



## Cambridge City Council

### **Project Appraisal and Scrutiny Committee Recommendation**

#### **Project Name: Cambridge 20mph Project – Phase 1 Implementation and Phase 2 Consultation**

**To:** Cllr Tim Ward, Executive Councillor for Planning and Climate Change

**Report by:** Simon Payne – Director of Environment

**Scrutiny committee:** ENVIRONMENT 08.10.13

**Wards affected:** Arbury, East Chesterton, King's Hedges and West Chesterton

### **Recommendations**

#### **Financial recommendations –**

- The Executive Councillor is asked to approve the commencement of phase 1 of this scheme, which is already included in the Council's Capital & Revenue Project Plan
- The total cost of phase 1 is £158,700 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 1 Safety Audit - £4000
  - § Phase 1 traffic order making process including street notices - £8000
  - § Implementation of Phase 1 (in line with the roads recommended for inclusion by North Area Committee on 01/08/13, see list below) - £131,500

- § Phase 1 post implementation automatic traffic count (ATC) monitoring - £3700
  - § Phase 2 pre-consultation ATC monitoring - £3500
  - § Phase 2 consultation and public engagement including exhibitions - £8000
- Subject to:
    - The permission of the Director of Resources 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 North Area Committee**

- Inclusion of all unclassified roads in the north phase area
- Inclusion of the following C class roads: Chesterton High Street, Green End Road, Arbury Road
- Exclusion of the following C class roads: Kings Hedges Road, Gilbert Road
- For the provision of 20mph on Victoria Road (an A class road) to be investigated and progressed. See Appendix D for further information.

**Project Name: Cambridge 20mph Project – Phase 1 Implementation and Phase 2 Consultation**

**1 Summary**

**1.1 The project**

*To provide infrastructure (signs and lines) for a new 20mph speed limit on the public highway in the north area of the city, and to undertake public consultation activities for a proposed similar limit in the east area of 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.*

Target Dates:	
Start of procurement	October 2013
Award of Contract	November 2013
Start of project delivery	January 2014
Completion of project	March 2014
Date that project output is expected to become operational (if not same as above)	

**1.2 Anticipated Cost**

Total Project Cost	£ 158,700
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Cost Funded from:

Funding:	Amount:	Details:
Reserves	£158,700	SC532-39149
Repairs & Renewals	£	
Developer Contributions	£	
Climate Change Fund	£	
Other	£	

### **1.3 Procurement process**

- 1.3.1 Procurement for the implementation of Phase 1 will be through the Braintree District Framework Agreement, which includes six contractors and is 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 tenders from a minimum of three service suppliers and identified following considerations by a skilled officer panel.

## **2 Project Appraisal & Procurement Report**

### **2.1 Project Background**

- 2.1.1 In July 2011, a motion to Council was agreed that requested the Executive Councillor for Planning and Climate Change (Cllr Tim Ward) to evaluate 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 has been divided into four separate phases, reflecting existing area committee boundaries. Each phase is being progressed separately and

brought to the relevant area committee for recommendation. Further information is available on the project web page: <https://www.cambridge.gov.uk/20mph-speed-limit>

## **2.2 Aims & objectives**

### **2.2.1 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
- rationalise the existing number of isolated 20mph zones
- create clarity for motorists with regard to speed limits in residential areas.

2.2.2 The project will help to achieve the council's Medium Term Strategic objectives, including: 'Improve facilities for pedestrians, cyclists and public transport users, including consideration of extending areas with a 20mph limit'. 20mph zones are included within the Council's Annual Statement and 'Vision for the City'. The project is reflected in strategic objective PST4.4 of the Planning and Sustainable Transport Portfolio Plan 2012-13.

2.2.3 To include within the project roads that are suitable for the introduction of a new 20mph limit and that are in line with the outcomes of consultation, as set out in sections 2.2.3 to 2.3.7 below. The outcomes of officer investigation into the suitability of specific C class roads for a new 20mph limit are in line with consultation outcomes. Specifically as set out below, consultation has provided an overall positive response to the inclusion of Chesterton High Street and Green End Road. Both these roads have existing traffic calming, suitable geometry (with bends and reduced width), numerous attractors such as shops, and parks adjacent with associated pedestrian and cycle movements, and existing low traffic speeds. As such these have been identified as suitable to a 20mph limit. Similarly Kings Hedges Road and Gilbert Road, due to existing traffic speed, geometry, and

directly adjacent land use have been identified as not currently suitable for a 20mph limit. Arbury Road received no overall positive or negative response at public consultation. However, as set out in 2.3.6 below, members at North Area Committee have recommended for its inclusion. Officer investigation has indicated that due to existing traffic calming, relatively narrow road geometry, and adjacent land use, including parks with play areas, shops and three schools, Arbury Road is suitable for a 20mph limit. In addition the suitability of Arbury Road to a 20mph limit will be further enhanced following a programmed County Council cycle improvements project, set out in 2.12 below. Consultation outcomes are in favor of the introduction of a 20mph limit on Unclassified Roads within the phase area and officer investigation agrees with this outcome.

## **2.3 Major issues for stakeholders & other departments**

2.3.1 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 highlighted that their resources are limited and this will impact on their ability to undertake additional enforcement activities.

2.3.2 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.

### **Consultation undertaken:**

2.3.3 **Public** - Public consultation for Phase 1 took place between 13/05/13 and 05/07/13 (8 weeks). The consultation was undertaken via the delivery of a consultation pack containing an explanatory leaflet and freepost return questionnaire to all addresses located within the Phase 1 area along with statutory consultees (17,321 addresses). A total of 4245 responses were received. The public consultation outcomes are summarised at Appendix C. These include a 66% overall response in favour of the principle of 20mph speed

limits in Cambridge, and an overall 63% response in favour of 20mph on unclassified roads within the north phase area.

2.3.4 **Members** - The project was taken to the Environment Scrutiny Committee on 15/01/13, at which approval was provided for the project:

- Programme
- Governance/Decision making process
- Board terms of reference
- Phasing
- Engagement/Consultation to commence for the first phase

Approval was also provided for the following estimated initial project spending:

- Automatic Traffic Counts (ATCs) for project baseline data collection – < £12,000
- Project wide Engagement/Consultation Activities – < £50,000

2.3.5 Prior to Phase 1 public consultation, the project was taken to North Area Committee on 21/03/13, to request comments on the consultation arrangements.

2.3.6 Following the closure of Phase 1 public consultation, the project was taken once again to the North Area Committee for member recommendation on the consultation outcomes. The outcomes are summarised at Appendix D.

2.3.7 **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'.

## **2.4 Summarise key risks associated with the project**

- 2.4.1 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.
- 2.4.2 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. With 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.
- 2.4.3 As the local traffic authority, Cambridgeshire County Council's Cabinet will have to consider the project and approve the commencement of a statutory traffic regulation order process, as well as determine any objections that are subsequently received.
- 2.4.4 The traffic order making process will have to 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 have an impact on project delivery.
- 2.4.5 Following implementation it is possible the new legal limit will not be complied with by the majority of drivers. This may result in a negative public reaction to the project, leading to the need for further measures to improve compliance. Such measures have been identified. These include the use of movable vehicle activated signs which can be programmed to flash up a message such as slow down 20mph to drivers



of vehicles approaching the sign in excess of a pre-defined set speed. Through being movable the signs could be installed at locations where a compliance issue was identified, and relocated prior to drivers becoming too accustomed to the sign. This would help to maintain the signs impact and effectiveness. Should compliance continue to be an issue, physical traffic calming measures may be considered. For the purposes of the project, a lack of compliance would be defined as mean traffic speed in both directions in excess of 27mph.

## **2.5 Financial implications**

2.5.1 Appraisal prepared on the following price base: 2013/14

2.5.2 Specific grant funding conditions are:

- None

2.5.3 Other comments:

This appraisal refers to the implementation of Phase 1 and consultation for Phase 2 of the Cambridge 20mph Project. There are 4 phases and a total of £460,000 available for the project in total. On the basis of the costing associated with Phase 1, it is likely the current allocation will not be sufficient to complete the entire project. The current total estimated cost to complete the project inclusive of all professional fees is: £600,000 However there are opportunities for cost savings within this, and as such this total cost estimate should be viewed as a maximum figure.

## 2.6 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)	
<b>Net Revenue effect</b>	0	Cost/(Saving)

## 2.7 VAT implications

TBC

## 2.8 Energy and Fuel Savings

(a) Is this project listed in the Carbon Management Plan?	No
	<b>If 'No', move to Section 2.9.</b>

## 2.9 Climate Change Impact

Positive Impact			No effect	Negative Impact		
		+L				

2.9.1 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 tire wear can be reduced. A 20mph limit can also help to reduce the level of traffic noise pollution.

2.9.2 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.

## 2.10 Other implications

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

## 2.11 Staff required to deliver the project

<b>Service</b>	<b>Skills</b>	<b>Total Hours</b>
<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>

## 2.12 Dependency on other work or projects

The designs for any County Council funded traffic safety schemes on roads included in the 20mph project may be affected by, or have an affect on the 20mph project. This is specifically relevant to the implementation of Phase 1 on Arbury Road, where a County Council cycle improvements project is programmed. This project is due to provide improvements to the existing traffic calming measures along Arbury Road, and as such would increase the suitability of this stretch for a 20mph speed limit. Other programmed County Council projects, such as potential improvements to Cherry Hinton High Street may have a similar impact on future phases of the project.

## 2.13 Background Papers

- Responses to Cambridge 20mph Project, North Phase Public Consultation
- Cambridge City Council, Environment Scrutiny Committee Report – Cambridge 20mph Project  
<http://democracy.cambridge.gov.uk/documents/g714/Public%20reports%20pack%2015th-Jan-2013%2017.00%20Environment%20Scrutiny%20Committee.pdf?T=10>
- 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](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>
- Cambridge City Council Budget Setting Report  
[http://mgsqimh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011\\_1.pdf](http://mgsqimh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011_1.pdf)
- Planning and Sustainable Transport Portfolio Plan 2012-13  
[http://mgsqimh01/documents/s8526/PST\\_Planning\\_and\\_Sustainable\\_Transport\\_Portfolio\\_Plan\\_2012-13.pdf](http://mgsqimh01/documents/s8526/PST_Planning_and_Sustainable_Transport_Portfolio_Plan_2012-13.pdf)
- Cambridge City Council Medium Term Financial Strategy 2011/12 – 2015/16  
[http://mgsqimh01/documents/s13580/MTS\\_Version\\_2\\_Executive\\_FINAL\\_2.pdf](http://mgsqimh01/documents/s13580/MTS_Version_2_Executive_FINAL_2.pdf)
- Cambridge City Council Climate Change Strategy 2012-2016  
[http://mgsqimh01/documents/s13710/Appendix A Cambridge City Council Climate Change Strategy.pdf](http://mgsqimh01/documents/s13710/Appendix_A_Cambridge_City_Council_Climate_Change_Strategy.pdf)

## 2.14 Inspection of papers

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Date prepared:	09.08.13

## Appendix A

	2013/14	2014/15	2015/16	2016/17	2017/18	Comments
	£	£	£	£	£	
<b>Capital Costs</b>						
Building contractor / works	131,500					
Purchase of vehicles, plant & equipment						
Professional / Consultants fees	4,000					Safety Audit
Other capital expenditure:						
<i>Phase 2 Consultation costs</i>	8,000					
<i>Traffic orders</i>	8,000					
<i>Phs 1 post implementation Auto. Traffic Counts</i>	3,700					
<i>Phs 2 pre consultation Auto .Traffic Counts</i>	3,500					
<b>Total Capital cost</b>	<b>158,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Capital Income / Funding</b>						
Government Grant						
Developer Contributions						
R&R funding						
Earmarked Funds						
Existing capital programme funding	392,000					SC532-39149
Revenue contributions						
<b>Total Income</b>	<b>392,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Net Capital Bid</b>	<b>(233,300)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



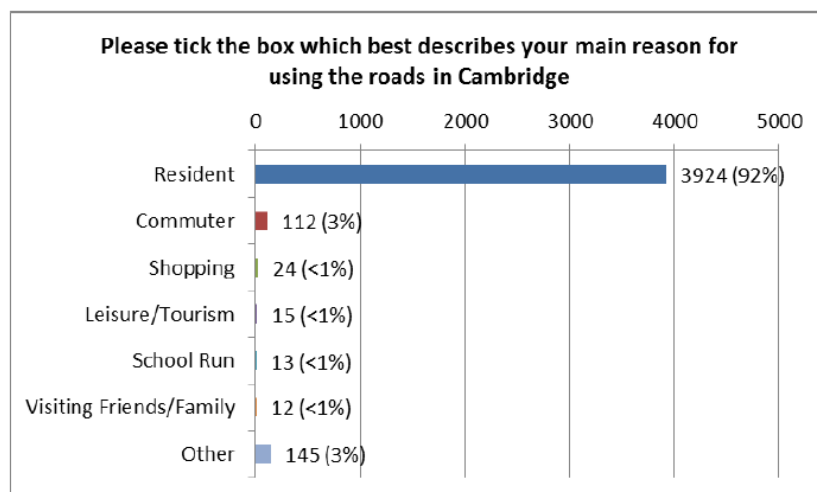
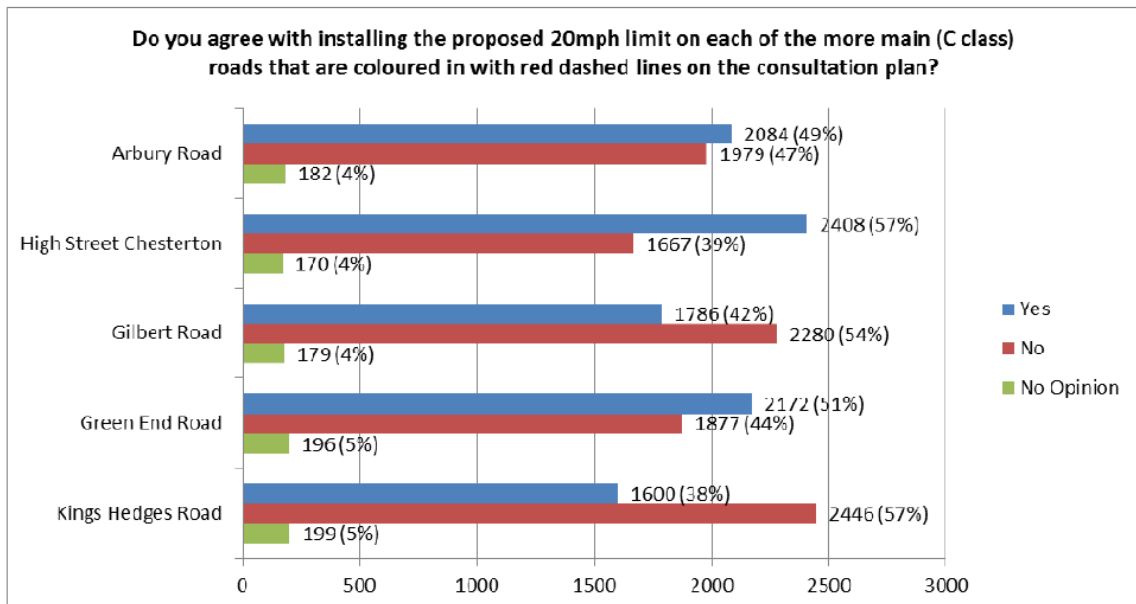
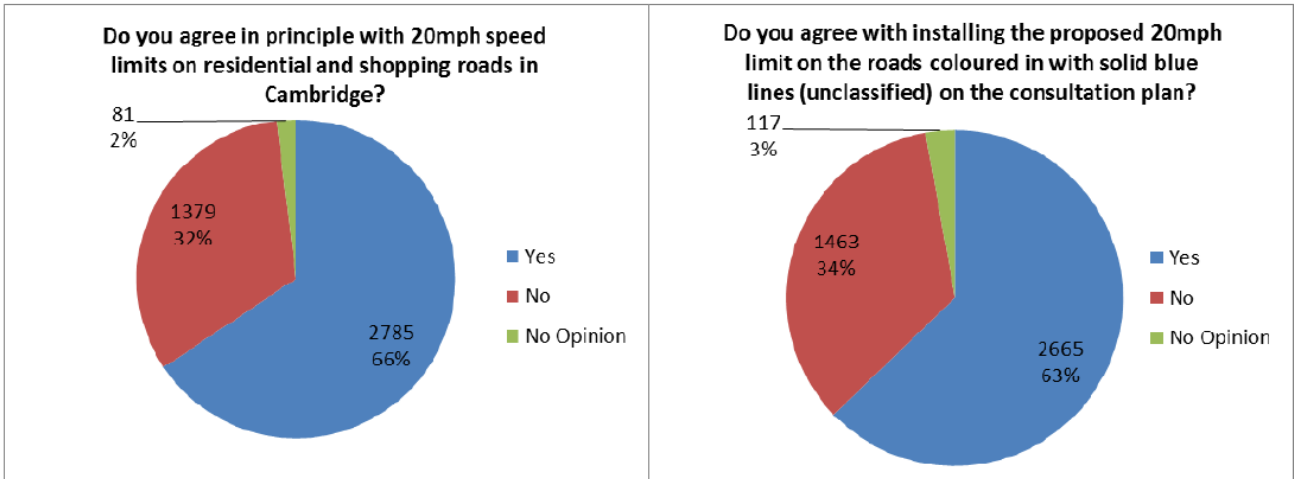
## Appendix B

Energy/ Fuel:	Energy Savings Per Year:	Details:	References:	Unit Energy Cost (£ per kWh or litre)	Estimated Annual Cost Savings (£ per year)
Electricity	<i>n/a</i>				
Gas	<i>n/a</i>				
Diesel	<i>n/a</i>				
Petrol	<i>n/a</i>				
Other (please specify)	<i>n/a</i>				
<b>TOTAL ENERGY COST SAVINGS (£ per year):</b>					

**Key Assumptions:**

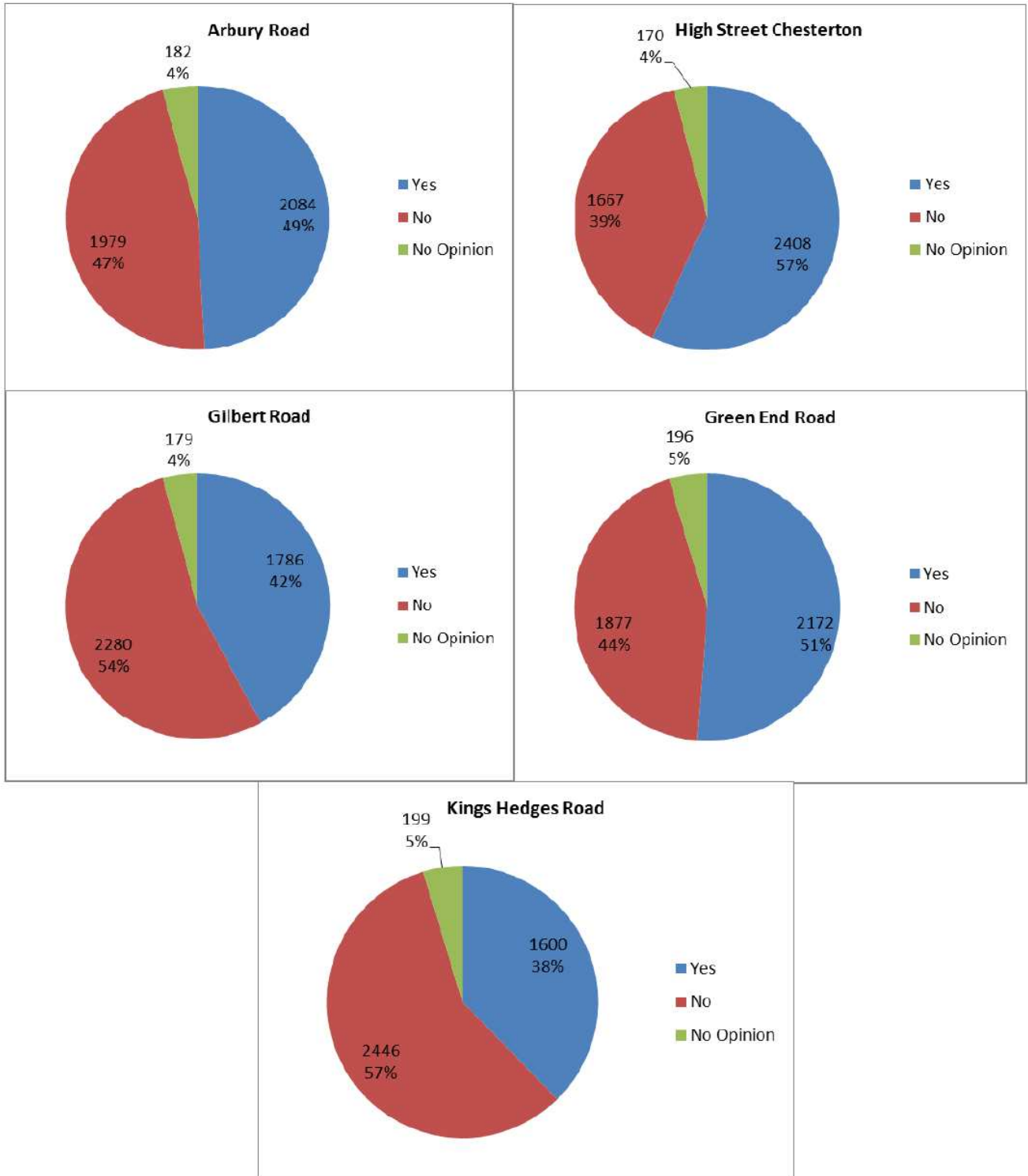
## Appendix C

Overall Consultation Results – 4245 responses received in total

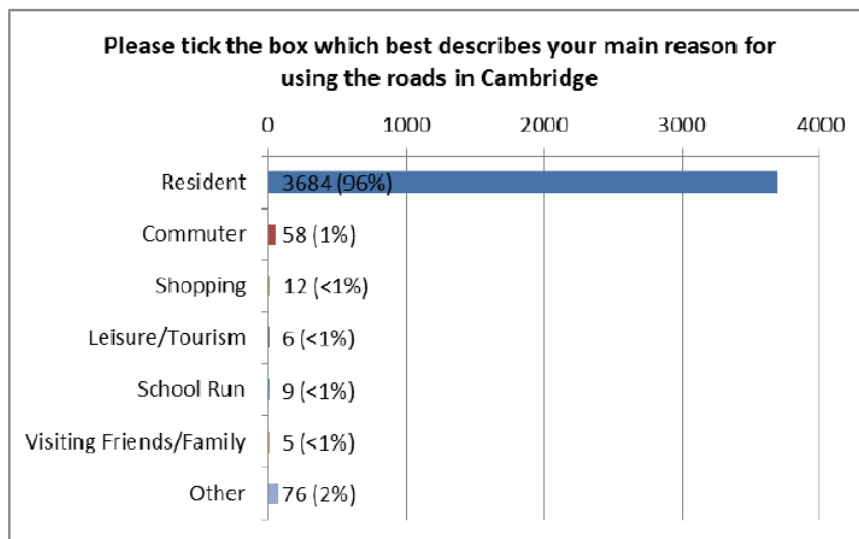
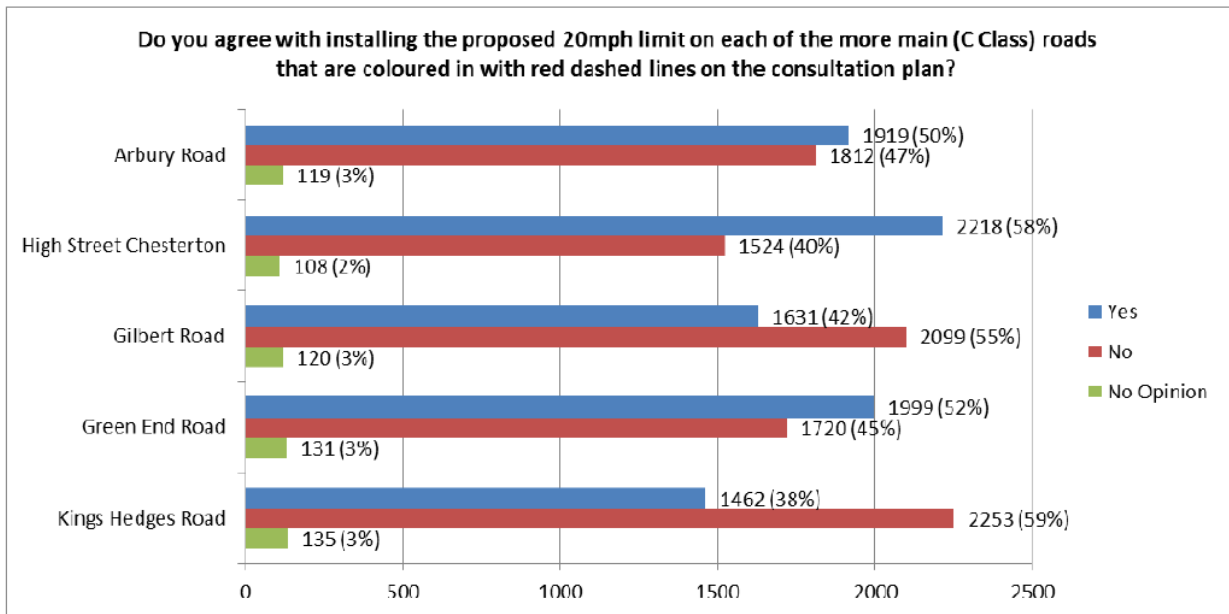
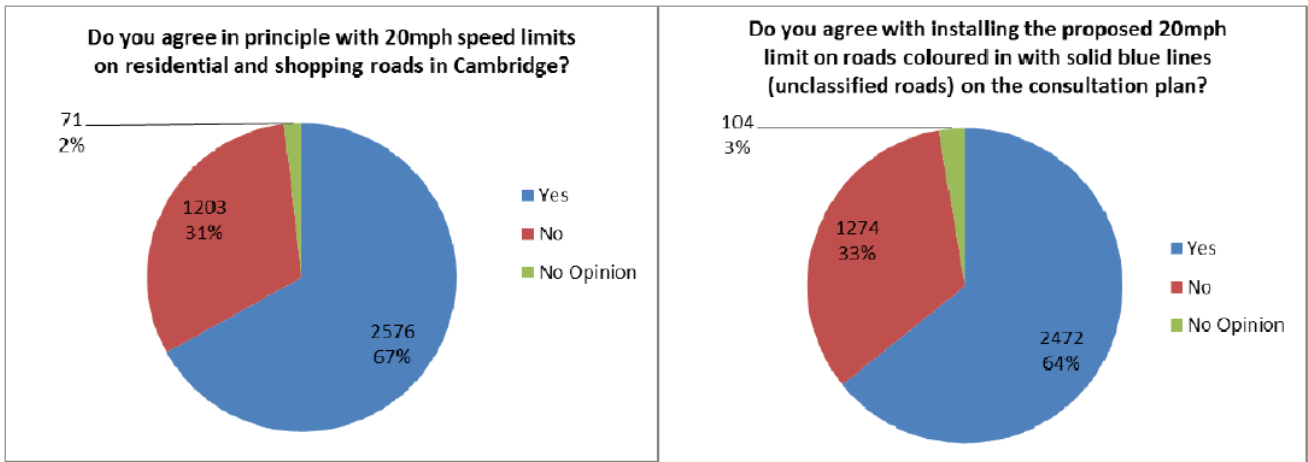




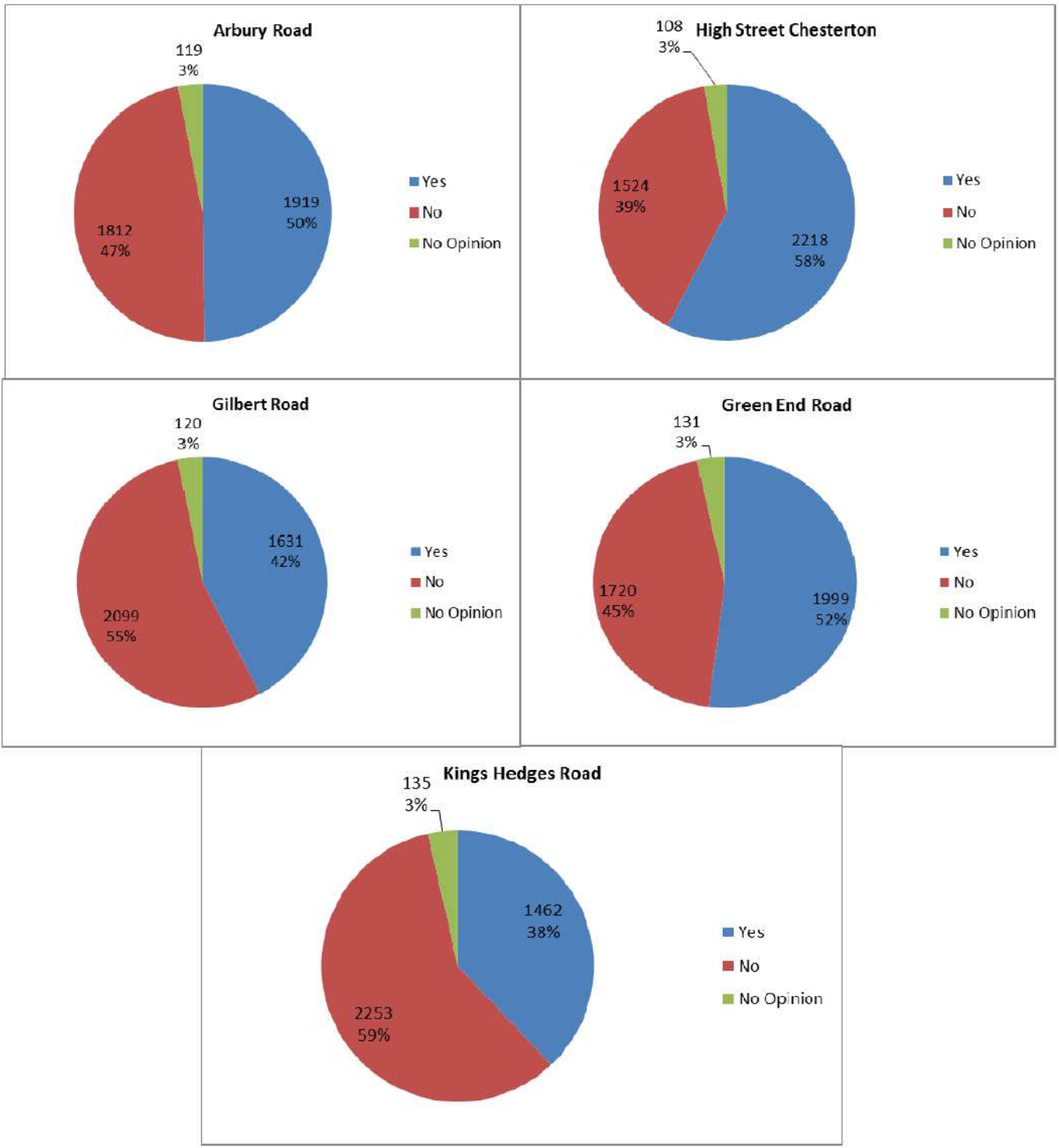
Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



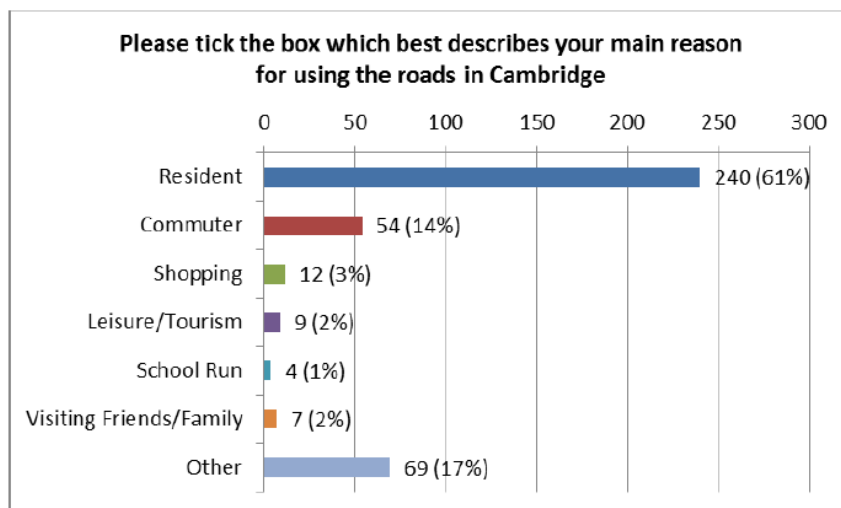
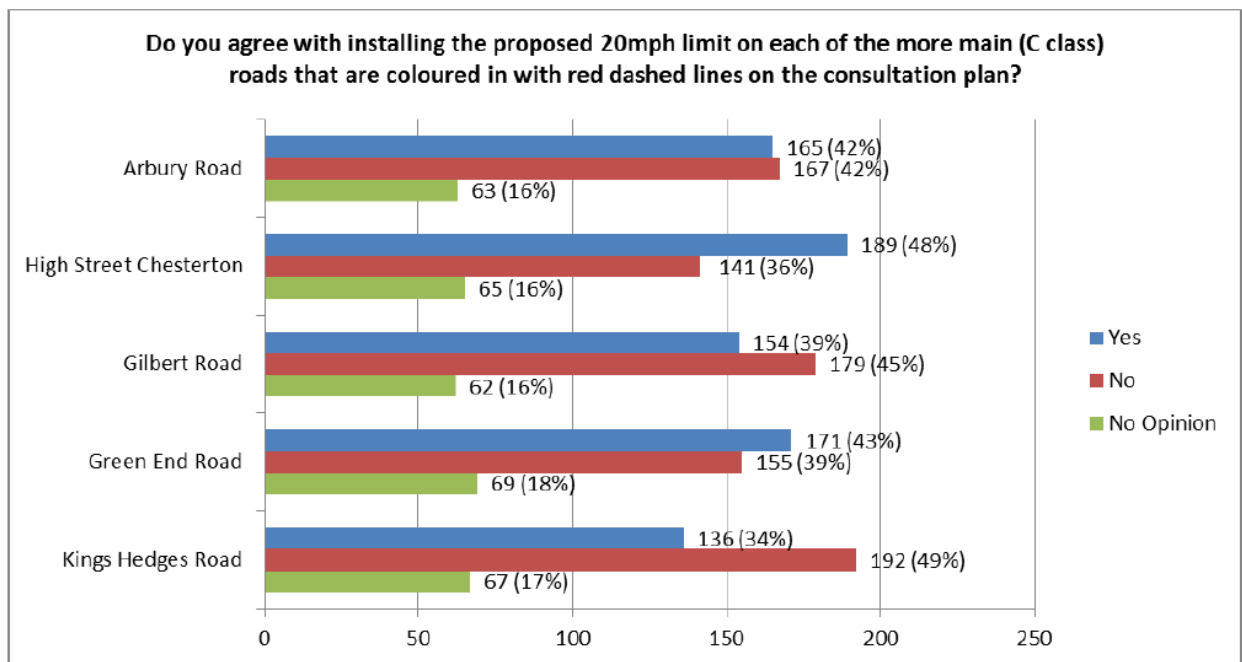
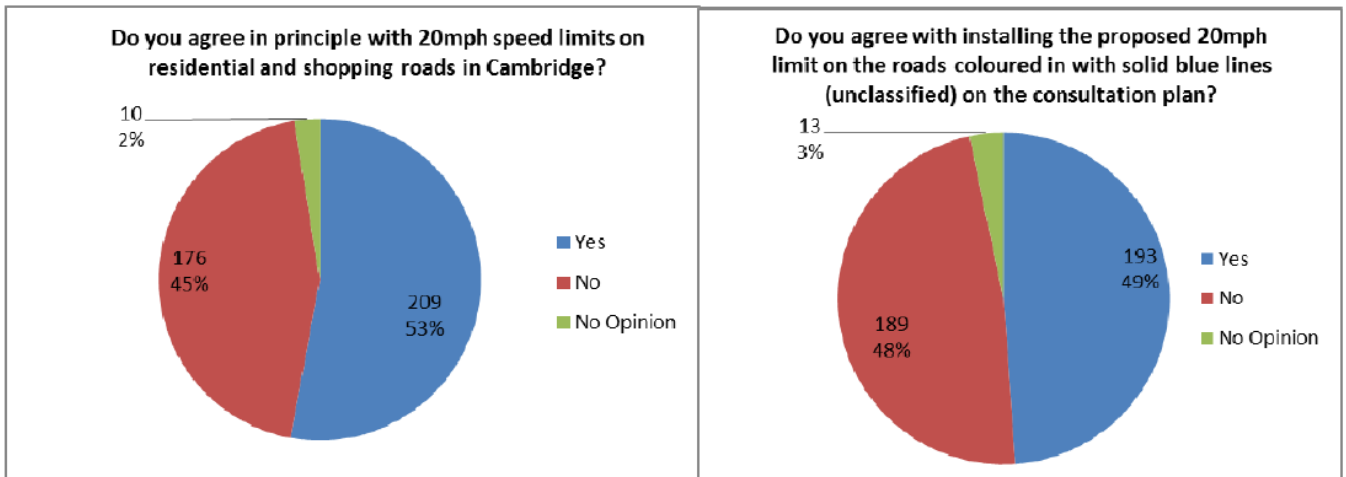
**Consultation results from inside the consultation area – 3850 responses received in total. Of these 3752 from individual addresses (21.7% response rate from 17,321 consultation letters posted)**



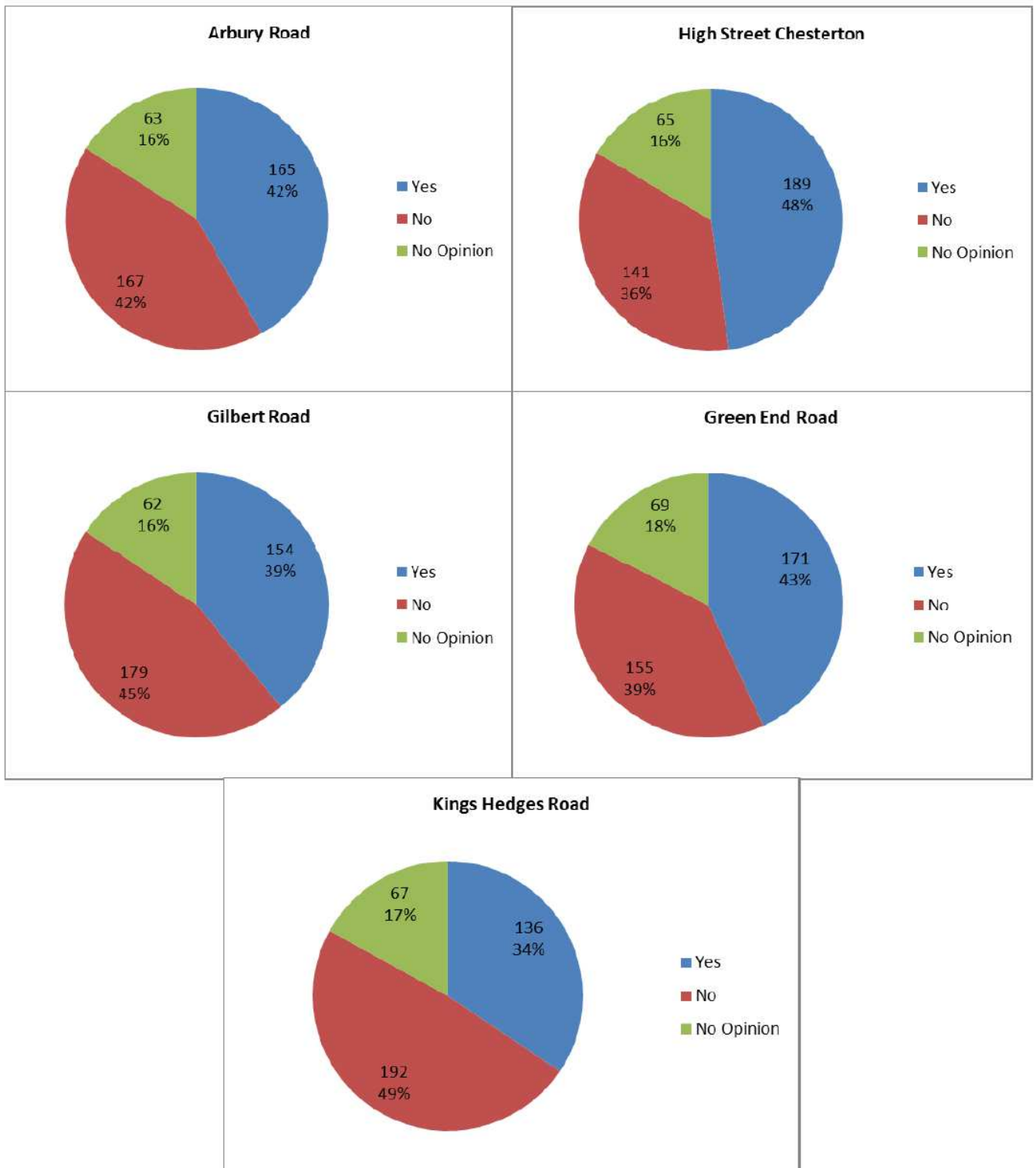
Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



Consultation results from outside the consultation area – 395 responses received in total



Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"











## Appendix D

### Results of councillor vote on 20mph proposal for north Cambridge North Area Committee 01/08/13

Question	Agreed	Disagreed
Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?	11	0
Do you agree with installing the proposed 20mph limit on the roads(unclassified roads) coloured in with solid blue lines on the consultation plan?	11	0
Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan? (listed below)		
Arbury Road	10	0
Chesterton High Street	11	0
Gilbert Road	0	8
Green End Road	10	0
King's Hedges Road	0	5

The councillors also commented that implementing a 20mph limit on Victoria Road should be taken forward as a separate project (10 agreed, 0 disagreed, 1 abstained)

The inclusion of Victoria Road has been the subject of numerous requests received as part of the consultation process in addition to e-petitions on the City and County Council web sites. Victoria Road is not included in the current project as it is an A Class road and therefore County policy precludes changes to its speed limit. In addition as an A class road it may not be suitable to such a limit. However, 20mph on Victoria Road is due to be investigated further as part of a separate work stream.

**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](mailto: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 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.

When answering this question, please think about:

- The results of relevant consultation that you or others have completed (for example with residents, people that work in or visit Cambridge, service users, staff or partner organisations).
- Complaints information.
- Performance information.
- Information about people using your service (for example whether people from certain equalities groups use the service more or less than others).
- Inspection results.
- Comparisons with other organisations.
- The implementation of your piece of work (don't just assess what you think the impact will be after you have completed your work, but also think about what steps you might have to take to make sure that the implementation of your work does not negatively impact on people from a particular equality group).
- The relevant premises involved.
- Your communications.
- National research (local information is not always available, particularly for some equalities groups, so use national research to provide evidence for your conclusions).

**(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.

It is possible that those with a visual impairment will be negatively impacted as a result of being unable to read the consultation material provided as part of the project.

**(c) Gender**

No specific impact

**(d) Pregnancy and maternity**

No specific impact, other than in providing reduced levels of air born pollution, which may be of particular significance to those who are pregnant.

**(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 (please state):**

Given the scheme is sign and line based it is possible there will be a negative impact on those who have difficulty reading or interpreting the signage such as those who do not read English or who are illiterate. This may also apply to the consultation documentation.

**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.
- If you have identified potential negative actions, you must complete the action plan at the end of this document to set out how you propose to mitigate the impact. If you do not feel that the potential negative impact can be mitigated, you must complete question 8 to explain why that is the case.
- If there is insufficient evidence to say whether or not there is likely to be a negative impact, please complete the action plan setting out what additional information you need to gather to complete the assessment.

All completed Equality Impact Assessments must be emailed to David Kidston, Strategy and Partnerships Manager, who will arrange for it to be published on the City Council's website. Email [david.kidston@cambridge.gov.uk](mailto:david.kidston@cambridge.gov.uk).

**10. Sign off**

Name and job title of assessment lead officer: Ben Bishop - 20mph Project Officer

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

Date of completion: 08.10.12

Date of next review of the assessment: 08.10.13

## Action Plan

**Equality Impact Assessment title:** Cambridge 20mph Project

**Date of completion:** 08.10.12

<b>Equality Group</b>	<b>Age – N/A</b>
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<b>Equality Group</b>	<b>Disability</b>
Details of possible disadvantage or negative impact	Those with visual disability may not be able to read consultation material produced as part of the project
Action to be taken to address the disadvantage or negative impact	All Consultation material will be produced in accordance with council consultation policy to include options for large versions of the documentation to be provided. In addition plans will be produced to be as clear as possible for those with reduced visual perception.
Officer responsible for progressing the action	Ben Bishop
Date action to be completed by	During Project Consultation phase

<b>Equality Group</b>	<b>Gender – N/A</b>
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<b>Equality Group</b>	<b>Pregnancy and maternity – N/A</b>
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<b>Equality Group</b>	<b>Transgender – N/A</b>
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<b>Equality Group</b>	<b>Marriage and Civil Partnership – N/A</b>
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<b>Equality Group</b>	<b>Race or ethnicity – N/A</b>
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<b>Equality Group</b>	<b>Religion or belief – N/A</b>
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<b>Equality Group</b>	<b>Sexual orientation – N/A</b>
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<b>Other factors that may lead to inequality</b>	
Details of possible disadvantage or negative impact	Those who do not read English may not be able to understand the consultation documentation and signs and lines provided as part of the project.
Action to be taken to address the disadvantage or negative impact	All consultation documentation to be produced in accordance with council consultation policy. The signs and lines implemented will be based on national signs and line design standards and as such should be easily understood by all road users.
Officer responsible for progressing the action	Ben Bishop
Date action to be completed by	During scheme design and consultation phases