



To: Executive Councillor for Environment, Waste and Public Health: Councillor Peter Roberts

Report by: Jas Lally, Head of Refuse & Environment

Relevant scrutiny committee: Environment 17/3/2015
Scrutiny
Committee

Wards affected: Abbey Arbury Castle Cherry Hinton Coleridge
East Chesterton King's Hedges Market Newnham
Petersfield Queen Edith's Romsey Trumpington
West Chesterton

Cambridge Air Quality Action Plan – 2015 to 2025

Not a Key Decision

1. Executive summary

This report describes the current air quality in Cambridge, briefly summarises recent activity to reduce the levels of airborne pollution and sets out the pathway and ambition for the next ten years, through a revised Air Quality Action Plan (Appendix A). The Plan contributes to the Corporate Objectives, the Local Transport Plan and contributes to the Joint Strategic Needs Assessment on public health. It will be aligned with the City Deal. There is a statutory requirement for both the City and the County Councils to work towards reducing levels of air pollution under the Local Air Quality Management regime (Environment Act, 1995, Part IV).

Most air pollution in Cambridge is caused by traffic, therefore the Plan is focussed on this, but does include other measures that can be taken to effect a positive change. Air quality will remain under pressure because of growth in and around Cambridge as more people and jobs come to the area. Future improvement is dependent on accelerating and stimulating the shift to ultra-low emission vehicles for both private and public fleets with continued traffic restraint.

The proposed Air Quality Action Plan 2015 – 2025 contributes towards all three strands of the Cambridge City Council Vision

- One Cambridge – Fair for all
- Caring for our environment and our people
- Creating a great place to live, learn and work

The ambition of the Air Quality Action Plan is for Cambridge to become a low emission city, with clean fresh air for all residents, visitors and workers in the City. The outcome must be to achieve compliance with national targets for air quality and ensure that they are maintained.

2. Recommendations

The Executive Councillor is recommended:

- i. to instruct officers to engage with stakeholders, such as Cambridgeshire County Council and South Cambridgeshire District Council, and partners, such as local businesses, to develop the detail of the Air Quality Action Plan 2015 – 2025 and to implement the Plan over the next 10 years.
- ii. to instruct officers to report back to the Environment & Scrutiny Committee with a completed Air Quality Action Plan and update on interim progress in 12 months' time.

3. Background

3.1 Although air quality in central Cambridge has been improving slowly, it is not as good as it should be – the City is not compliant with EU Limit Values/UK National Air Quality Objectives for nitrogen dioxide in the historic city centre and the inner ring road. There has been a slow improvement in recent years. Further, Cambridge City Council air quality monitors show steady levels of particulate matter, including PM_{2.5}; however, levels of particulate matter are below the Limit Values.

3.2 Central Cambridge has been in an Air Quality Management Area since 2004. The first Air Quality Action Plan was integrated into the Local Transport Plan 2 (2006-2011) and a joint second Air Quality Action Plan was prepared with Huntingdonshire District Council and South Cambridgeshire District Council in 2009. The Plan is due for review and update.

3.3 The main actions in the Air Quality Action Plan (for Cambridge) focussed on the continuously improving emissions from the vehicles being driven around Cambridge as well as infrastructure changes, public transport improvements, demand management, lowering emissions from buildings, promoting smarter travel choices, strategic planning and development control.

Site	Nitrogen Dioxide Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)				
	Figures in bold are exceeding the National Air Quality Objective/EU Limit Value				
	2010	2011	2012	2013	2014
Gonville Place	52	40	35	35	37
Montague Road (Elizabeth Way)	43	42	31	29	24
Newmarket Road	30	29	26	28	26
Parker Street	49	48	48	46	45
Regent Street	40	40	40	38	39

3.4 Achievements from the Air Quality Action Plan 2009 -2014 include:

- i. Infrastructure changes such as the Busway, lay-out improvements in the bus station area and new cycleways.
- ii. Public transport improvements such as newer buses and better bus information, as well as controls on taxi emissions.
- iii. Strategic planning and development control, though supplementary planning guidance, construction standards, car parking standards and controlled parking zones, enabling additional mitigation and S106 for air quality friendly projects to be negotiated.
Lowering building emissions, through projects to improve the energy efficiency of existing and new buildings.
- iv. Continued support for smarter travel choices, through travel planning, encouragement for car clubs and improved cycling and walking information

3.5 Based on central government and other agencies' information, which require that newer vehicles will have stricter emission controls with each new Euro Standard and would therefore have lower emissions, the policies to lower vehicle emissions should have delivered significant air quality improvements in Cambridge and the Air Quality Management Area should have been revoked as newer vehicles entered the fleet, replacing older vehicles. However, emissions in the real world, with stop-start driving conditions and congestion are much higher than the laboratory based test

results required for the Euro standards. Consequently, air pollution levels in Cambridge have not fallen as much as expected.

3.6 A grant from Defra to study actual vehicle exhaust emissions in Cambridge using remote sensing technology, carried out in 2013, provided useful information about the real emissions from vehicles in Cambridge. This Cambridge Real Emissions study confirmed that buses contribute most to air pollution in the city centre and that their emissions are not always directly related to vehicle age. It also demonstrated that taxis in Cambridge have been observed to emit significantly more NO_x, NO₂ and PM₁₀ than comparable passenger cars, and that petrol hybrid vehicles have very low measured emissions.

The Way Forward

3.7 New approaches are needed to make a real difference to public health. The proposed Air Quality Action Plan, 2015 – 2025, sets out the revised approach to improving air quality in Cambridge. This is important because:

- Emerging evidence shows that air pollution is detrimental to public health at all levels, not just levels above the Limit Values
- Planned growth in the greater Cambridge area attracting more residents and more jobs could lead to increased traffic.
- Improvements in emissions from internal combustion engines have not been realised; a shift to low and ultra-low vehicles is required to observe real improvements

3.8 The main actions in the revised Air Quality Action Plan 2015 – 25 will continue to focus on continuously improving emissions from the vehicles being driven around Cambridge as well as infrastructure changes, public transport improvements, demand management, lowering emissions from buildings, promoting smarter travel choices, strategic planning and development control.

3.9 However, the new Plan provides a change of emphasis. The evidence shows that improvements in emissions from the internal combustion engine are not coming forward; therefore alternatives must be found and implemented. These alternatives must be aligned with City Deal ambitions and with policies of Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council.

3.10 The ongoing growth in the greater Cambridge area attracting more residents and more jobs could lead to increased traffic. Therefore County Council traffic policies are based on the transport network supporting this growth and providing capacity to allow for the additional transport demands of new residents and workers. Sustainable transport capacity will be provided and enhanced with a high quality passenger transport network of

bus, guided bus and rail services, fed and complemented by comprehensive pedestrian and cycle networks. Road space will need to be re-allocated from general vehicular traffic, with more capacity for general traffic on orbital routes.

3.11 A significantly lower emission passenger transport fleet will be required to make air quality improvements in central Cambridge and beyond. Future improvement is dependent on accelerating and stimulating the shift to lower emission vehicles with continued traffic restraint.

3.12 Buses are the main source of air pollution from traffic, especially in the city centre, so a significant reduction in emissions from the buses in operation is required. Buses are a large proportion of the fleet and they make repeat journeys. Renewing a small number of vehicles with cleaner technology will lead to more improvement than with any other category of vehicle. Potential cleaner bus technologies include:

- Euro 6 Buses, which may emit significantly less NO_x emissions than its predecessors
- Hybrid vehicles
- Fully electric vehicles
- Retrofitted flywheel technology

Exhaust after-treatment systems are available, but these have had mixed results and are unpopular with local operators.

3.13 Public Transport is the responsibility of the County Council. The City and County Councils have worked closely with the local bus operators via Quality Bus Partnerships and are in discussions on low emission vehicles and funding opportunities to support the switch to the new technologies. An external funding stream is available from the Office of Low Emission Vehicles to support the introduction of the lowest emission alternatives to conventional diesel buses. All Quality Bus Partners are engaged in the funding process.

3.14 Taxis are the responsibility of the City Council. As the Licensing Authority we can make a difference by tailoring our Taxi Licensing Policy to incentivise low emission vehicles. An external funding stream is available from the Office of Low Emission Vehicles to introduce low emission purpose built taxis, as well as the continuation of the Plug-In grant of up to £5,000 which is available for private hire vehicles. The Office of Low Emission Vehicles also will have funding for infrastructure, such as rapid charge points.

3.15 Further infrastructure changes will be required in Cambridge and nearby, for example, controlled access to the city centre, installation of rapid charge points, revisiting bus routes, more P&R provision.

3.16 Planning policies such as car parking standards, provision of cycle parking, sustainable design and energy efficiency, as well as protection of the Air Quality Management Area will be retained.

4. Implications

(a) Financial Implications

Delivery of the Air Quality Action Plan will be cost-neutral. Funding will be sought for capital projects from external sources, for example, Air Quality Grants have been available annually for small projects, up to £60,000, from Defra. The Office for Low Emission vehicles has recently announced funding to improve the uptake of low emission vehicles including buses, taxis, private vehicles as well as associated infrastructure. Developer contributions such as S106 funding can provide contributions to projects to improve air quality, support additional air quality monitoring or to enable modal shift.

(b) Staffing Implications (if not covered in Consultations Section)

Local authorities have a statutory responsibility to work towards reducing levels of air pollution under the Local Air Quality Management regime. This works forms part of the job description of the Scientific Officer (Air Quality) and the Environmental Quality & Growth Team Manager. There are no specific staffing implications but the work remains to be completed within the constraints of other duties of the posts and limited staff resource.

(c) Equality and Poverty Implications

The EqIA demonstrated that the revised Plan, if carried out, will have positive impact on public health in particular benefitting those who live in areas of poor air quality. For example, a recent paper in Environmental Pollution noted higher concentrations of air pollutants in the most deprived 20% of neighbourhoods in England (Fecht, D. et al. 2015). This paper is in the Background Papers.

(d) Environmental Implications

The proposal has a medium positive climate change impact. Implementation of the plan will reduce or limit increases in energy consumption as well as increase the proportion of the vehicles powered by electricity or other low-carbon fuels.

(e) Procurement

Any projects requiring the engagement of external contractors will be subject to the Council's procurement policies.

(f) Consultation and communication

The joint Air Quality Action Plan (2009) was subject to extensive consultation, most of which was supportive of the approach being taken. The consultation strategy for the revised Air Quality Action Plan is to be developed, taking into consideration the Council's Code of best practice on consultation and community engagement. The Plan will be publicised through the media using news releases, Cambridge Matters, content on the council's website, Twitter and/or Facebook, as appropriate and at relevant points during the lifetime of the Plan. Special care will be taken to consult fully with those who may be affected by actions in the Plan. This can be managed within existing resources.

(g) Community Safety

Public Health data attributed 257 deaths in Cambridgeshire in 2010 to Particulate Air Pollution, compared with 34 deaths from Road Traffic Accidents. Quantification of evidence provided by the World Health Organisation (2013) of deaths attributable to nitrogen dioxide will increase this figure. Meanwhile, any steps taken to lower pollutant levels will improve public health by lowering rates of death and illness, and thus increase community safety.

5. Background papers

These background papers were used in the preparation of this report:

Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council (2009) Air Quality Action Plan for the Cambridgeshire Growth Areas

https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/Joint_Air_Quality_Action_Plan_CCityC_FINAL.pdf

Tate, J. E. (2013) Cambridge Real Emissions Project

https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/Cam_VEMS_ProjectReport_v1.0.pdf

World Health Organisation (2013) Health risks of air pollution in Europe – HRAPIE project. Recommendations for concentration–response functions for cost–benefit analysis of particulate matter, ozone and nitrogen dioxide.

<http://www.euro.who.int/en/health-topics/environment-and-health/air-quality/activities/health-aspects-of-air-pollution-and-review-of-eu-policies-the-revihaap-and-hrapie-projects>

Transport Strategy for Cambridge and South Cambridgeshire (2014)
http://www4.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

2014 Air Quality Progress Report for Cambridge City Council (2014)
<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/Air%20Quality%20Progress%20Report%202014%20%5BPDF%5D.pdf>

Fecht, D. et al. (2014) Associations between air pollution and socioeconomic characteristics, ethnicity and age profile of neighbourhoods in England and the Netherland, Environmental Pollution
<http://dx.doi.org/10.1016/j.envpol.2014.12.014>

6. Appendices

Appendix A: List of Actions

Appendix B: Map of the Air Quality Management Area

Appendix C: Equality Impact Assessment of the Air Quality Action Plan 2015 - 2025

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Jo Dicks and Anita Lewis
Author's Phone Number: 01223 - 457892
Author's Email: jo.dicks@cambridge.gov.uk

Appendix A Actions for Air Quality Action Plan 2015 – 2025 (key actions in Bold)

	Action	Outcome	Risk	Time Frame
	Public Service Vehicles (Buses)			
1	Work with partners to transform the bus fleet to low emission fleet	Significant reduction in emissions and a significant improvement in air quality	Technologies do not live up to expectation	First buses in place by 2020, ambition for 100% low emission buses accessing controlled zone by 2025
2	Continue to support improvements in public transport provision, as well as improvements in public transport information, in and around Cambridge	Encourages modal shift to prevent increase in use of the private car as population and economic activity increases. Benefits air quality and congestion.	Significant provision is required to offset the increase in population and economic activity. Bus patronage has been level in past 5 years – but needs to increase	Ongoing with opportunities for further improvements as part of City Deal
	Taxis (Hackney Carriages and Private Hire Vehicles)			
3	Policies to prevent deterioration of fleet and ensure improvement	Continuing improvement in the fleet as replaced by newer vehicles	Currently in place, no immediate risk foreseeable	Maintain current policy until revised
4	Develop taxi policies to transform the taxi fleet into a low emission fleet	Significant reduction in emissions and a significant improvement in air quality	Technologies do not live up to expectation Lack of engagement by the trade	Gradual transformation of the fleet to 100% low emission by 2025

	Freight and deliveries			
5	Work with partners to encourage low emission, consolidated deliveries	Reduction in emissions and congestion in central Cambridge	No companies coming forward Infrastructure will be required	From 2015
	Local businesses and organisations, including local authorities			
6	Work with local private and public sector organisations to encourage take up of low emission vehicles	Reduction in emissions in central Cambridge	Lack of engagement	From 2015
7	Work with local authority fleet managers to encourage take up of low emission vehicles	Reduction in emissions in central Cambridge	Re-organisation of services may lead to lack of engagement as other work areas are prioritised	From 2015
	Infrastructure			
8	Work with partners to facilitate provision of electric charging hubs for all types of vehicles including bikes.	Improved take up of electric vehicles	Technologies do not live up to expectation Partners do not come forward	From 2015
9	Continue to support improvements in (cont.)	Encourages modal shift to prevent increase in use of	Significant provision is required to offset the	Ongoing

	cycling and walking provision in and around Cambridge	the private car as population and economic activity increases. Benefits to air quality, congestion and health benefits from increased physical activity	increase in population and economic activity	
	Building Emissions			
10	Continue to pursue activities and funding to reduce emissions from existing buildings, private and public sector	Lower emissions from buildings	Funding provision diminishes	Ongoing
	Planning (Development Control and Planning Policy)			
11	Review Air quality policies in the Local Plan	Maintain controls on the increases in emissions to air through the policy process	May need revision following Planning Inspector report	Policies in current draft Local Plan with Planning Inspector
12	Revise supplementary planning guidance and update the Developers' Guide to Air Quality, formal revision at 3-5 year intervals	Maintain controls on the increases in emissions to air through the development control process	Will need consultation and agreement with planning policy colleagues	New guidance to be produced by end 2015, depending upon the outcome of the Local Plan examination
13	Consider new planning policy, with (cont.)	New guidance to be produced by end 2015,	Lack of resource in planning teams to	New policies to be produced by end 2015,

	development control, to seek funds to offset monetised air quality impacts and to develop mitigation measures that could be acceptable.	depending upon the outcome of the Local Plan examination Additional funding stream for projects beneficial for air quality	contribute to delivery of this work	depending upon the outcome of the Local Plan examination Review and strengthen planning conditions due by June 2015
14	Continue to support planning policy requirements for high standards in new build, private and public sector	Lower emissions from buildings	None known	Policies in current draft Local Plan with Planning Inspector
15	Continue to support requirements for Car Clubs	Fewer car journeys	Lack of uptake	Ongoing
16	Continue to support requirements for Travel Plans for new developments and local businesses	Encourages modal shift. Benefits to air quality and congestion.	Lack of engagement with Travel Plans	Ongoing
Strategy - Public Health Improvements				
17	Work with public health colleagues at the County to ensure that air quality is considered in all development strategies	Ensures that air quality public health issues are embedded in transport policies and strategies	Lack of engagement	Preparation of Joint Strategic Needs Assessment for Transport and Health in progress

	Strategy – Transport Improvements			
18	Work with transport colleagues at the County to ensure that air quality is considered in all transport strategies	Ensures that air quality public health issues are embedded in transport policies and strategies	Lack of engagement	Preparation of Joint Strategic Needs Assessment for Transport and Health in progress
	Demand Management Policies			
19	Consider car parking charge waiver/ discounts for low emission vehicles	Encourages/rewards purchase of low emission vehicles	Possible loss of income to City and County Councils	From 2015
20	Car parking policies to manage demand for spaces.	Reducing the number of trips within Cambridge	Unpopularity	Ongoing
	Sharing information and Publicity			
21	Continue to provide information via the website, city magazine or any appropriate means	Provide information to enable people to make behaviour changes	Lack of engagement	Ongoing

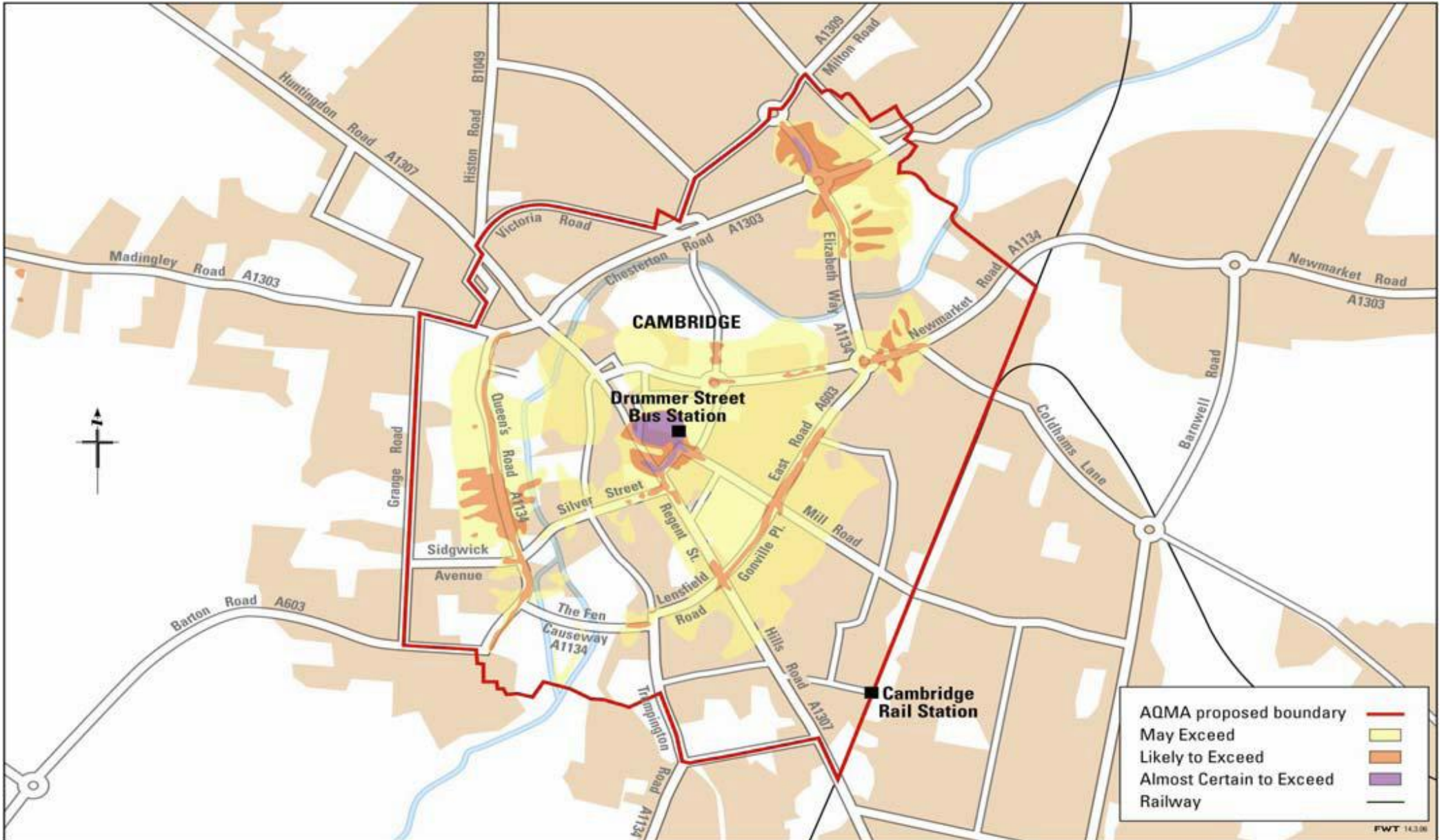
Completed actions from 2009 Joint Air Quality Action Plan

- Infrastructure changes such as the completion of the Busway, improvements in and around the bus station area with new layouts and a one-way system, as well as the provision of new cycleways. A new rail station at Chesterton should be complete by Autumn 2016.

- Public transport improvements such as newer buses, increasing bus provision and improvements in bus information provision.
- Demand management by increasing the controlled parking zones in Cambridge, which is also beneficial to residents and setting of demand led parking charges in the city centre car parks.
- Lowering emissions from buildings, such as projects to improve the energy efficiency of private housing and public sector housing, and improved standards for new build.
- Lowering emissions from vehicles, use of additives to lower fuel consumption, web-based tracking system for Council vehicles, installation of electric charging points for vehicles in City Council car parks
- Promoting smarter travel choices, employee Travel Plan established, encouragement for car clubs, improved cycling and walking information
- Strategic planning and development control, supplementary planning guidance set out requirements for air quality assessments for planning applications, standards for construction in terms of insulation and lower energy use

Appendix B: Map of the Air Quality Management Area

A higher resolution map is available from Jo Dicks or Anita Lewis, if required.



Appendix C: Equality Impact Assessment

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 Suzanne Goff, Strategy Officer on 01223 457174 or email suzanne.goff@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:

Air Quality Action Plan, 2015 - 2025

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

To improve air quality in Cambridge.

Air pollution in parts of Cambridge is above the EU Limit Values and the National Air Quality Objectives for Nitrogen Dioxide and therefore an Air Quality Action Plan was declared in 2004. A joint Air Quality Action Plan was adopted in 2008, which is now due for review and update. Cambridge City Council has a statutory responsibility to work towards reducing levels of air pollution under the Local Air Quality Management regime and may be fined if EU targets are not achieved.

Poor air quality causes illness and vulnerable people - the old, the young and the already unwell - are most likely to suffer. Public Health data attributed 257 deaths in Cambridgeshire in 2010 to Particulate Air Pollution, compared with 34 from Road Traffic Accidents.

Most air pollution in Cambridge is caused by traffic, around 65-80%, depending upon location. Air quality will remain under pressure due to the growth of the City and beyond as more people and jobs come to the area to live and work. Work to date has focussed on constraining traffic, through traffic restriction and planning policy, and accelerating improvement in the EURO engine standards of Bus and Taxi fleets.

Future improvement is dependent on accelerating and stimulating the shift to low and ultra low emission vehicles for both public and private fleets in combination with continued traffic constraint.

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):
the Plan will also benefit people who work in Cambridge

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: Refuse & Environment

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):

The Plan will involve partnership working with colleagues in the City and County Councils as well as South Cambridgeshire District Council, in particular those colleagues in Planning Policy, Transport Policy and Taxi Licencing Teams.

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 – in particular, please consider any safeguarding issues for children and vulnerable adults)

Will benefit the elderly and very young, as they are more likely to be negatively impacted by poor air quality.

(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)

Will benefit those with existing health conditions, especially those with cardiovascular problems, as they are more likely to be negatively impacted by poor air quality.

(c) Gender

neutral

(d) Pregnancy and maternity

There is some evidence indicating that poor air quality can lead to low birth weight.

(e) Transgender (including gender re-assignment)

neutral

(f) Marriage and Civil Partnership

neutral

(g) Race or Ethnicity

neutral

(h) Religion or Belief

neutral

(i) Sexual Orientation

neutral

(j) Other factors 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):

Poor air quality is most likely to impact negatively those on low incomes who are less able to make choices about their living environment, so are more likely to be living in environmentally degraded conditions, such as alongside busy roads with high levels of air pollution. An overall improvement in air quality in Cambridge, as well as a targeted improvement at roadsides, will provide a health benefit to low income groups.

A recent paper in Environmental Pollution noted higher concentrations of air pollutants in the most deprived 20% of neighbourhoods in England and concluded that air pollution inequalities are mainly an urban problem so measure to reduce these inequalities should include focus on city transport.

Fecht, D. et al. (2014) Associations between air pollution and socioeconomic characteristics, ethnicity and age profile of neighbourhoods in England and the Netherland, Environmental Pollution <http://dx.doi.org/10.1016/j.envpol.2014.12.01>

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

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 Suzanne Goff, Strategy Officer, who will arrange for it to be published on the City Council's website.
Email suzanne.goff@cambridge.gov.uk

10. Sign off

Name and job title of assessment lead officer: Anita Lewis, Scientific Officer

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

Jo Dicks, Environmental Quality & Growth Team Manager
Yvonne O'Donnell, Environment Health Manager

Date of completion: 16th February 2015

Date of next review of the assessment: February 2020

Action Plan

Equality Impact Assessment title:

Date of completion:

Equality Group	Age
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Disability
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Gender
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Pregnancy and Maternity
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Transgender
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Marriage and Civil Partnership
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Race or Ethnicity
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Religion or Belief
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Equality Group	Sexual Orientation
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

Other factors that may lead to inequality

Details of possible disadvantage or negative impact

Action to be taken to address the disadvantage or negative impact

Officer responsible for progressing the action

Date action to be completed by