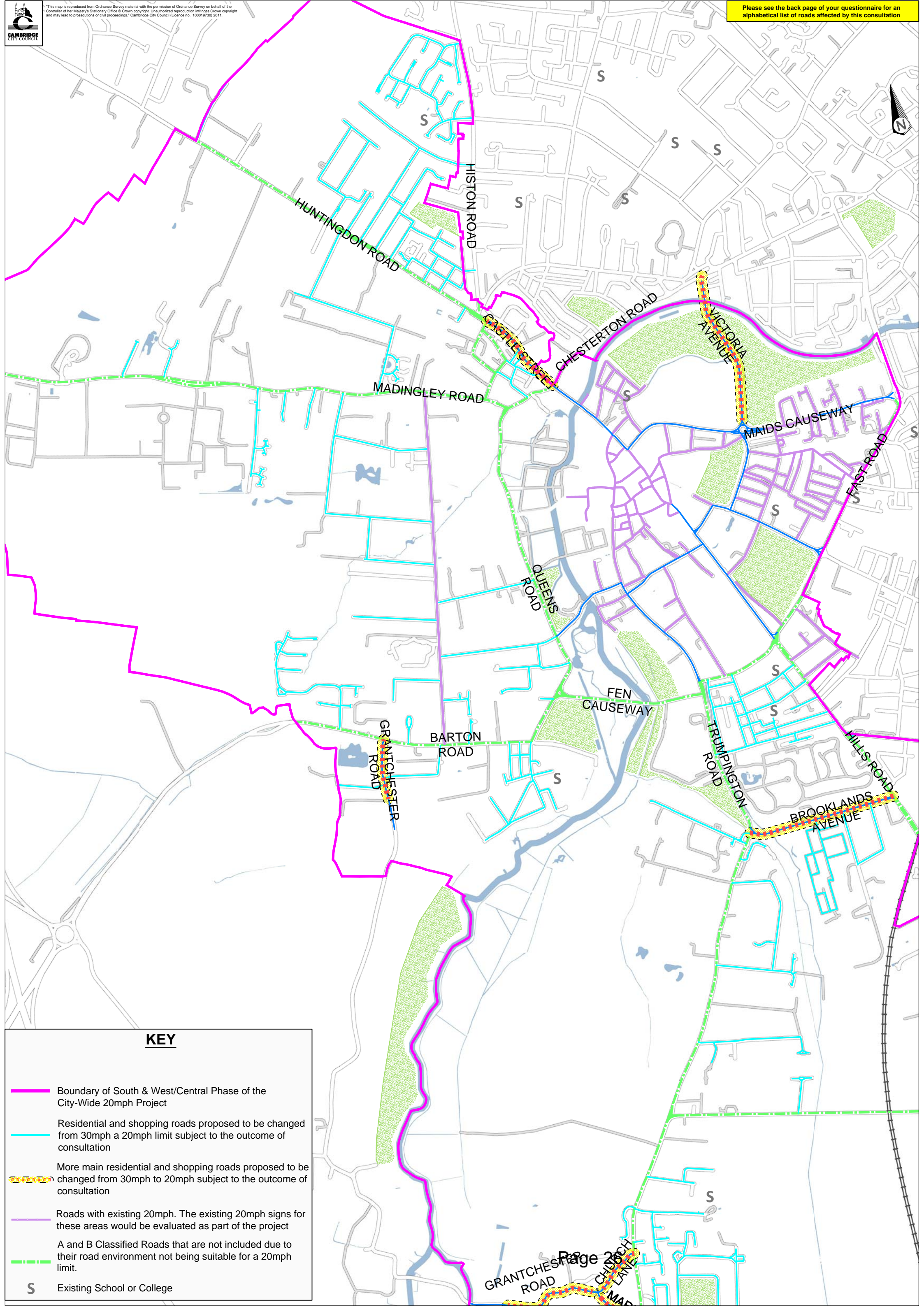
Aberdeen Av	Bentley Rd	Castle St	Cranleigh Cl	Farringford Cl	Gough Way	Hills Av	Lower Park St	Newnham Croft St	Porson Rd	Russell St	St Johns St	Trinity Lane	Wootton Way
berdeen Sq	Beverley Way	Cavendish Av	Cranmer Rd	Fendon Cl	Grafton St	Hills Rd	Luard Cl	Newnham Walk	Portland Place	Rutherford Rd	St Marks Ct	Trinity St	Wordsworth Grove
Adam And Eve St	Bishops Ct	Chalfont Cl	Craven Cl	Fernlea Cl	Grange Rd	Hinton Av	Luard Rd	Newton Rd	Portugal St	Salmon Lane	St Marys St	Trumpington St	Worts Causeway
Adams Rd	Bishops Rd	Chalk Grove	Crispin Place	Field Way	Granta Place	Hoadly Rd	Lucerne Cl	Nightingale Av	Pound Hill	Saxon St	St Pauls Rd	Tweeddale	Wulfstan Way
Ainsdale	Blenheim Cl	Champneys Walk	Crowthorne Cl	Fishers Lane	Grantchester Meadows	Hobson St	Magdalene St	North St	Primrose Cl	Scotsdowne Rd	St Peters St	Union Rd	Yeoman Drive
Albion Row	Blinco Grove	Chartfield Rd	Dane Drive	Fitzroy Lane	Grantchester Rd	Holbrook Rd	Magnolia Cl	Norwich St	Priory St	Sedley Taylor Rd	St Thomas's Sq	Ventress Cl	
Albion Yard	Bliss Way	Chatsworth Av	Daws Cl	Fitzwilliam Rd	Grantchester St	Holyrood Cl	Maids C/way	Nursery Walk	Prospect Row	Sefton Cl	St Tibbs Row	Ventress Farm Ct	
All Souls Lane	Bosworth Rd	Chaucer Cl	Derby St	Fitzwilliam St	Green St	Hulatt Rd	Malcolm St	Old Sable Cl	Queens Lane	Selwyn Gdns	Stansgate Av	Victoria Av	
Almoners Av	Botolph Lane	Chaucer Rd	Desmond Av	Fontwell Av	Greenlands	Iver Cl	Malletts Rd	Orchard Estate	Queens Meadow	Selwyn Rd	Station Rd	Victoria St	
Alpha Terrace	Bowers Croft	Chedworth St	Diamond Cl	Forest Rd	Gresham Rd	James St	Malting Lane	Orchard St	Queensway	Severn Place	Storeys Way	Walpole Rd	
Alwyne Rd	Brandon Place	Chelwood Rd	Doggett Rd	Foster Rd	Greystoke Rd	Jesus Lane	Malvern Rd	Owlstone Rd	Railway St	Shaftesbury Rd	Strangeways Rd	Warkworth St	
Anstey Way	Braybrooke Place	Chequers Cl	Dover St	Francis Crick Av	Guildhall St	Jesus Terrace	Mander Way	Oxford Rd	Rathmore Cl	Shelly Garden	Stratfield Cl	Warkworth Terrace	
Arran Cl	Bridewell Rd	Cherry Cl	Downing Place	Francis Passage	Gunhild Cl	John St	Maners Way	Paget Cl	Rathmore Rd	Shelly Row	Stukeley Cl	Warwick Rd	
Arundel Cl	Bridge St	Cherry Hinton Rd	Downing St	Free School Lane	Gunhild Ct	Kathleen Elliott Way	Manor St	Paget Rd	Rayleigh Cl	Shepherds Cl	Summerfield	Wellington Ct	
Augers Rd	Brooklands Av	Christchurch St	Drayton Cl	Friars Cl	Gunhild Way	Keates Rd	March Lane	Pamplin Ct	Rectory Terrace	Sherlock Cl	Sun St	Wellington St	
Badminton Cl	Brookside	Church End	Drayton Rd	Fulbourn Old Drift	Halifax Rd	Kelsey Crescent	Marion Cl	Panton St	Red Cross Lane	Sherlock Rd	Sunmead Walk	Welstead Rd	
Bailey Mews	Broxbourne Cl	Church Ln, Trump.	Drosier Rd	Fulbourn Rd	Harcombe Rd	King St	Maris Lane	Paradise St	Reed Cl	Short St	Sylvester Rd	Wentworth Rd	
Baldock Way	Brunswick Gdns	City Rd	Eachard Rd	Fulbrooke Rd	Hardwick St	Kingfisher Way	Market Hill	Park Parade	Regent St	Sidgwick Av	Tavistock Rd	Wenvoe Cl	
Barton Cl	Brunswick Terrace	Clarendon Rd	Earl St	Fuller Way	Hartington Grove	Kings Parade	Market St	Park St	Regent Terrace	Sidney Farm Rd	Tenby Cl	West Rd	
Bateman Mews	Buckingham Rd	Clarendon St	Eden St	Garret Hostel Lane	Harvey Rd	Kings Rd	Marlowe Rd	Park Terrace	Reilly Way	Sidney St	Tenison Rd	Westfield Lane	
Bateman St	Bulstrode Gdns	Clarkson Rd	Eden St Backway	Gayton Cl	Hatherdene Cl	Kinnaird Way	Marshall Rd	Parker St	Richard Foster Rd	Silver St	Tennis Ct Rd	Westfield Rd	
Burcliffe Cl	Burleigh Place	Claygate Rd	Edendale Cl	George IV St	Haymarket Rd	Lambourn Cl	Merton St	Parkside	Richmond Rd	Southbrooke Cl	Tennis Ct Terrace	Wheeler St	
Beaumont Cres.	Burleigh St	Clerk Maxwell Rd	Elm St	Gilmour Rd	Hayster Drive	Lansdowne Rd	Mill End Cl	Parsonage St	Rickard Cl	Spalding Way	Teversham Drift	Whymans Lane	
Beaumont Rd	Burnham Cl	Cliveden Cl	Elsworth Place	Gilpin Place	Headington Cl	Lantree Crescent	Mill End Rd	Pearce Cl	Ridley Hall Rd	Spens Av	The Brambles	Wilberforce Rd	
Belmont Place	Byron Sq	Coldhams Lane	Eltisley Av	Gilpin Rd	Headington Drive	Larmor Drive	Mill Lane	Peas Hill	Rock Rd	St Andrews St	The Crescent	Wilkinson Place	
Belmore Cl	Canterbury Cl	Colville Rd	Emmanuel Rd	Gladstone Way	Hedgerley Cl	Leete Rd	Napier St	Pemberton Terrace	Roedeer Cl	St Bedes Crescent	The Lawns	Winchmore Drive	
Bene't St	Canterbury St	Conduit Head Rd	Emmanuel St	Glebe Rd	Henslow Mews	Lexington Cl	Neale Cl	Pembroke St	Rosemary Lane	St Bedes Gdns	The Orchards	Windermere Cl	
Benians Ct	Capuchin Ct	Conway Cl	Evening Ct	Glenacre Cl	Herons Cl	Leyburn Cl	Nelson Cl	Pen Cl	Rotherwick Way	St Christophers Av	Thompsons Lane	Windsor Rd	
Benson Place	Carisbrooke Rd	Corn Exchange St	Exeter Cl	Glenmere Cl	Herschel Rd	Lingholme Cl	Netherhall Way	Penarth Place	Rothleigh Rd	St Eligius Place	Tillyard Way	Wingate Way	
Benson St	Carrick Cl	Coronation St	Fair Ct	Godwin Cl	High St, C Hinton	Lingrey Ct	New Park St	Perry Ct	Round Church St	St Eligius St	Topcliffe Way	Wolsey Way	
Bentinck St	Castle Row	Courtland Av	Fair St	Godwin Way	Highdene Rd	Little St Marys Ln	New Sq	Porson Ct	Russell Ct	St Johns Rd	Tredgold Lane	Woodlark Rd	



KEY

-  Boundary of South & West/Central Phase of the City-Wide 20mph Project
-  Residential and shopping roads proposed to be changed from 30mph a 20mph limit subject to the outcome of consultation
-  More main residential and shopping roads proposed to be changed from 30mph to 20mph subject to the outcome of consultation
-  Roads with existing 20mph. The existing 20mph signs for these areas would be evaluated as part of the project
-  A and B Classified Roads that are not included due to their road environment not being suitable for a 20mph limit.
-  Existing School or College





KEY

- Boundary of South & West/Central Phase of the City-Wide 20mph Project
- Residential and shopping roads proposed to be changed from 30mph a 20mph limit subject to the outcome of consultation
- More main residential and shopping roads proposed to be changed from 30mph to 20mph subject to the outcome of consultation
- Roads with existing 20mph. The existing 20mph signs for these areas would be evaluated as part of the project
- A and B Classified Roads that are not included due to their road environment not being suitable for a 20mph limit.
- S** Existing School or College

Appendix B

20mph Project Phase 3

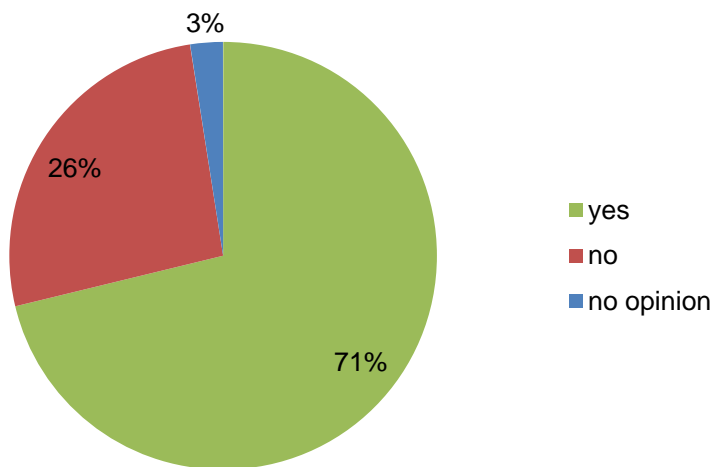
Consultation Results

Results of Public Consultation on Proposed 20mph Speed Limit – South and West Central Phases

Total responses = 3435 Of which people living out of area = 128 (<4%)

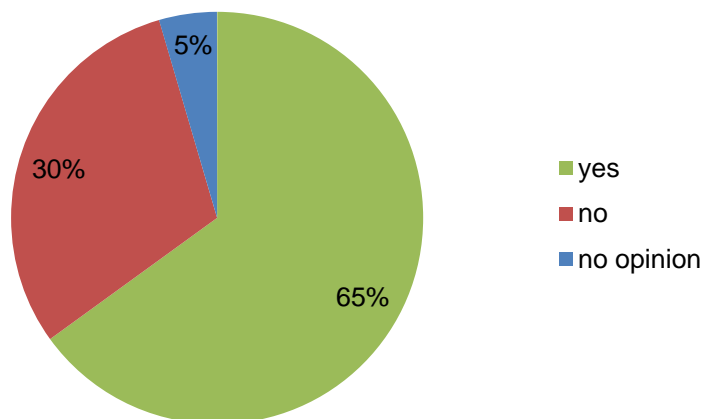
Response rate (from posted surveys) = 14%

Q1: Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?



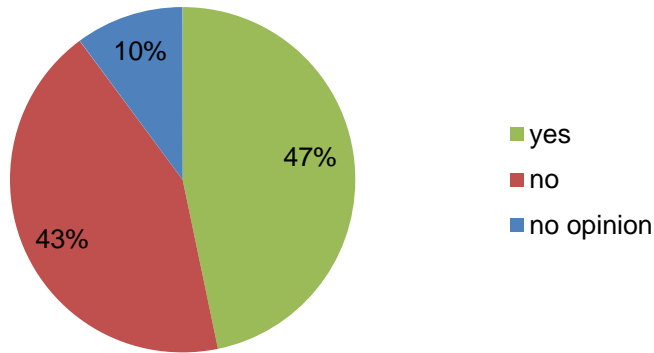
yes	2446
no	904
no opinion	85

Q2: Do you agree with installing the proposed 20mph limit on the roads coloured in solid blue (unclassified roads)?



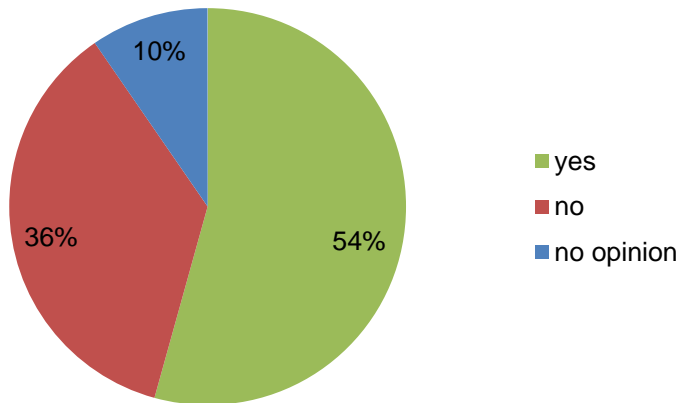
yes	2233
no	1046
no opinion	156

Do you agree with installing the proposed 20mph limit on Victoria Avenue?



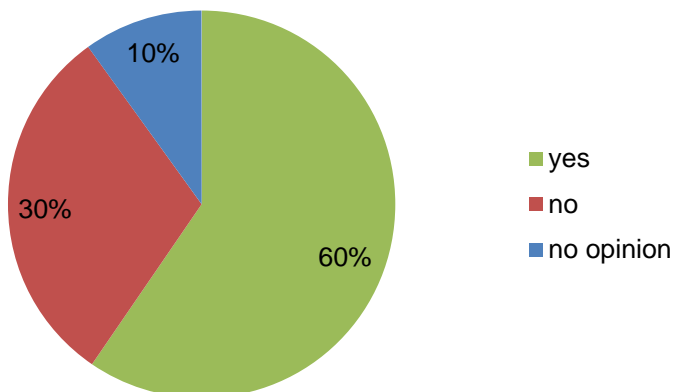
yes	1593
no	1471
no opinion	346

Do you agree with installing the proposed 20mph limit on Castle Street?



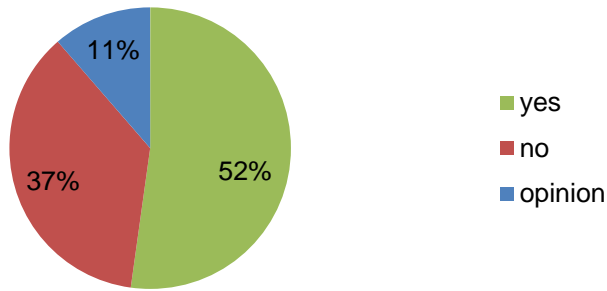
yes	1852
no	1230
no opinion	328

Do you agree with installing the proposed 20mph limit on Cherry Hinton High Street?



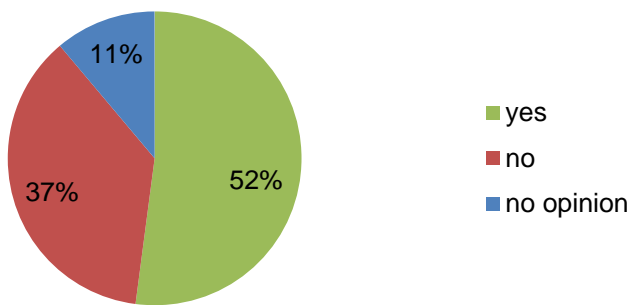
yes	2031
no	1040
no opinion	339

Do you agree with installing the proposed 20mph limit on Grantchester Road (north section)?



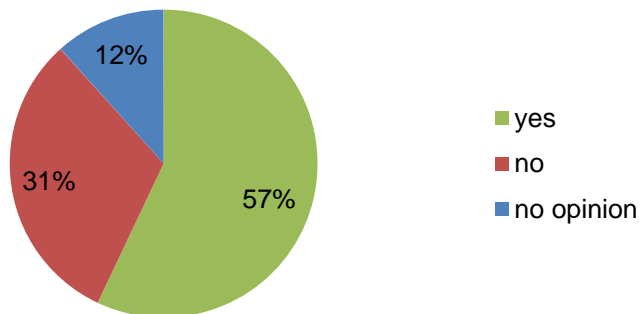
yes	1780
no	1242
no opinion	388

Do you agree with installing the proposed 20mph limit on Grantchester Road (south section)?



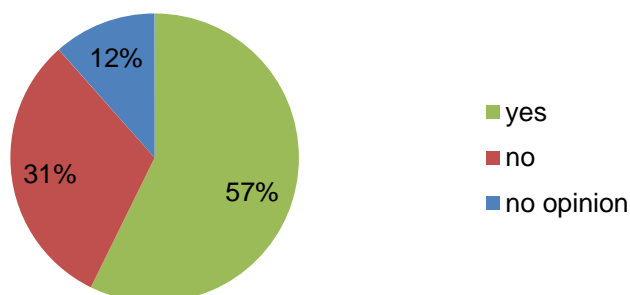
yes	1776
no	1254
no opinion	380

Do you agree with installing the proposed 20mph limit on Church Lane?



yes	1945
no	1067
no opinion	398

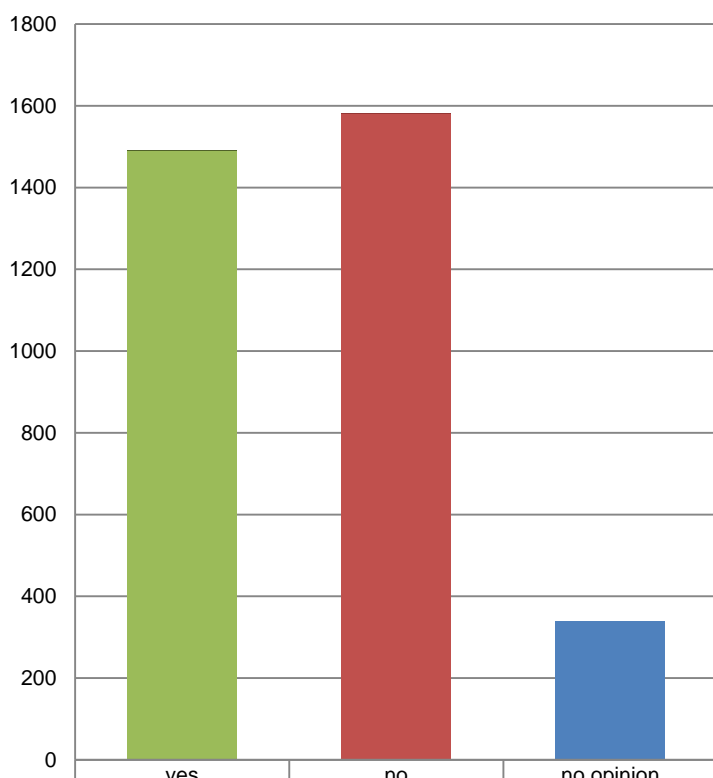
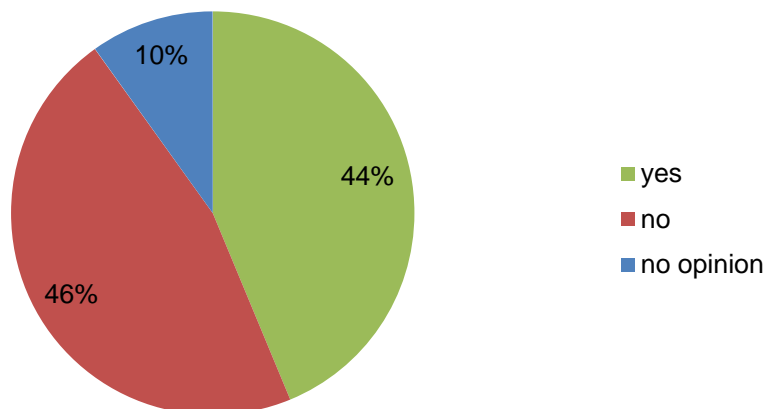
Do you agree with installing the proposed 20mph limit on Maris Lane?



yes	1953
no	1063
no opinion	394

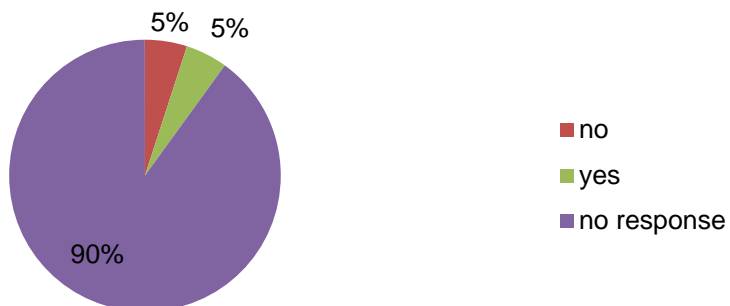
Cherry Hinton Road

Do you agree with installing the proposed 20mph limit on Cherry Hinton Road (remaining section)?



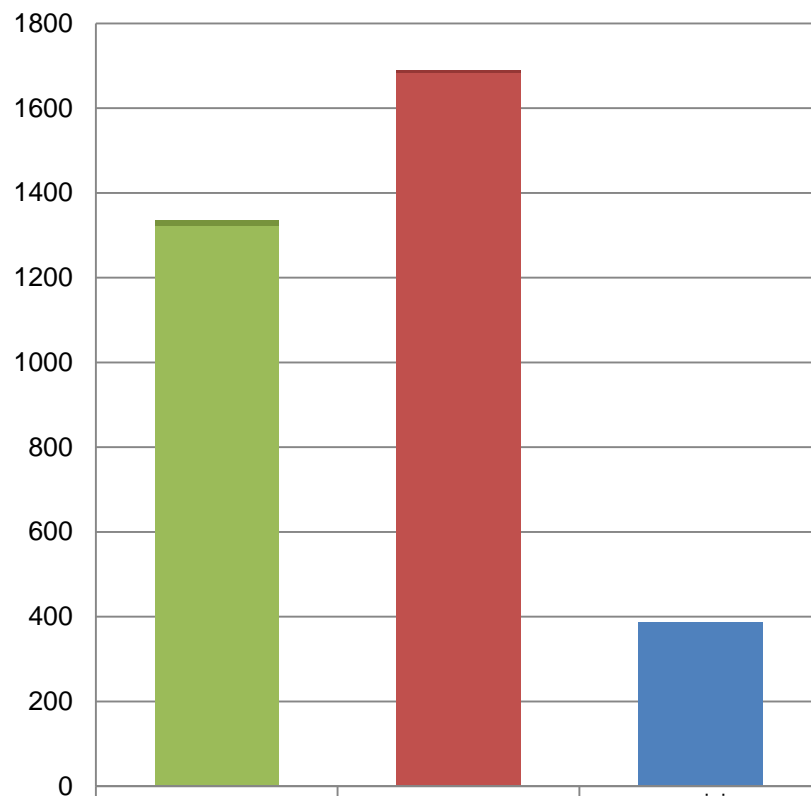
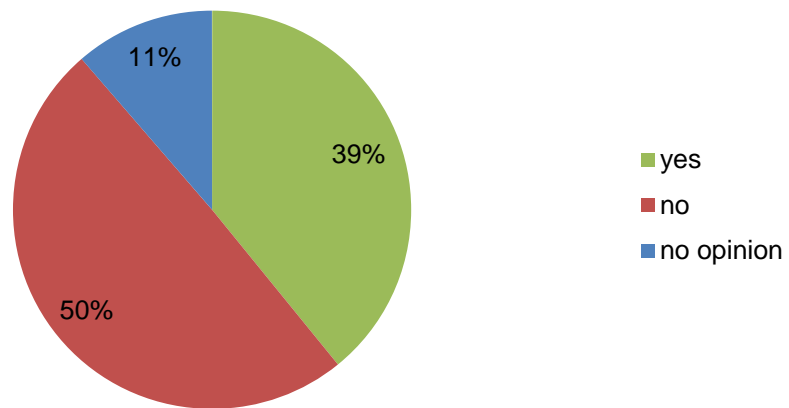
	yes	no	no opinion
Cherry Hinton Road residents	1	1	0
all other respondents	1490	1580	338

Response of Cherry Hinton Road residents



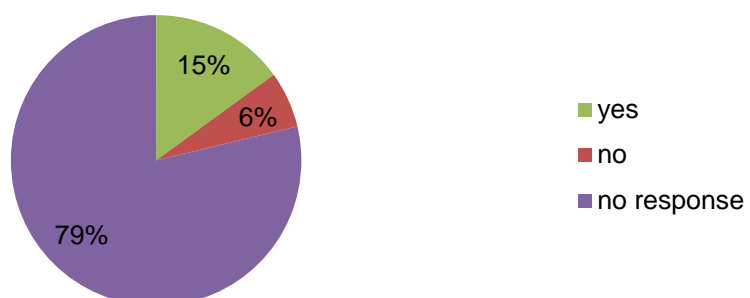
Fulbourn Road

Do you agree with installing the proposed 20mph limit on Fulbourn Road?



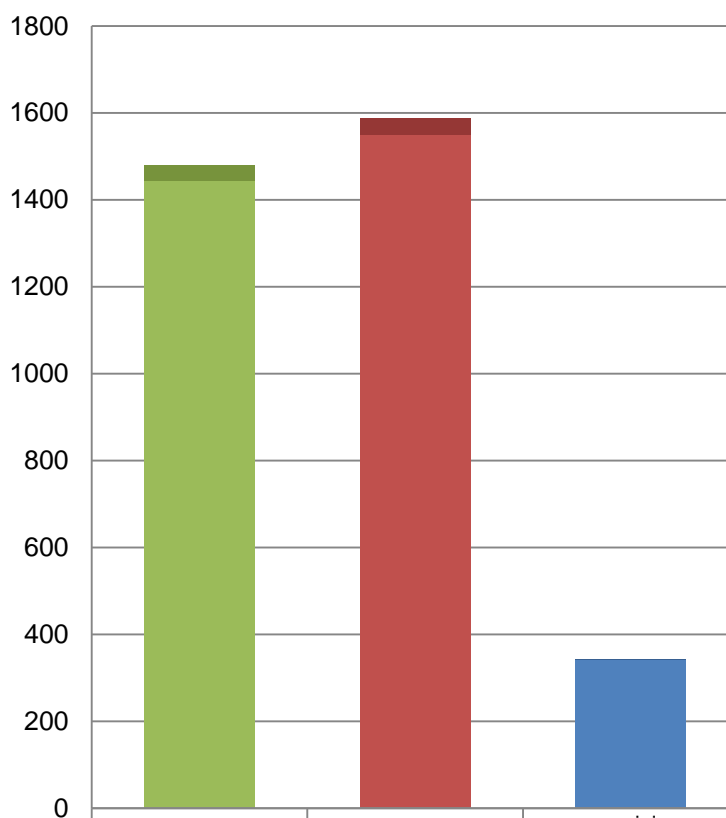
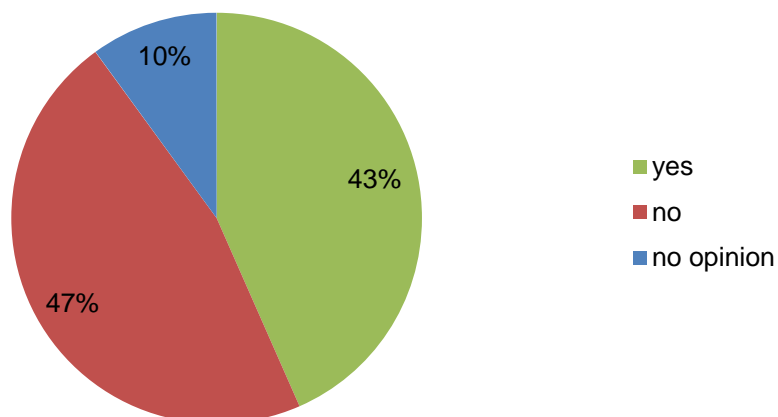
	yes	no	no opinion
Fulbourn Road residents	12	5	0
all other respondents	1322	1684	387

Response of Fulbourn Road residents



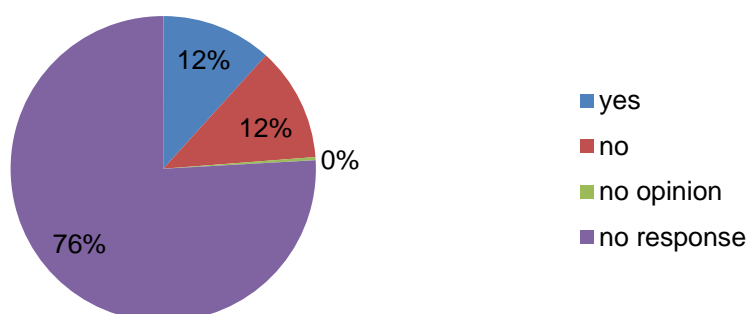
Queen Edith's Way

Do you agree with installing the proposed 20mph limit on Queen Edith's Way?



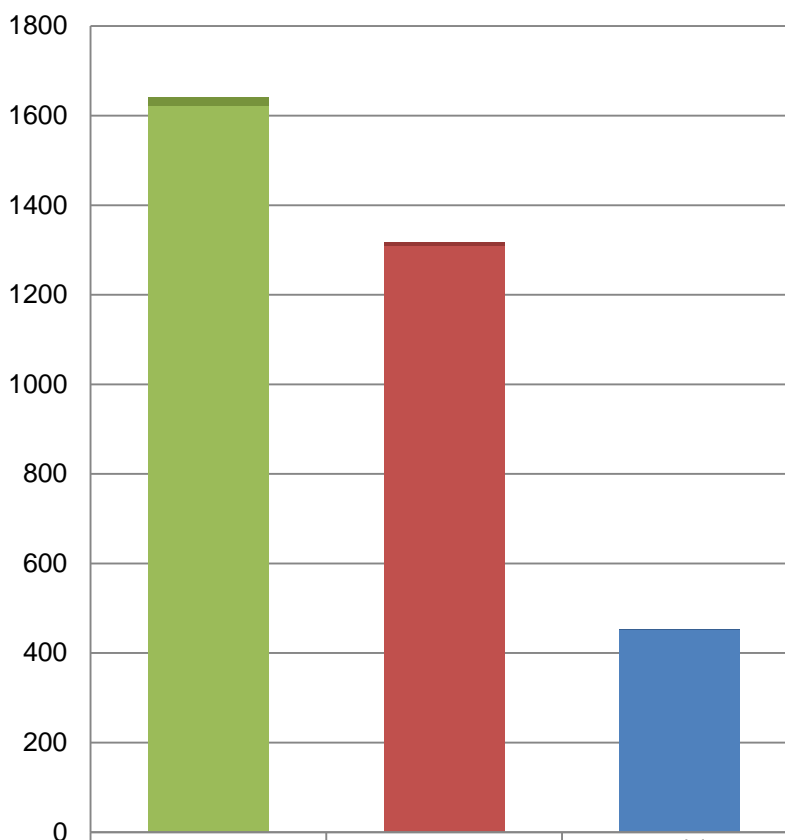
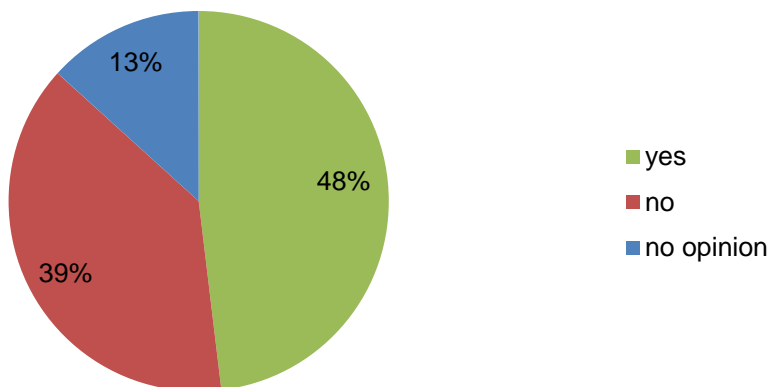
	yes	no	no opinion
Queen Edith's Way residents	36	37	1
all other respondents	1444	1551	341

Responses from Queen Edith's Way residents



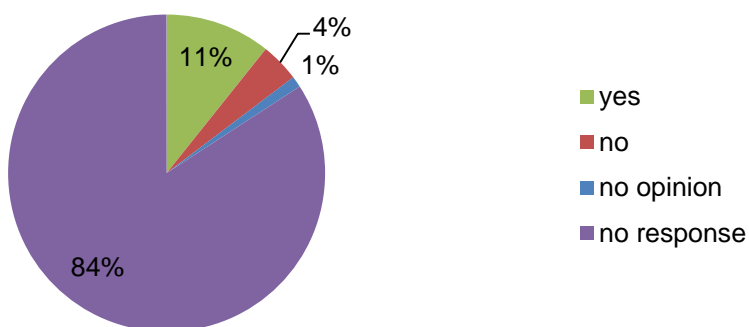
Teversham Drift

Do you agree with installing the proposed 20mph limit on Teversham Drift?



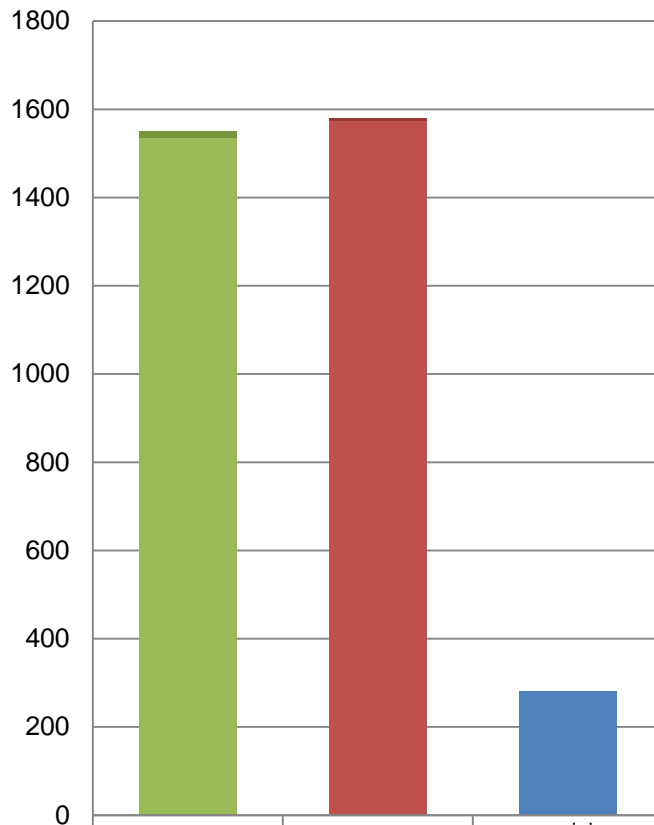
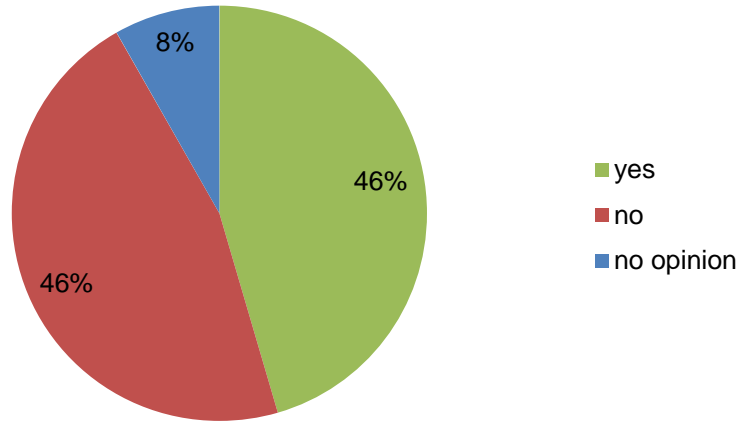
	yes	no	no opinion
Teversham Drift residents	19	7	2
all other respondents	1621	1310	451

Response of Teversham Drift residents



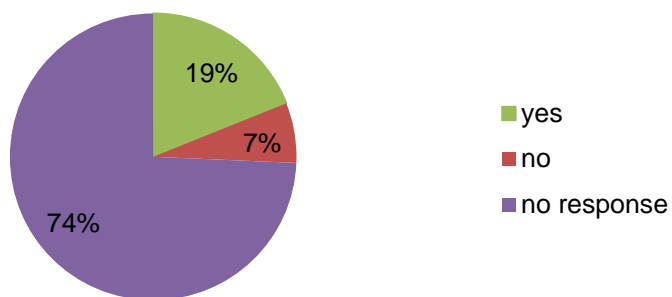
Brooklands Avenue

Do you agree with installing the proposed 20mph limit on Brooklands Avenue?



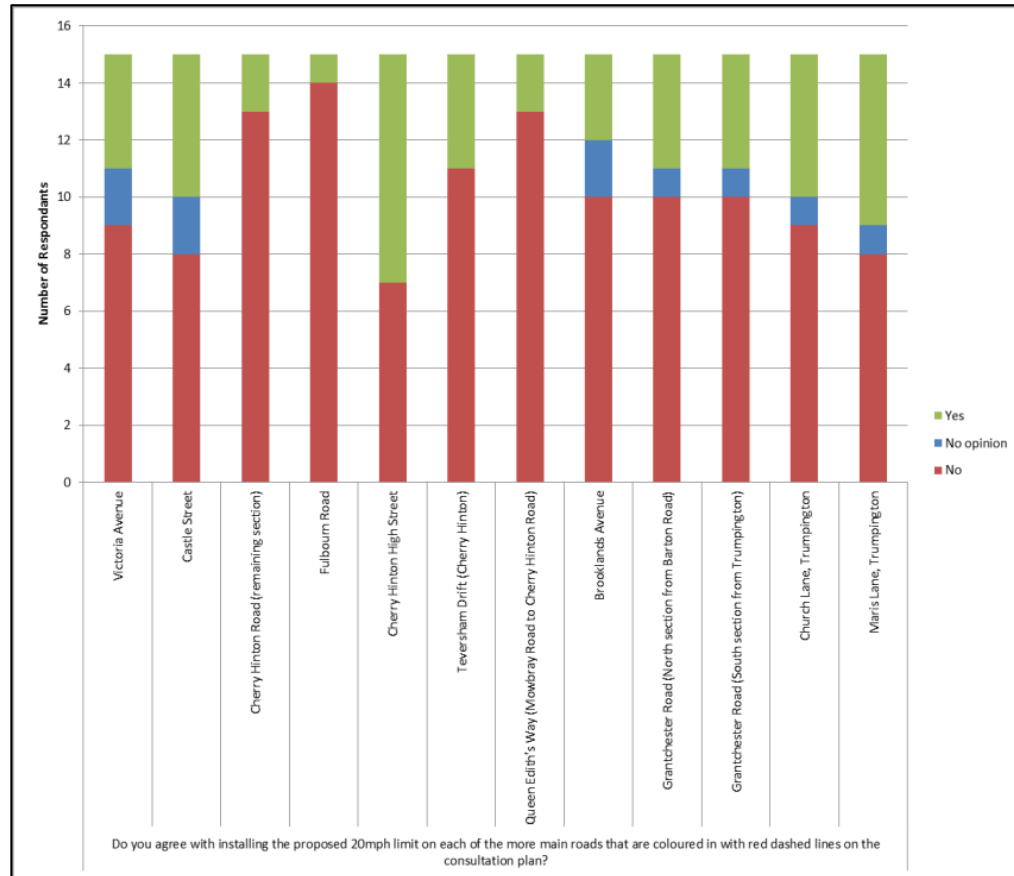
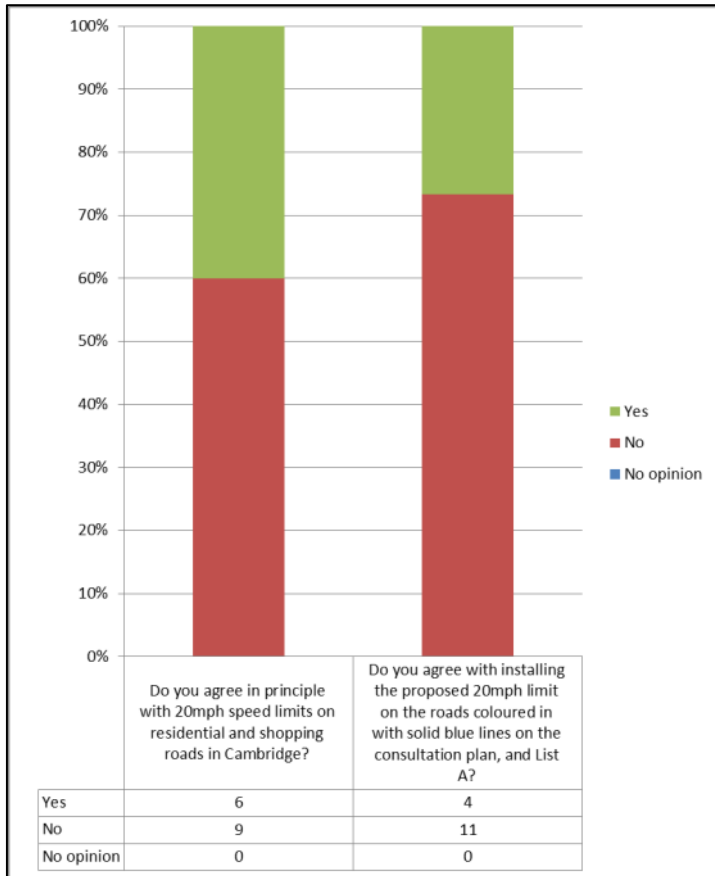
	yes	no	no opinion
Brooklands Avenue residents	14	5	0
all other respondents	1536	1574	281

Response of Brooklands Avenue residents



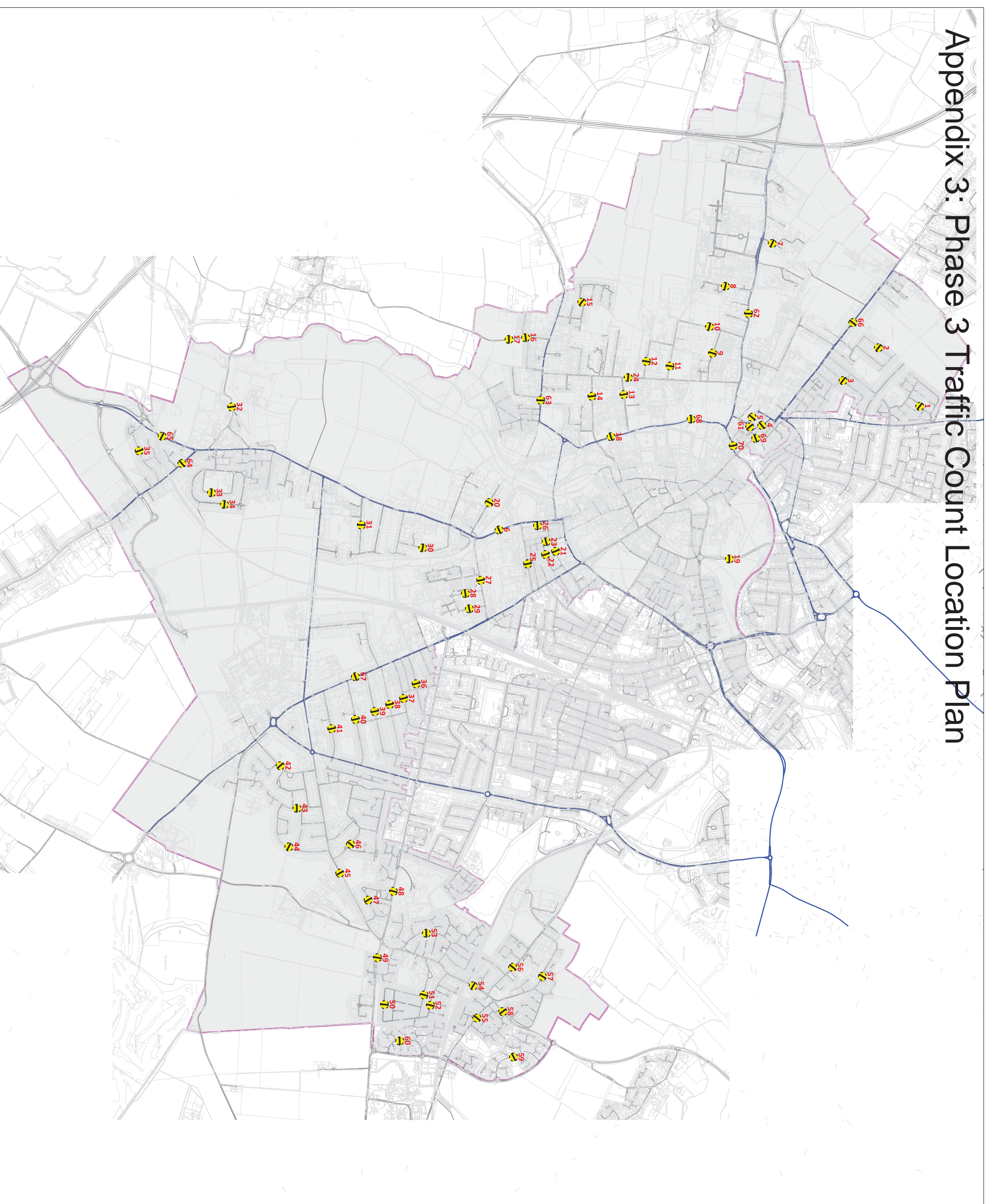
Survey Results from Residents Living in South Cambridgeshire

	Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?	Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan, and List A?	Do you agree with installing the proposed 20mph limit on each of the more main roads that are coloured in with red dashed lines on the consultation plan?												
			Victoria Avenue	Castle Street	Cherry Hinton Road (remaining section)	Fulbourn Road	Cherry Hinton High Street	Teversham Drift (Cherry Hinton)	Queen Edith's Way (Mowbray Road to Cherry Hinton Road)	Brooklands Avenue	Grantchester Road (North section from Barton Road)	Grantchester Road (South section from Trumpington)	Church Lane, Trumpington	Maris Lane, Trumpington	
Yes	6	4	4	5	2	1	8	4	2	3	4	4	5	6	
No	9	11	9	8	13	14	7	11	13	10	10	10	9	8	
No opinion	0	0	2	2	0	0	0	0	0	2	1	1	1	1	
total	15	15	15	15	15	15	15	15	15	15	15	15	15	15	




Appendix C
20mph Project Phase 3
Traffic Count Information

Appendix 3: Phase 3 Traffic Count Location Plan



Key

-  Phase 3 Area
-  City Boundary
-  A or B Classified Road (not included in project)
-  ATC Location with ID number

"This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office @ Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecutions or civil proceedings." Cambridge City Council (Licence No. 100019730) 2010.

DO NOT SCALE
Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. Discrepancies to be brought to the contract administrator's / landscape architect's attention.

REV	AMENDMENTS	DATE
A	STANDARD TEXT SIZE	01/04/13

**ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY**

Simon Payne
Director of Environment
CAMBRIDGE CITY COUNCIL
PO BOX 700, Cambridge, CB1 0JH
Tel: (01223) - 457200 or 457201

Project
Cambridge 20mph Project

Drawing
Phase 3 ATC Locations Plan

Scale:
NTS

Date:
SEP 14

Drawn by:
FMV

Checked by:
JR

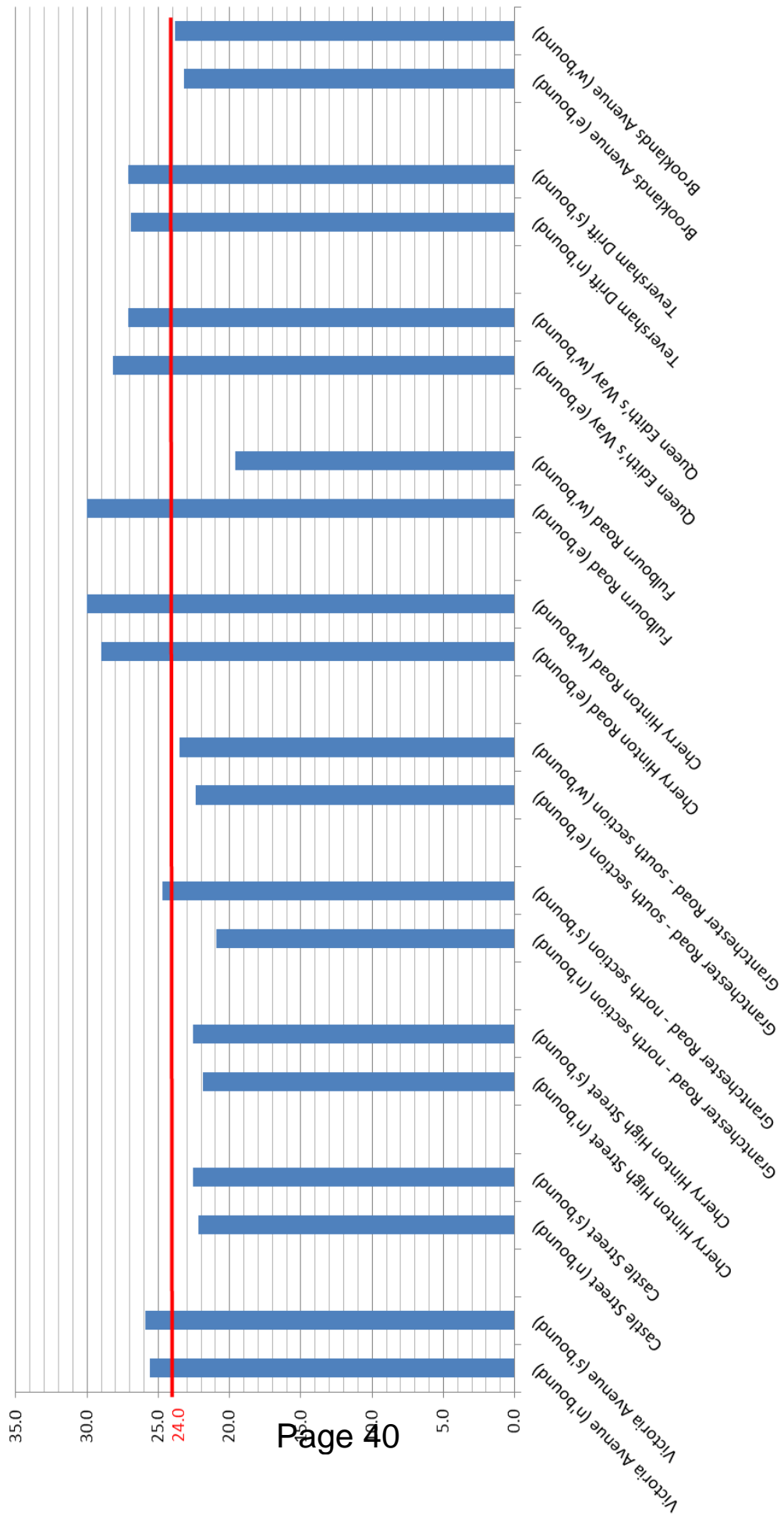
Drawing No:

040-016/000/030

Appendix C: Traffic Count Average Speed Data

Traffic Count Location	Average Speed (mph)
Victoria Avenue (n'bound)	25.6
Victoria Avenue (s'bound)	25.9
Castle Street (n'bound)	22.2
Castle Street (s'bound)	22.6
Cherry Hinton High Street (n'bound)	21.9
Cherry Hinton High Street (s'bound)	22.6
Grantchester Road - north section (n'bound)	20.9
Grantchester Road - north section (s'bound)	24.7
Grantchester Road - south section (e'bound)	22.4
Grantchester Road - south section (w'bound)	23.5
Cherry Hinton Road (e'bound)	29.0
Cherry Hinton Road (w'bound)	30.0
Fulbourn Road (e'bound)	30.0
Fulbourn Road (w'bound)	19.6
Queen Edith's Way (e'bound)	28.2
Queen Edith's Way (w'bound)	27.1
Teversham Drift (n'bound)	26.9
Teversham Drift (s'bound)	27.1
Brooklands Avenue (e'bound)	23.2
Brooklands Avenue (w'bound)	23.8

Phase 3 Traffic Count Average Speeds



Capital Project Appraisal - Capital costs & funding - Profiling

Appendix D

	2015/16	2016/17	2017/18	2018/19	Comments
	£	£	£	£	
Capital Costs					
Building contractor / works	150,000				Construction Costs
Purchase of vehicles, plant & equipment					
Professional / Consultants fees	27,000	9,000			Officer Costs
Other capital expenditure:					
<i>Legal Traffic Order process</i>	16,000				
<i>Phs 3 post implementation Auto. Traffic Counts</i>		8,000			
<i>Commuted Sum for Maintenance</i>	41,400				
Total Capital cost	234,400	17,000	0	0	
Capital Income / Funding					
Government Grant					
Developer Contributions					
R&R funding					
Earmarked Funds					
Existing capital programme funding	234,400	17,000			SC532-39149
Revenue contributions					
Total Income	234,400	17,000	0	0	
Net Capital Bid	0	0	0	0	

Cambridge City Council Equality Impact Assessment



Completing an Equality Impact Assessment will help you to think about what impact your strategy, policy, plan, project, contract or major change to your service may have on people that live in, work in or visit Cambridge, as well as on City Council staff.

The template is easy to use. You do not need to have specialist equalities knowledge to complete it. It asks you to make judgements based on evidence and experience. There are guidance notes on the intranet to help you. You can also get advice from David Kidston, Strategy and Partnerships Manager on 01223 457043 or email david.kidston@cambridge.gov.uk, or from any member of the Joint Equalities Group.

1. Title of strategy, policy, plan, project, contract or major change to your service:

Cambridge 20mph Project

2. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?

To reduce the speed of traffic on non-classified roads and some classified roads within the city of Cambridge to 20mph in order to provide a safer, greener and less threatening road environment for all road users.

3. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)

- Residents
- Visitors
- Staff

A specific client group or groups (please state):

4. What type of strategy, policy, plan, project, contract or major change to your service is this? (Please tick)

- New
- Revised
- Existing

5. Responsible directorate and service

Directorate: Environment
Service: Streets and Open Spaces

6. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service?

- No
 Yes (please give details):

Cambridgeshire County Council (as traffic authority)
Cambridge City Web Team
Local Police (enforcement)
Local public transport providers

7. Potential impact

Please list and explain how this strategy, policy, plan, project, contract or major change to your service could **positively** or **negatively** affect individuals from the following equalities groups.

(a) Age (any group of people of a particular age, including younger and older people)

The project should have a positive impact on the more vulnerable younger and older road users, by providing a less threatening road environment. In addition, at 20mph the number of Personal Injury Accidents (PIAs) is reduced and where they do occur they result in less severe injury, which is of particular importance to more vulnerable road users.

(b) Disability (including people with a physical impairment, sensory impairment, learning disability, mental health problem or other condition which has an impact on their daily life)

In certain cases road users with a disability such as sensory or physical impairment would be classed as vulnerable road users. As such the scheme will provide a positive impact by providing a safer road environment.

(c) Gender

No specific impact

(d) Pregnancy and maternity

No specific impact

(e) Transgender (including gender re-assignment)

No specific impact

(f) Marriage and Civil Partnership

No specific impact

(g) Race or ethnicity

Studies suggest that minority groups are underrepresented as users of active travel modes. Through providing a less threatening road environment, the project is likely to have a positive impact by reducing the barriers to walking and cycling that these groups encounter.

(h) Religion or belief

No specific impact

(i) Sexual orientation

No specific impact

(j) Other factor that may lead to inequality – in particular – please consider the impact of any changes on low income groups or those experiencing the impacts of poverty (please state):

This scheme will promote a safer road environment for all road users, particularly for the most sustainable and cost effective modes such as cycling and walking. Those experiencing the impacts of poverty may now have the opportunity to reconsider these modes and therefore benefit from this project.

8. If you have any additional comments please add them here

None

9. Conclusions and Next Steps

- If you have not identified any negative impacts, please sign off this form.

10. Sign off

Name and job title of assessment lead officer:

John Richards, Acting Project Delivery & Environment Manager

Names and job titles of other assessment team members and people consulted: N/A

Date of completion: 08.10.12

Date of last review: 01.03.15

Date of next review of the assessment: N/A

This page is intentionally left blank