

# EQUALITY IMPACT ASSESSMENT - CCC644209435

**Directorate:** Place and Sustainability

**Service:** Project Delivery

**Team:** Design and Delivery

**Your name:** Michael Martin

**Your job title:** Senior Project Manager

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**Proposal being assessed:** 20mph funding programme

**Business plan proposal number:** n/a

**Key service delivery objectives and outcomes :** 1.1 The existing 20mph funding initiative provides the opportunity for local groups, including Parish and Town Councils to apply for the opportunity for a review and reduction in existing traffic speed restrictions in their community that would not normally be prioritised nor entirely funded by the County Council. Unlike similar funding initiatives, this initiative does not require a financial contribution from the applicant. 1.2 The County Council originally identified £450,000 from existing capital funding streams to contribute to this process over three budget years; starting in 2022/23. Typically the county council contributes £150,000 towards each round of the 20mph initiative. This results in sufficient funding to deliver between 7 and 10 schemes countywide per cycle out of the 60 - 100 applications received annually. £150,000 has been identified and approved for delivery of new 20mph projects for the 24/25 funding round. This has been allocated from the Integrated Transport Block, further information on this can be found under Item 8 here Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com). 1.3 As the above application figures highlight, the 20mph process is popular and oversubscribed. 1.4 Applications are reviewed and scored by officers; those scores are also moderated for consistency. The Applications are then ranked by score into a prioritised list. The funding is provided to those highest scoring projects at the top of the prioritised list that are estimated to be affordably deliverable within the available budget. The process for scoring and prioritising 20mph applications mirrors the process followed in the previous round, this programme was approved by H&T Committee in October 2023, Item 5 Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com), following a cross-party Member Working Group (MWG) review. 1.5 Applicants whom do not accumulate enough of a score to be prioritised for funding have the opportunity to remain in the prioritised list for the following round of funding, or reapply with an updated application. 1.6 The

20mph programme aligns with multiple Cambridgeshire County Council objectives and ambitions contributing towards creating a greener, fairer, and more caring Cambridgeshire. Ambition 1: Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes. All schemes included in the programme have been considered against the objective of meeting the authorities Net Zero ambitions. Specific scoring criteria are related to environmental improvements such as promotion of active travel transport modes which contribute to this goal. The default delivery process is to utilise the lowest carbon option available to reduce the projects carbon impact. Ambition 2: Travel across the county is safer and more environmentally sustainable. All schemes included in the programme have been considered against the objective of improving the safety of all road users within the specific projects which make up the programme. Often a request from the local community for a 20mph limit has been driven by a local desire to improve road safety for residents and vulnerable users in their parish. Ambition 3: Health inequalities are reduced. The projects delivered through this programme contribute to improving people's health and wellbeing which is one of the key scoring / prioritisation areas, as is active travel. Projects include schemes that improve access to key services such as healthcare provision and enables and encourages users to make a switch from private car to active travel for local journeys. Ambition 4: People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs. The projects delivered through this programme contribute to improved transport access to key destinations and services that enable people to live more independently and increase their opportunities and quality of life. A key driver is encouraging an increased uptake in active travel modes for local journeys. Ambition 5: People are helped out of poverty and income inequality. The projects delivered through this programme contribute to helping people out of poverty and income inequality as often highway improvements are targeted at active travel, or increased access to public transport for the local community through this process. Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality services and social justice is prioritised. The projects delivered through this programme contribute to improved access to services, jobs, and education at a community level, especially for local journeys. Ambition 7: Children and young people have opportunities to thrive. The projects delivered through this programme contribute to improved opportunities for children and young people, often 20mph improvements are targeted around schools and leisure facilities by the local community through this process. An expected additional benefit is an increase in the amount of people walking, wheeling, and cycling for local journeys, including to / from schools, resulting in healthier outcomes, positive reductions in pollution levels around schools and built-up areas as a result.

**What is the proposal:** 2.1 To continue with the existing process already in place for future round of funding. 2.2 20mph webpages to be updated to provide additional information and guidance for new and returning applicants. This would include minor improvements to the layout of the current 20mph webpages on the CCC website. Changes include amendments to text, and descriptions, and additional photographs from delivered projects. 2.3 Specific guidance shall be provided to advise applicants of the required level of informal consultation required within their communities for that application to be approved for review by officers. This information will be determined through the member working group prior to issue to the public.

**What information did you use to assess who would be affected by this proposal?:** 3.1

Customer feedback from previous funding round; and Member feedback within member working groups. And continuous improvement following change of national government guidance update "Setting local speed limits - GOV.UK ([www.gov.uk](http://www.gov.uk))".

**Are there any gaps in the information you used to assess who would be affected by this**

**proposal?:** Yes

**Does the proposal cover:** All service users/customers/service provision countywide

**Which particular employee groups/service user groups will be affected by this proposal?:**

4.1 This proposal potentially impacts all residents / users in Cambridgeshire as any person can apply to the 20mph initiative process for funding. This is however a user group driven (bottom up) process which relies on individuals, parishes, towns, or community groups to actively apply for funding. 4.2 The proposal also affects the internal team which will deliver the work, although this is a continuation of existing process rather than a completely new process.

**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:** Mixture of over/under represented and in line with population, depending on the group

**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?:** Yes

**What is the significance of the impact on affected persons?:**5.1 The intention for the minor improvements to the specific webpages is to provide additional information and guidance for users to apply, and to potentially encourage more applicants to apply.5.2 As this is a countywide initiative, the revisions would impact those areas with known inequalities in the same way it impacts others areas within Cambridgeshire.

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

**Research, data and /or statistical evidence:**6.1 Qualitative data / feedback was used for this via a consultation with officers delivering existing programme of work; and member working group review process. All users groups were considered during the review to provide consistent information to those familiar and non familiar to applying to the process.

**Consultation evidence:** 7.1 Consultation on the revision to the changes to the existing process has been communicated informally, acting on the feedback received from officers and users countywide. A invitation for more feedback from applicants shall occur. The feedback from that, and any suggested proposals arising shall be presented to members at an upcoming cross party member working group.

**Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?:** 8.1 Improved information to specifically advise applicants of the requirement to informally consult with their communities, and provide them tools to do so. 8.2 Intention for improved applications to be received or returning applicants with improved applications be received. Potentially resulting in increased participation from different users groups as a result.8.3 Improved informal consultation in advance to applying could contribute to reducing barriers to projects delivery; including the potential of reducing the quantity of objections to proposals at formal consultation for the Traffic Regulation Orders.8.4 Protected characteristics of: Age, and Disability. There is the potential that improving the information provided on the website pages may positively impact users who aren't as confident using IT equipment as others. This is

considered more prevalent amongst the elderly and Disabled who may be less inclined to use technology or may find it difficult to do so. Officers shall remain to be contactable via telephone or email as shown on the website pages and within the online application form to assist individuals making the application. As applied in previous funding rounds: officers can make the online application on the individuals behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form.

**Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?:**

9.1 The information required may increase the burden upon the applicant to seek additional approval from their community to proceed with making an application. 9.2 The demonstration and evidence of local support is a criteria that is scored on assessment of the applications. The aim is to further advise applicants of the amount of pre consultation required to proportionately satisfy the set scoring criteria. Typically, the more broadly informed and overall supportive the community by population are to proposals, the less negative impact is encountered with the delivery of the projects. 9.3 To mitigate any negative impacts to applicants the County Council will replicate the successful engagement with communities from the Local Highway Improvement programme for the 20mph funding initiative programme this year. This shall provide an opportunity for prospective applicants to engage with the highway officers prior to applying. This will firstly be by a expression of interest survey, sent from the highway officer team, where we invite all parties to inform the team if they are interested or intend to apply for 20mph funding. This would be followed up by at least one question and answer session between applicants and officers. 9.4 The County Council will provide improved and additional information on the website pages about what is required from the applicant to satisfy the scoring criteria. This will include minimum requirement of undertaking an informal consultation with the residents etc in the area to demonstrate positive support for a prospective 20mph restriction being implemented in their community.

**How will the process of change be managed?:** 10.1 Because the improvements and changes are minor: stakeholders will be updated regarding the improvements and changes via email in first instance. Advice for applicants on the website pages shall be reviewed and improved to reflect this. 10.2 A Q&A training and interactive session on the changes will be offered between users and officers. 10.3 A survey shall be sent to the attendants to that session to seek feedback.

**How will the impacts during the change process be monitored and improvements made (where required)?:** 11.1 Drop in sessions with users at the start of the changed applications process shall occur. A repeat will be offered part way through the application process as well with aim to pick up any arising issues / questions and address them. 11.2 Communications with the member working group would enable information to be fed directly to the team from prospective applicants also.

**Equality Impact Assessment Action Plan:**

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
12.1 Due to alterations being considered minor, the negative outcome is considered negligible.	Age, Disability	Low	13.1 Should a situation arise where there are issues with the application being made the programme lead can be contacted directly to advise. If required, the officer (or their delegate) can make the online application on the individual's behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form.	Lead Officer	10/01/2025

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

**Status:** Approved