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**Directorate:** Place and Sustainability

**Service:** Project Delivery

**Team:** PD - General

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**Proposal being assessed:** Transforming Cities Fund - 20 mph schemes

**Business plan proposal number:**

**Key service delivery objectives and outcomes :** Countywide speed reduction schemes (20mph) are being funded as part of the Transforming Cities Fund (TCF) Programme, approved by Highways and Transport Committee in December 2022. The programme included an £800,000 allocation towards Countywide speed reduction measures, which enabled several of the larger individual 20mph schemes to be funded from this source, rather than from funding already allocated for 20mph schemes by the Council. The Joint Administration Agreement set out a commitment to ‘make the option of 20mph zones more widely available, and easier to obtain’. In December 2022, Highways and Transport Committee agreed to amend the Speed Limit Policy to state that ‘20 mph zones must be introduced in clearly defined zones and area wide schemes are encouraged, rather than just on isolated roads or cul-de-sac’ (Highways Operational Standards, April 2024). 20mph speed limits improve road safety and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution. The introduction of 20mph speed limits is known to reduce the potential injury outcome and even deaths of our most vulnerable road users such as pedestrians and cyclists. There is a 7% chance of a fatality at 30mph, which reduces significantly to 1% at 20mph. The recent study by Agylisis for the Welsh Government showed that on average the change to a 20mph speed limit reduced average vehicle speeds in these areas to 26mph.

**What is the proposal:** The proposal is for Countywide speed reduction schemes, notably the introduction of 20mph speed limits primarily around market towns. A programme of 20mph schemes has been developed, which includes schemes for Cambourne, Ely, Histon and Impington, Huntingdon, Ramsey and Bury, St Ives, St Neots and Cambridge. The proposals include a review of current speed limits within the areas and proposals for amendments to speed limits to 20mph. Town and parish councils were asked to submit a formal expression of interest in the 20mph scheme confirming support for a town wide approach and the proposals have been discussed with the relevant town or parish council. An application for a Traffic Regulation Order, including a formal consultation period, is required for each scheme before it can be taken forward for delivery as part of the TCF programme.

**What information did you use to assess who would be affected by this proposal?:**

The proposals have been assessed throughout the design process including referencing relevant available data, such as accident data and information on local areas through Cambridgeshire and Peterborough Insight. Relevant guidance to the design process include the Cambridgeshire County Council Highways Operational Standards and Government's Setting Local Speed Limits circular (01/2013). Informal and formal consultations have been carried out for the various schemes included within the Countywide speed reduction TCF programme and comments have been fed back from town and parish councils, which have been incorporated into the design process.

**Are there any gaps in the information you used to assess who would be affected by this proposal?:** No

**Does the proposal cover:** All service users/customers/service provision in specific areas/for specific categories of user

**Which particular employee groups/service user groups will be affected by this proposal?:** Proposals will impact the following groups: Residents and visitors within or passing through the proposed 20mph areas. Those driving through the areas will need to reduce current speeds, however, safer environments within 20mph areas will improve opportunities for safe cycling and walking and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution. Local businesses, including bus companies - the statutory (public) consultation includes consultation with the Police, Logistics UK, the Road Haulage Association, local councils, and the emergency services. Any comments received throughout consultation on the impact of the 20mph proposals on these groups will be considered as the scheme is further developed.

**Does the proposal relate to the equality objectives set by the Council's EDI Strategy?:** Yes

**Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups:** About in line with the population

**Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?:** No

**Does the proposal relate to an area with known inequalities?:** No

**What is the significance of the impact on affected persons?:** The proposal is to reduce the speed limit in certain areas across the County to 20mph, primarily focused on market towns. Drivers and passengers in vehicles which travel within the 20mph areas will benefit on balance from the anticipated improvement in road safety. All drivers within the area will be affected by the reduction in speed limit. The change in speed limit will not restrict access to any services or facilities within the area. The reduction in speed limit will support safer travel for pedestrians and cyclists, reducing potential injury outcomes or death for our most vulnerable road users.

**Category of the work being planned:** Project

**Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?:** No

**Age:** The proposed measures will apply to all drivers and their passengers travelling along areas included within the proposed 20mph speed limits irrespective of disabilities of the driver, subject to them holding the appropriate licence, or passenger. The reduction in speed limit supports improved road safety and reduces potential injury outcome and even death for vulnerable road users, such as the young, elderly or disability groups and supports healthier and more sustainable transport modes, such as walking and cycling.

**Disability:** The proposed measures will apply to all drivers and their passengers travelling along areas included within the proposed 20mph speed limits irrespective of disabilities of the driver, subject to them holding the appropriate licence, or passenger. The reduction in speed limit supports improved road safety and reduces potential injury outcome and even death for vulnerable road users, such as the young, elderly or disability groups and supports healthier and more sustainable transport modes, such as walking and cycling.

**Gender reassignment:**

The proposal has no impact on gender reassignment.

**Marriage and civil partnership:** The proposal has no impact on marriage and civil partnership.

**Pregnancy and maternity:** The proposal has no impact on pregnancy and maternity.

**Race:** The proposal has no impact on race.

**Religion or belief (including no belief):** The proposal has no impact on religion or belief.

**Sex:** The proposal has no impact on sex.

**Sexual orientation:** The proposal has no impact on sexual orientation.

**Socio-economic inequalities:** The proposal has no impact on socio-economic inequalities.

**Head of service:** Michael Williams

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**Confirmation:** I confirm that this HoS is correct

**Status:** Approved