

HIGHWAYS AND COMMUNITY INFRASTRUCTURE COMMITTEE



Cambridgeshire
County Council

Date: Tuesday, 12 January 2016

Democratic and Members' Services

Quentin Baker

LGSS Director: Law, Property and Governance

10:00hr

Shire Hall

Castle Hill

Cambridge

CB3 0AP

**Council Chamber
Shire Hall
Cambridge
CB3 0AP**

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1. Apologies and Declarations of Interest

Guidance for Councillors on declaring interests is available at

<http://tinyurl.com/ccd-dec-of-interests>

2. Minutes (1st December 2015) and Action Log

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3. Petitions

KEY DECISIONS

4. Streetlighting Energy Savings consultation feedback

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OTHER DECISIONS

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The Highways and Community Infrastructure Committee comprises the following members:

Councillor Roger Hickford (Chairman) Councillor Peter Reeve (Vice-Chairman) Councillor Barbara Ashwood Councillor Ralph Butcher Councillor Barry Chapman Councillor David Connor Councillor Steve Criswell Councillor Gordon Gillick Councillor Bill Hunt Councillor Zoe Moghadas Councillor Michael Rouse Councillor Jocelynne Scutt and Councillor Amanda Taylor

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Clerk Name: Dawn Cave

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**MEETING OF HIGHWAYS AND COMMUNITY INFRASTRUCTURE POLICY AND
SERVICE COMMITTEE: MINUTES**

Date: Tuesday 1st December 2015

Time: 10:00am-12:50pm

Present: Councillors Ashwood, Butcher, Chapman, Connor, Criswell, Divine (substituting for Councillor Gillick), Hickford (Chairman), Hunt, Moghadas, Reeve (Vice-Chairman), Rouse, Scutt and Taylor

Apologies: Councillor Gillick (Cllr Divine substituting)

Also present: Councillors Bullen, Mandley, Orgee and Tew

153. DECLARATIONS OF INTEREST

There were no declarations of interest.

154. MINUTES AND ACTION LOG

The minutes of the meeting held on 3rd November 2015 were confirmed as a correct record and signed by the Chairman.

The Action Log was noted.

155. PETITION

The Committee considered a 55 signature petition requesting two street lights that had been removed were reinstalled in Beech Close, Little Shelford.

The petitioner, Mrs Clements explained that she was presenting the petition on behalf of the residents of Beech Close, a cul de sac in Little Shelford, and that she had supporting letters from Little Shelford Parish Council and Heidi Allen MP, who had written to the County Council's Chief Executive. She explained that there had been no crime in the 33 years she had lived in Beech Close, but within weeks of the street lamps being removed in the summer, there had been two car burglaries. The criminals had been seen by a resident and apprehended by police, but only when they were visible under a street light. The Police had agreed that the absence of lights had contributed to the problem. There were a number of elderly and infirm people living in the street, and many residents were anxious about going out in the dark, with one buying a torch just to walk from their front door to their car. In correspondence with the County Council, she had been told that the contractor, Balfour Beatty, had twice distributed leaflets to the residents of Beech Close earlier in the year. However, no Beech Close residents had received these leaflets.

Arising from the presentation of the petition:

- a Member commented that he was disturbed to hear the petitioner's distressing story, but asked for more information about the consultation process, specifically communications with the Parish Council, who would have been consulted about the proposed layout of street lamps in the village, and would have been able to make changes to the proposals. The petitioner advised that the Parish Council had wanted to retain the streetlights in Beech Close, and a representative from the Parish Council, and Local Member Councillor Orgee had walked round the village discussing where light removals were proposed. The petitioner reiterated that no residents of Beech Close had received any leaflets or letters about streetlighting;
- a Member commented that regrettably, this was not an uncommon experience, and it was clear that criminals work better under cover of darkness, as was evident from this case. It was also suggested that the Parish Council should have been given the option of making cuts elsewhere in the village, or paying for streetlights to be retained. The petitioner advised that the Parish Council had been informed of that option, which was covered in one of the supporting papers submitted with the petition;
- a Member asked if the petitioner was aware of any letter/notice being sent to individual residents elsewhere in the village. The petitioner advised that Beech Close residents, Parish Councillors and the Neighbourhood Watch Co-ordinator were not aware of any individual receiving notice. The Member commented that she was aware of similar incidences in Cambridge city, but was dismayed that it was also happening in the villages;
- a Member commented that he lived in a cul de sac that was totally unlit, but this was mitigated to some extent by security lights on individual properties. However, he was concerned by the lack of consultation, and that this was not the first account of this kind in connection with the streetlighting project.

Local Member Councillor Orgee spoke in support of the petition. He advised that 26 of the 103 street lights in Little Shelford had been removed, far in excess of the 10% average across the county. Little Shelford was unusual in that the majority of roads were main traffic routes, where street lights could not be removed, so the residential roads such as Beech Close were disproportionately affected by the removals. He outlined the discussions that had taken place between the Parish Council and local Members and reminded Members that when the streetlighting programme was introduced, the intention was to work with District Councillors on crime reduction initiatives. In response to a question, he advised that there were a number of elderly, vulnerable residents in Beech Close, and the removal of one particular streetlight had created a very dark corner. He confirmed that even reinstating one streetlight in Beech Close would be welcomed.

A Member asked that the Chairman's letter to the petitioner be copied in to all Committee Members. **ACTION: Dawn Cave.**

The Committee noted the petition and the Chairman advised the Committee that the petitioners would receive a full written response within ten working days of the meeting.

156. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH WENNY ROAD, CHATTERIS

The Committee received a report on a proposal for double yellow lines on Wenny Road in Chatteris. The background to the proposed scheme, and the outcome of the statutory consultation process were noted. Members noted that there had been one objection to the revised scheme from Cromwell Community College.

Speaking as Local Member, Councillor Mandley advised that he had always lived in Wenny Road so was very familiar with the issues. Parked vehicles on Wenny Road caused difficulties in terms of congestion, poor visibility resulting in accidents, and the risk of obstructing emergency vehicles. He fully supported the proposed scheme, his only concern being that it could encourage some drivers to speed on Wenny Road, so it may be necessary to introduce speed reduction measures and crossings. He highlighted the difficulties on other areas of Wenny Road, not covered in the proposals, including the entrance to Wenny Court. It was noted that one of the main objections by the Community College was that parents would be unable to park on the road on parents' evenings, although it was suggested that the Community College's car and coach park could be used on these occasions.

In response to Members queries, it was noted that a proposal for single yellow lines along one side of the road and double yellow lines along the other had been rejected by Chatteris Town Council. It was confirmed that the speed limit on the road was 30mph and that the Police supported the scheme. It was confirmed that there were no speed mitigation measures – any such application would need to form a separate scheme.

Members who had sat on the Fenland Local Highway Improvement Panel that had considered this bid commented that it had been well supported by both the Panel and the late Councillor Sandra Rylance, who had been the Local Member for Chatteris at that time.

It was resolved unanimously to:

- a) Implement the waiting restrictions as advertised;
- b) Inform the objector accordingly.

157. ANNUAL PARKING REPORT 2014/15

The Committee received a report on the financial and operational performance of Parking Services in 2014/15, relating to on-street parking, bus lane enforcement and residents' parking schemes, which were all managed by the County Council. The report was prepared in accordance with the Traffic Management Act 2004.

A Member commented that whilst interesting, the majority of the content related to Cambridge city. Parking charges had increased in Huntingdonshire and most on-street parking was in Market Square in St Neots, and that particular scheme had not achieved the revenue projected. Responding, officers advised that specific revenue projections for on-street parking schemes were not made: with regard to the Market Square, St Neots scheme, one of the objectives had been to reduce minimum

parking times to less than an hour, to meet demand for those parking for shorter time periods. It was noted that the scheme had only been in operation for less than a year, so the revenue set out in the report did not reflect a full year's revenue.

A Member thanked Philip Hammer for his support on parking issues, and asked officers to pay particular attention to on street parking on and around Hawthorne Way and the Fort St George bridge in Cambridge. She also commented that it would be useful to have a map of Cambridge illustrating all parking options. Officers responded that they were currently working with a third party who were producing a mobile phone application to identify parking options, so there was scope for that third party to produce and publicise that information.

There was a discussion on the potential to introduce parking charges in other towns in Cambridgeshire. It was noted that the fundamental issue was the cost of introducing schemes. It was also noted that whilst Civil Parking Enforcement was required for parking charges to be introduced generally, the Council could charge for chargeable bays under the Road Traffic Act 1984.

Noting a reference to parking permits in Ely, a Member asked for further information, including whether East Cambridgeshire District Council had been consulted, as Ely was a city with no parking charges. **ACTION: Richard Lumley to provide information to Councillor Hunt.**

It was resolved unanimously to note the report.

158. LIBRARY SERVICE TRANSFORMATION – INCOME GENERATION UPDATE

The Committee received an update on the work of the Member Review Group considering income generation options for the Library Service. Members were reminded that at its Special Meeting on 26th June 2015, the Committee agreed that a Member Review Group be established to look at alternative options for increasing income at libraries. The first meeting of this Group, chaired by Councillor Ashwood, had taken place on 17th September, and had been meeting frequently since then.

Councillor Ashwood outlined progress to date. This included the establishment of a Friends Group at Cambridge Central Library, and various ideas on income generation. The top three themes were (i) reinvigorating the café and improving its income, (ii) sponsorship, advertising and social media; (iii) improving/modifying the third floor to provide more space for chargeable events.

It was acknowledged that there was a lot of focus on Cambridge Central library, but this was where the major shortfall was. However, it was anticipated that Central Library would provide a template which could be replicated at other libraries.

Councillor Ashwood paid tribute to those on the Group, who had given their time unstintingly, and to officers, particularly Jill Terrell and Christine May. A final report would be produced for the Committee meeting in February.

The Chairman and Members thanked Members and officers for their hard work to date on this issue.

It was resolved unanimously to note the report.

159. ETE RISK MANAGEMENT UPDATE

The Committee received an update on the Risk Register for Economy, Transport & Environment. The report only included those areas within the remit of the Highways & Community Infrastructure Committee i.e. it excluded those covered by the Economy & Environment Committee.

A Member noted reference on the Risk Register to Business Disruption (H&CI1) and asked whether this would be updated or changed in any way to reflect the recent Council wide IT problems. The Executive Director agreed that the IT problems across the Council in recent weeks had been significant, but fortunately these had now been resolved. There had been regular meetings between the Executive Directors with the Chief Executive to ensure there was minimum disruption to business: whilst there had been issues on responsiveness, there had been no critical issues, and it had served as a demonstration of how risk management processes work in practice. There were no immediate plans to change the ETE Risk Register as a result, but those issues would be taken into consideration when the team undertook their regular quarterly review of the Risk Register.

A Member paid tribute to all the Council officers who had had to work under difficult conditions over recent weeks. She also applauded the Chief Executive's actions, commenting that the Chief Executive's regular updates on the IT situation had been very important not only to staff, but also so that staff could explain issues to service users e.g. at libraries.

It was resolved unanimously to note the report.

160. SERVICE COMMITTEE REVIEW OF DRAFT REVENUE BUSINESS PLANNING PROPOSALS FOR 2016/17 TO 2020/21

The Committee received a report providing an overview of the draft Business Plan Revenue proposals for Economy, Transport and Environment Service and specifically, the elements of that budget that were within the remit of the Highways and Community Infrastructure Committee. The report also provided a summary of the latest available results from the budget consultation.

It was noted that Finance colleagues were still working through the implications of the Government's Autumn Spending Review, but it was believed that the figures were broadly accurate in terms of the savings requirements. The total savings requirement across ETE for 2016/17 was £6.593M, and the majority of those savings were under the remit of the Highways and Community Infrastructure Committee.

Members first considered the overview and context sections of the report, plus the stakeholder consultation, and raised the following points:

- observed that Members needed to consider the report presented alongside the CIAs (Community Impact Assessments) presented at the last meeting;

- observed that the consultation showed understandable concern, but also sympathy and understanding about the unpalatable savings that the Council was being forced to make;
- noted that the UKIP Group Leader had asked at the General Purposes Committee to see additional lines in the report demonstrating the savings required to meet a 0% Council Tax increase.

It was resolved unanimously to:

- a) note the overview and context provided for the 2016/17 to 2020/21 Business Plan proposals for the Service, updated since the last report to the Committee in November;
- d) note the ongoing stakeholder consultation and discussions with partners and service users regarding emerging business planning proposals.

Colin Saunderson, a Fenstanton Parish Councillor and retired accountant, spoke to the Committee. Whilst understanding the budgeting difficulties Members faced, he asked for a delay of one year on the Mobile Library decision. At the CPALC (Cambridgeshire and Peterborough Association of Local Councils) Annual General Meeting, he would be seeking support from Parish and Town Councils to set some funding aside for Mobile Libraries. He had already had positive discussions on this matter with some Parish Councils. Whilst he did not believe that this would meet the total £160K budget, he felt that £80-100K may be achievable. Some smaller villages may wish to look at alternatives, and these should be promoted where possible. However, realistically he felt that there was a digital divide, with a lot of older residents relying on mobile libraries. He would also be involving Cambridgeshire ACRE, and seeking the support of Housing Associations.

The Chairman thanked Mr Saunderson on behalf of the Committee for his comments and valuable, positive approach to addressing the cuts. He also suggested that Mr Saunderson work with Councillor Ashwood, who was looking at potential sponsorship of Mobile Libraries as part of the Libraries Income Generation working group.

In response to Member questions, Mr Saunderson:

- advised that he would be able to answer questions on whether CPALC Members were able to offer contributions following the CPALC AGM on 10th December, and he invited Members to attend that event;
- outlined his personal experience of Mobile Libraries, noting that they could be a real lifeline to the service users. The merits of alternatives such as Library at Home, timebanks and community run Library Access Points were discussed.

The Executive Director drew Members' attention to the proposals revisited following the November Committee Highways & Community Infrastructure and Economy & Environment Committee meetings (Table 4) and the new/modified proposals since the November meeting (Table 5). The areas set out in Table 5 would save an additional £494K and would effectively offset all the previously unallocated savings,

to give a balanced budget. The largest single proposal involved funding more local highways work through the on street parking account. It was felt that this £300K estimate was achievable. The Executive Director also drew Members attention to a correction to the papers presented at the November meeting, which was an increased total from withdrawing County Council funding for School Crossing Patrols, which related to management costs.

In presenting the report, the Executive Director stressed that these were proposals from officers, based on their professional judgement.

Members' comments on different savings proposals are set out below:

Highways Maintenance

A number of Members felt strongly that both Reactive and Cyclic Highways Maintenance should be maintained and not included in the proposed savings going forward to the General Purposes Committee, otherwise the maintenance of roads would be in a downward spiral. A number of Members advised that in a recent meeting of the Highways Maintenance Working Group, Members had been made aware that significant additional government funding (up to £3M) could be accessed if the highways network was maintained to a certain standard. In response to another Member's question as to why this had not been reported and acted upon in previous years, officers explained that this funding approach was only introduced in April 2015 off the back of the national Asset Management work. . It was agreed that more work was needed on the business case for meeting the improvements required to meet the 'Band 3' requirements under the new funding scheme. Members welcomed this invest to save approach to highway maintenance.

In terms of the proposed reductions to Reactive and Cyclic Highways Management, it was confirmed that the intention would be to scale back activities, not to stop anything completely.

Mobile Libraries

A number of Members indicated strong support to retain Mobile Libraries. Whilst it had been suggested that those services could be undertaken by the voluntary sector, it was felt that there was a real danger of volunteer fatigue. The move was also seen as premature given the work of the Library Income Generation Group in identifying alternative sources of funding to support library services more generally. The role of libraries in tackling rural deprivation and isolation for more vulnerable individuals was also stressed. It was noted that Mobile Libraries visit over 100 care homes in the county, and it was suggested that mobile libraries could deliver additional services e.g. delivering prescriptions. Looking ahead, it was pointed out that cutting mobile libraries would leave fewer options when the Library Service was reviewed in future. In addition, it was pointed out that the cost of reinstating a service in future would usually be far more costly e.g. mobile library vehicles were likely to have a low resale value, but fitting out new vehicles would be much more costly.

School Crossing Patrols

A number of Members spoke strongly in favour of protecting the School Crossing Patrols (SCP) budgets, pointing out that these impacted on some of the most vulnerable. One Member advised that they had heard that redundancy notices had already been issued, but officers confirmed that this was not the case. Members also suggested that if SCPs were run by schools or on a community basis, they would still need a management element, e.g. for training and DBS checks. A Member commented that if the decision was taken to withdraw SCPs, sufficient time should be factored in to enable schools and/or communities to set up SCPs themselves.

Members also asked if the savings identified in the SCP proposal were offset by the costs of redundancies: officers advised that the costs of any redundancies would be met corporately, not through the ETE budget. With regard to the management of SCPs, it was confirmed that this was currently covered by two posts, and the intention would be to make one post redundant, which would leave some resource available to support local voluntary schemes.

Members noted that affected schools had been advised that SCPs were at risk, and there was potential for them to fund their own SCPs at a cost of approximately £3,000-3,500 per annum. It was agreed that the same letter could be issued to Parish and Town Councils **ACTION: Richard Lumley.**

It was clarified that there was no statutory requirement for the Council, as Highways Authority, to provide SCPs, however if SCPs were provided by other parties then the Highways Authority did have a statutory duty to carry out the management of the patrols.

Council Tax

Some Members noted the strong support in the consultation for Council Tax to be raised as long as it was ringfenced, so there was potential for a referendum to raise further funding for specific services. Specifically, 62% of respondents agreed or strongly agreed that they would be happy to pay increased Council Tax to maintain services. The Chairman acknowledged this, but pointed out that the question was based on a Council Tax rise of 5%, not the 17% required to maintain services at current levels.

Other comments

Individual Members made the following points:

- most reductions have consequences with impact elsewhere in Council, and some could lead to the loss of match funding;
- pointed out that the alternative was to lobby central government, protesting that the cuts were unsustainable and more funding was required, because whether or not the Council restricted itself to providing statutory minimums or not, the Council would no longer be able to serve the people of Cambridgeshire properly;
- discussed the ability of Parish and Town Councils to plug budgetary gaps, as they were not restricted in their precept, with Members observing that Parish Councils and communities were unlikely to contribute funding unless services were definitely being withdrawn. The specific issues for Cambridge city, which does not have Parish and Town Councils, was also discussed;

- commented that there was still scope to reduce bureaucracy and management posts;
- observed that there was significant reliance on developing and motivating voluntary work implicit in many of the proposals, and there was a real danger of 'volunteer fatigue';
- noted that the RECAP (Recycling for Cambridgeshire and Peterborough) partnership were looking at options to improve waste reduction across the county, which could be significant.

The Vice-Chairman commented that the Committee was missing opportunities to cut services, which would lead to great difficulties with budgets later on. He welcomed the invest to save initiative for Highways, and commented that there needed to be more community involvement in areas such as Highways, as communities were keen to participate.

With regard to the Soham Station proposal in the Capital programme, it was noted that this was an issue within the remit of the Economy & Environment Committee, and would be dealt with outside the meeting. **ACTION: Graham Hughes to arrange for a response to be sent to Cllr Hunt.**

Summarising, the Chairman advised that it was his role to present a balanced budget to the General Purposes Committee, but that he could not do that without the Committee's approval. If there were any issues that the Committee felt strongly should be excluded from the proposals presented by officers, he would request that General Purposes Committee review corporately those areas.

Members debated the following areas, as possible exclusions from the ETE Business Plan proposals going forward, i.e. whether to reject these specific savings proposals. There were five amendments proposed to withdraw individual savings proposals, all of which were seconded, as set out below:

Following individual votes, it was resolved to exclude the following areas from the savings proposals:

1. Highways Maintenance (reactive and cyclic)
2. Mobile Libraries

Following individual votes, it was resolved to retain the following areas in the savings proposals:

3. School Crossing Patrols
4. Community Grants
5. Streetlighting

There was also a proposal, from Councillor Reeve, seconded by Councillor Divine, that the Committee be presented with alternative budget proposals, including a 0% Council Tax option. On being put to the vote, the amendment was lost. Councillors Reeve and Divine asked for their votes in favour of this amendment to be recorded.

It was resolved by a majority to:

- b) comment on the draft revenue savings proposals that are within the remit of the Highways and Community Infrastructure Committee for 2016/17 to 2020/21, and endorse them to the General Purposes Committee as part of

consideration for the Council's overall Business Plan, excluding Highways Maintenance (cyclic and reactive) and Mobile Libraries;

c) comment on the changes to the capital programme that are within the remit of the Highways and Community Infrastructure Committee and endorse them

161. AGENDA PLAN AND APPOINTMENTS TO OUTSIDE BODIES

It was noted that the February 2016 meeting would definitely be taking place, with items on (i) Eastern Highways Alliance Framework 2; and (ii) final report from Library Income Generation Member Working Group.

Members noted the Agenda Plan.

Minutes-Action Log

Introduction:

This log captures the actions arising from the General Purposes Committee on 12 March 2015 and updates members on the progress on compliance in delivering the necessary actions.

This is the updated action log as at 4th January 2016.

Minutes of 1st September 2015					
Item No.	Item	Action to be taken by	Action	Comments	Completed
132.	Cambridgeshire Highways Annual Report	R Lumley	It was agreed that there would be a report to Spokes on the Customer Satisfaction Survey process.	To be scheduled for a Spokes meeting in the near future.	
Minutes of 3rd November 2015					
148.	Highway Asset Management Strategy – Annual Performance Review	T Blackburne-Maze	Officer to contact Cllr Bates regarding query on A14 public inquiry	A meeting has been arranged with Cllr Bates to discuss this matter.	
148.	Highway Asset Management Strategy – Annual Performance Review	T Blackburne-Maze/R Lumley	Revisit the policy of only considering HCV signage for roads with HCV traffic higher than 10%	A meeting has been arranged with Cllr Bates for 19/01/16 to discuss this matter.	

148.	Highway Asset Management Strategy – Annual Performance Review	T Blackburne-Maze	Revisit policy of not replacing studs/cat's eyes	The results of the review will be presented to the Highway Improvement Member Working Group.	18/12/15
Minutes of 1st December 2015					
155.	Petition (Little Shelford Street lights)	Chairman/ T Blackburne-Maze	Response to be sent by Chairman and circulated to Committee	Response sent by Chairman. Copied via email to Committee by Dawn Cave.	14/12/15 16/12/15
157.	Annual Parking Report 2014/15	R Lumley	Response to query from Cllr Hunt regarding parking permits in Ely.	Email sent by Richard Lumley to Cllr Hunt.	02/12/15
160.	Service Committee Review of Draft Revenue Business Planning proposals for 2016/17 to 2020/21	R Lumley	Parish and Town Councils to be sent the same letter as schools regarding the potential for School Crossing Patrols to be funded independently.		
160.	Service Committee Review of Draft Revenue Business Planning proposals for 2016/17 to 2020/21	G Hughes/ R Menzies	Graham Hughes to arrange for a response to be sent to Cllr Hunt regarding Soham Station.	Email sent by Bob Menzies to Cllr Hunt	07/12/15

Updated 04/01/16

STREETLIGHTING ENERGY SAVINGS CONSULTATION FEEDBACK

To: **Highways and Community Infrastructure Committee**

Meeting Date: **12 January 2016**

From: **Executive Director: Economy, Transport and Environment**

Electoral division(s): **All**

Forward Plan ref: **N/A** *Key decision:* **Yes**

Purpose: **To inform the Committee of the feedback from the streetlighting energy savings stakeholder consultation exercises and to seek Members' views on savings proposals in light of the results**

Recommendation: **The Committee is asked to:**

- 1. Note the feedback from the Local Councils, Cambridgeshire Community Safety Partnership, Police Service and Public Consultation exercises;**
- 2. Consider reducing the hours of street light switch off by between one and two hours.**

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1 The County Council has identified a savings target in the current business plan of approximately £260,000 annually from its streetlighting energy costs. Of this, £174,000 was identified within the previous business plan and expected to be implemented from April 2015 by reducing night time lighting. However, in order to allow a period of consultation with local councils and the public about this proposal, this night time switch off was deferred until April 2016 and this saving could not be achieved in the 2015/16 financial year.
- 1.2 More than 30 other councils across the country, including most of our neighbours, have already implemented a system of part night lighting.
- 1.3 In order to meet the business plan savings required it was proposed to change the operational lighting times for many County Council owned streetlights, along with the levels to which the streetlights are dimmed. The current proposal is to increase the period of streetlight dimming (currently 8pm or 10pm until 6am) to all times, and to turn off lighting in residential roads between midnight and 6am.
- 1.4 The proposals apply to street lights on the central management system (CMS) only; street lights not on this system or which are not owned by the County Council are not affected. Street lights on main traffic routes will not be switched off, nor those where closed circuit television (CCTV) is present, nor in roads where there is a statutory requirement for lighting (e.g. traffic calming features or mini roundabouts) or lights which it has been agreed support the night time economy in town or city centres.
- 1.5 To consider these proposals, consultation was undertaken in two phases. Firstly, a direct consultation with all local councils that would be affected by the proposal was undertaken, followed by a second, separate, public consultation. Specific stakeholder consultations also took place.

2. LOCAL COUNCILS CONSULTATION

- 2.1 The consultation with local councils was undertaken between 7 July 2015 and 30 September 2015. A letter was sent to 40 affected local councils explaining the reasons for the proposal and inviting comments to ensure the Council had identified the highest priorities and to explore any alternatives or options for additional funding (see **Appendix 1**).
- 2.2 A separate specific consultation was also undertaken with Cambridge City Council due to the unique circumstances relating to the City. The consultation commenced on 21 May 2015 and has included a number of meetings with officers, councillors, representatives from the University, emergency services and residents at Area Committee meetings. In light of this consultation, a number of revisions to the original proposals were made to ensure that streetlights in areas where CCTV cameras operate were maintained before the public consultation commenced. Further discussions have also taken place with officers and Members at the City Council to assess the impact of the proposed switch off and means of mitigating that impact, including the potential for the City Council to part fund street lighting costs in Cambridge.

- 2.3 24 of the 40 local councils (excluding Cambridge City) consulted provided responses on the proposals, together with responses from The University of Cambridge, Cambridge Business Against Crime and the Cambridge Colleges' Bursars subcommittee for Fire Protection, Health and Safety, (see **Appendix 2**).
- 2.4 Of the 24 local councils who provided a response, 8 confirmed that they would be prepared to fund the costs of all, or some, of the streetlights in their areas proposed to be switched off between midnight and 6am. 14 councils stated they would not be prepared to fund the costs of the lights proposed to be switched off, although 3 of those confirmed they supported the proposal and an additional council now has no streetlights directly affected by the proposal. 2 councils asked to defer their decision until after the proposal was implemented to see any effects.
- 2.5 The University of Cambridge responded by asking the County Council to reconsider these proposals and ensure that their potential safety impact on residents and students is carefully assessed.
- 2.6 Cambridge Business Against Crime expressed their concerns regarding the potential impact on safety and crime levels in the city and the potential effect on business, especially on the night time businesses.
- 2.7 The Cambridge Colleges' Bursars subcommittee for fire protection, health and safety responded saying that the security of the students, staff, visitors and conference guests will be affected during the hours of darkness and therefore they disagree with the current proposal of part-night lighting in Cambridge City.

3. CAMBRIDGESHIRE COMMUNITY SAFETY PARTNERSHIP CONSULTATION

- 3.1 A consultation was held with the Cambridgeshire Community Safety Partnership in August 2015. The Partnership sought reassurance from the County Council that the proposal would not have a negative impact on levels of crime and anti-social behaviour.
- 3.2 The County Council commissioned the Cambridge Research Group to review all research and evidence on the impact of reducing streetlighting on crime and antisocial behaviour, and to provide the Partnership with a report on its findings (see **Appendix 3**).
- 3.3 The report concluded;
- Recently published research¹ has found no evidence of a relationship between the number of incidents of crime and streetlight switch off or part-night lighting.
 - That the evidence pointing towards the limited benefit of streetlights in reducing crime cannot be reversed and used to argue that withdrawing lighting will result in an increase.
 - The main academic evidence for the benefits of street lights such as that

relied upon by the College of Policing relates to the mid-1990s at the latest, but also back to the 1970s, a time when crime was much higher than it is today, making direct comparison to the current situation problematic.

- Previous research that has been completed on street lighting has been contradictory and subject to academic dispute.
- The best conclusion that can be drawn from the research literature is that the general benefit of street lighting in reducing crime is unproven but in very specific circumstances, where there is an existing crime hot-spot and current lighting is poor then improvements may prove beneficial.
- There is a strong association in the minds of the public between the presence of lighting and a feeling of safety. However, recent survey evidence² suggests that despite this, the introduction of part-night lighting won't change actual behaviour as other factors such as an area's reputation, personal feelings of vulnerability and time-specific circumstances (such as pub closing times) have a stronger influence.
- In the light of these findings it can be considered highly unlikely that the Cambridgeshire part night lighting scheme will cause an increase in crime.

4. POLICE SERVICE CONSULTATION

- 4.1 Cambridgeshire Police have been consulted on the proposals and this has involved discussions throughout the Constabulary. This has included the Crime Prevention Design Team, the Assistant Chief Constable, Operations, and the Office of the Police and Crime Commissioner. In response, the Constabulary have said that they are cognisant of the pressures and reality of the current economic situation and are keen to work with the County Council to provide a solution which is proportionate, considered and reasonable. Taking note of professional experience, and utilising a mechanism of assessment and review, they recognise the need to reduce costs where possible, while maintaining a clear eye on consequence and public safety. They asked that the process should reflect local operational concerns, where justified and appropriate, and that we jointly monitor any effects accordingly and make adjustments where necessary.
- 4.2 In taking account of this feedback, officers have liaised with the Crime Prevention Team to ensure that streetlighting in areas of concern to the Police is maintained in the proposals.

5. PUBLIC CONSULTATION

- 5.1 A Public Consultation was undertaken between 27 October 2015 and 11 December 2015. Primarily, this took the form of an on-line survey but alternative forms in paper format, on audio cassette, Braille, large print or in other languages were available to anyone who requested them.
- 5.2 The consultation was publicised on the home page of the County Council's web site and a press release was issued to all local media. A second press

release was issued midway through the period to remind the public of the consultation.

- 5.3 A total of 1,865 responses were received to the public consultation exercise. 31% of respondents stated they agreed with the proposal to increase the dimming of streetlights whereas 60% stated they disagreed. 19%, (350), respondents stated they agreed with the proposal to introduce part night lighting, 78%, (1451), of the respondents stated they disagreed with it.
- 5.4 The level of disagreement to the part night lighting proposal by the public is significant, particularly in the City of Cambridge, who represented two thirds of the respondents, and from students, who represented a third of the total respondents.
- 5.5 A full analysis of the results is included in **Appendix 4**.

6. THE WAY FORWARD

- 6.1 It is clear that significant concerns have been raised during the consultation exercises regarding the public's perception that street lighting is necessary for public safety and crime reduction. However, this is consistent with the evidence from the independent analysis undertaken in other areas prior to part night lighting being implemented elsewhere. In all cases the public have raised concerns about the negative effects of reduced streetlighting. However, there is no evidence from other authorities that have implemented this proposal that reduced street lighting has been associated with any increase in crime.
- 6.2 A review of other County Councils which have implemented part-night lighting and who publish the times of operation on their web sites is shown below. (See **Table 1**)

Table 1

Highway Authority	Times of Part-night lighting
Derbyshire County Council	12.30am – 5.30am
Dorset County Council	12.30am – 5.30am
Devon County Council	12.30am – 5.30am
East Sussex County Council	12.30am – 5.30am
Essex County Council	12.00am – 5.00am/1.00am – 5.00am
Gloucestershire County Council	12.00am – 5.30am
Hertfordshire County Council	12.00am – 6.00am
Kent County Council	12.00am – 5.30am
Leicestershire County Council	12.00am – 5.30am
Norfolk County Council	12.00am – 5.00am/1.00am – 6.00am
North Yorkshire County Council	12.00am – 5.00am
Oxfordshire County Council	12.30am – 5.30am
Somerset County Council	12.00am – 5.30am
Suffolk County Council	12.00am – 5.00am
North Somerset Council	12.00am – 5.00am
Staffordshire County Council	12.00am – 5.30am
Shropshire County Council	12.00am – 5.30am
Warwickshire County Council	12.00am – 5.30am/1.00am – 6.30am
Worcestershire County Council	12.00am – 6.00am
West Sussex County Council	12.00am – 5.30am

- 6.3 The part night lighting proposals represent a significant part of the Council's business plan with £260k of savings annually attached to the proposals. Members will therefore want to consider carefully the results from the consultation and what actions should be taken as a result. As an indication, to reduce the hours that the lights are switched off to between 1am and 6am, the £260,000 financial saving in the Council's business plan would be reduced by approximately £49,000 to £211,000. If the proposal were modified to reduce the hours of switch off to between 2am and 6am, the £260,000 financial saving in the Council's business plan would be reduced by approximately £98,000 to £162,000. These figures are summarised in table 2 for these two hours of potential change and clearly the figures would increase if the hours of additional lighting increase.

Table 2

Switch off Proposal	Total Financial Saving	Reduction in Financial Savings
12am – 6am	£260,000	-
1am – 6am	£211,000	£49,000
2am – 6am	£162,000	£98,000

- 6.4 Given the strength of feeling that has been expressed through the public consultation exercise, it is recommended that consideration be given to reducing the hours that the street lights are switched off. This, however, needs to be considered alongside the broader budget implications of not making this saving. Officers' recommendations therefore are to consider a reduction in the number of hours the street lights are switched off. Although it is recognised that the majority of respondents to the consultation would prefer the street lights to be kept on all night, it is considered that a more appropriate balance between budget pressures and the needs of communities would be to extent the lighting period by one or two hours to 1am or 2am. This would address many of the issues around the night time economy. In addition to this, it is also recommended that discussions continue with local councils on the potential to assist the County Council in funding the remaining hours that the lights are turned off and indeed, to give Councils the option of an earlier switch off time if that is what they would prefer. If Councils do decide to fund extra hours of lighting, clearly the precise terms under which that funding would be made available would need to be agreed.
- 6.5 If Members take this decision, the broader budget implications will need to be considered and in particular, where the additional savings will be found to allow the reduced switch off hours. One means of achieving this would be to extend the scope of the switch off period to all residential roads in the county (i.e. including those not on the CMS) over a five year period. Members may wish to consider whether this would be appropriate.

7. ALIGNMENT WITH CORPORATE PRIORITIES

The following bullet points set out details of implications identified by officers:

4.1 Developing the local economy for the benefit of all

- Roads which have the highest use, traffic routes, will not have their operational times reduced.
- Streetlights in areas which support the night time economy will not have their operation times reduced

4.2 Helping people live healthy and independent lives

- Specific locations meeting an exception criteria will continue to be lit through the night:
 - Sites where there are a large number of conflicting traffic movements (e.g. roundabouts) which are on significant routes (generally those lit by columns greater than 6m high).
 - Sites where street lights are installed as a result of accident remedial measures.
 - Town centre areas where there is one or more of the following features: publicly maintained CCTV, areas of high crime risk confirmed by the Police, high proportion of high security premises such as banks, jewellers, high concentration of people at night such as transport interchanges and nightclubs.
 - Main approaches to town centre areas where there is a mix of development between residential and commercial/industrial (i.e. not exclusively residential).
 - Sites where the police can demonstrate that there is likely to be an increase in crime if the lights are switched off during part of the night.
 - Where there is a statutory requirement to provide lighting to illuminate obstructions in the highway, e.g. positions of traffic calming or mini roundabouts, etc.

4.3 Supporting and protecting vulnerable people

- The potential service changes are most likely to be perceived as not supporting or protecting vulnerable people who see streetlighting as an essential service where it has been provided. Further switching off or dimming is likely to be seen as adversely affecting their personal health and safety, although there is no evidence to support these fears from other authorities who have already implemented similar savings. A recent independent report published in the British Medical Journal of Epidemiology & Community Health on the impact of street lighting changes concluded the “study found little evidence of harmful effects of switch off, part-night lighting, dimming, or changes to white light/LEDs on road collisions or crime in England and Wales”.

5. SIGNIFICANT IMPLICATIONS

The following bullet points set out details of implications identified by officers:

5.1 Resource Implications

- There are likely to be staffing and cost implications from the proposals as a result of enquiries and complaints from residents and communities and broader budget implications if the time of switch off changes will need to be considered.

5.2 Statutory, Risk and Legal Implications

- Whilst the provision of streetlighting is not a statutory requirement, the safety of our highway network will remain our highest priority. Areas which have the highest risk of traffic related accidents or crime will not have their operational times reduced. Where specific locations meeting the exception criteria they will continue to be lit through the night (see 4.2 above).

5.3 Equality and Diversity Implications

- The potential service changes are most likely to be perceived as negative by residents with the protected characteristics of age, disability or sex where streetlighting is seen as an essential service. Further switching off or dimming is perceived to adversely affect their personal health and safety, although there is no evidence to support these perceptions becoming reality from other authorities who have already implemented similar proposals. Evidence suggests that dimming the amount of light or switching to white light/LEDs may reduce crime in an area and when risks are carefully considered, local authorities can safely reduce street lighting, saving energy costs and reducing carbon emissions, without impacting negatively on traffic collisions and crime.
- Whilst the safety of our highway network will remain our highest priority, the largest proportion of our highway network is classified as residential where the standards of streetlighting is lower than on traffic routes. The potential changes to the level of service provided in these locations has the potential to impact on a large number of people, leaving them feeling more isolated, including the more vulnerable who rely on streetlighting to make them feel safe at night-time. There is however, no evidence to support these fears from other authorities who have already implemented similar savings. That evidence found there is a strong association in the minds of the public between the presence of lighting and a feeling of safety. However, the evidence suggests that despite this the introduction of part-night lighting won't change actual behaviour as other factors such as an area's reputation, personal feelings of vulnerability and time-specific circumstances (such as pub closing times) have a stronger influence.

5.4 Engagement and Consultation Implications

- The proposal has been consulted with Local Councils, the Cambridgeshire Community Safety Partnership, the Cambridgeshire Constabulary, the University of Cambridge and the public.

5.5 Localism and Local Member Involvement

- As the proposal impacts on all Local Members in relation to matters affecting their divisions, spokespersons from the Highways and Community Infrastructure Committee have been involved in the design of the consultation with local councils and the public.

5.6 Public Health Implications

- The potential service changes are most likely to affect those communities with the protected characteristics of age, disability or sex where streetlighting is seen as an essential service. Further switching off or dimming is perceived to adversely affect their personal health and safety, although there is no evidence to support these perceptions becoming reality from other Authorities who have had to implement similar savings.

Source Documents	Location
1. <i>The effect of reduced street lighting on road casualties and crime in England & Wales: Controlled interrupted time series analysis</i> , Steinbach et al, Journal of Epidemial Community Health, 2015	http://jech.bmj.com/content/69/11/1118
2. <i>Street lighting & perceptions of safety survey November 2013: Results and analysis</i> , The Suzy Lamplugh Trust 2013	http://www.suzylamplugh.org/wpcms/wp-content/uploads/Perceptions-of-Safety-survey-FINAL.pdf

My ref: Part Night Lighting
Your ref:

Date: 7th July 2015

Contact: Assets and Commissioning
E Mail: assetsandcommissioning@cambridgeshire.gov.uk



Economy, Transport and Environment
Executive Director, Graham Hughes

YYYYYYYYYY
XXXXXXXXXX Parish Council,
District, City or Town Councils

Box No. SH1313
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Dear Councillors

Consultation of further streetlighting energy savings.

The County Council must make considerable savings resulting from the reduction in Central Government funding. To meet this huge challenge, we must make difficult decisions ensuring our remaining funds are used where most effective. The Council has identified a saving in our current business plan of approximately £272,000 in its streetlighting energy costs. Unfortunately, savings not made in this way would need to be met elsewhere from budgets already under significant pressure to make savings.

To meet these savings, the County Council proposes to change the operational lighting times for many County Council owned streetlights along with the levels to which the streetlights are dimmed. These proposals apply to street lights on the central management system only and those street lights not on the central system and those not owned by the County Council are not affected. Consultation with you is vital and to allow time for full consultation with you, this has been put back to April 2016 for implementation.

Many neighbouring Councils have already implemented a system of part night lighting and we are considering how this might be possible to implement in Cambridgeshire. The proposal is to increase the period of the current streetlight dimming (8pm or 10pm until 6am) to all times and turning off lighting in the attached roads between midnight and 6am. Street lights on main traffic routes will not be switched off overnight.

We fully recognise concerns which communities might raise on this matter and are keen to work closely with you, both to ensure we have identified the highest priorities and to explore any alternatives or options for additional funding. We are also liaising with the police.

One option is to provide local Councils with the ability to contribute to the energy costs in roads where they would like to keep streetlights on for longer periods. This would ensure that together we can provide a flexible streetlighting service that directs



resources to meet the needs of different communities. The contribution we would request is £12 per street light per full year starting in 2016/17, increasing by inflation in future years, plus a small contribution of £65 per year covering administration of this proposal.

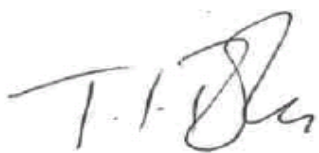
Please could you provide us with your comments by 30th September 2015 including if you would like to contribute to the energy costs for any street lights currently proposed to be switched off between midnight and 6am. If you do, please confirm which streetlights you would like to contribute to by completing the template attached with road names and individual column number references. Unfortunately, any requests for changes after this time will be likely to incur an increased cost due to increased administration and operational costs.

We attach a poster you might wish to display on any local information points. If you wish to discuss this matter further or have any additional questions please do not hesitate to contact the County Council at;

assetsandcommissioning@cambridgeshire.gov.uk.

After conclusion of this consultation period at the end of September we will prepare a wider communication messages to residents via the media and our website to inform anyone having questions.

Yours Sincerely



Tom Blackburne-Maze
Head of Assets and Commissioning
Cambridgeshire County Council.



Street Lighting Energy Savings - Local Council Consultation.

1.0	INTRODUCTION
	<p>This report provides feedback obtained from the consultation on Street Lighting Energy Savings proposal which took place with Local Councils (Parish Councils, Town Councils, City and District Councils in Cambridgeshire) between 7th July and 30th September 2015.</p>
2.0	BACKGROUND
	<p>The consultation presented the details of the proposal to change the operational lighting times for many County Council owned streetlights along with the levels to which the streetlights are dimmed. The consultation provided Councils with the reasons for the proposed changes. It recognised the concerns which communities might raise on this matter and offered to work closely with Councils to ensure we have identified the highest priorities and to explore any alternatives or options for additional funding.</p> <p>One option explained was to provide local Councils with the ability to contribute to the energy costs in roads where they would like to keep streetlights on for longer periods. This would ensure that together we could provide a flexible streetlighting service that directs resources to meet the needs of different communities. The contribution we requested was £12 per street light per full year starting in 2016/17, increasing by inflation in future years, plus a small contribution of £65 per year covering administration of this proposal.</p> <p>Detailed information for the specific affected roads/areas was also supplied to each Council along with an information poster to display on local information points. A copy of the correspondence together with the maps and list of roads was also sent to Local County Council Members through their mailbox in Shire Hall.</p> <p>Information on the changes to street lighting operating times for the Councils and residents was also added to the County Councils website:</p> <p>www.cambridgeshire.gov.uk/streetlighting</p>
3.0	LOCAL COUNCIL CONSULTATION
	<p>253 letters were issued to Local Councils including District and City Councils. 40 letters were sent to the Local Councils directly affected by the proposals on 7th July 2015 and 194 letters were sent to the Local Councils not directly affected by the proposals (see Appendix 1 for the list of Councils affected).</p> <p>The County Council officers commenced its consultation separately with the City Council on 21st May 2015 providing officers with specific details of the proposals affecting the City.</p>

3.1	CONSULTATION MEETINGS																										
	<p>The County Council attended specific consultation meetings with Cambridge City Council Councillors and Officers on 21st May 2015, 6th July 2015 and 19th October 2015.</p> <p>The County Council also attended the public meetings of the East Area Committee on 29th October 2015, the North Area Committee on 19th November 2015 and the South Area Committee on 14th December 2015 to answer any questions concerning the proposals</p>																										
4.0	LOCAL COUNCIL ENQUIRIES																										
	<p>The County Council received 100 letters/emails from Local Councils and 21 letters/e-mails from residents raising questions and enquiries of the proposal. The Consultation exercise generated a total of</p> <p>The replies were then divided by type of “key” questions and comments and then by type of response and lastly by type of sender.</p> <p>24 formal responses were received from Local Councils on the proposals</p> <p>Of the 121 enquiries received a total of 164 questions were raised which have been sorted into 13 categories as detailed in Table 1, below:</p> <p>Table. 1</p> <table border="1"> <tr> <td>CMS coverage – questions about areas covered</td><td>11</td></tr> <tr> <td>Documents/Information – Further questions</td><td>30</td></tr> <tr> <td>Feedback</td><td>24</td></tr> <tr> <td>Meeting invitation to attend Council meetings</td><td>3</td></tr> <tr> <td>Requesting extension of the period of consultation</td><td>4</td></tr> <tr> <td>Consultation period - inadequate time allowed</td><td>6</td></tr> <tr> <td>General questions concerning criteria applied to</td><td>8</td></tr> <tr> <td>Funding/Costs questions</td><td>12</td></tr> <tr> <td>Lighting level questions – road class classification questions</td><td>11</td></tr> <tr> <td>Specific/Requests questions</td><td>23</td></tr> <tr> <td>Suggestions/Opinions for alternative solutions</td><td>4</td></tr> <tr> <td>General street lighting questions.</td><td>9</td></tr> <tr> <td>Statements</td><td>19</td></tr> </table>	CMS coverage – questions about areas covered	11	Documents/Information – Further questions	30	Feedback	24	Meeting invitation to attend Council meetings	3	Requesting extension of the period of consultation	4	Consultation period - inadequate time allowed	6	General questions concerning criteria applied to	8	Funding/Costs questions	12	Lighting level questions – road class classification questions	11	Specific/Requests questions	23	Suggestions/Opinions for alternative solutions	4	General street lighting questions.	9	Statements	19
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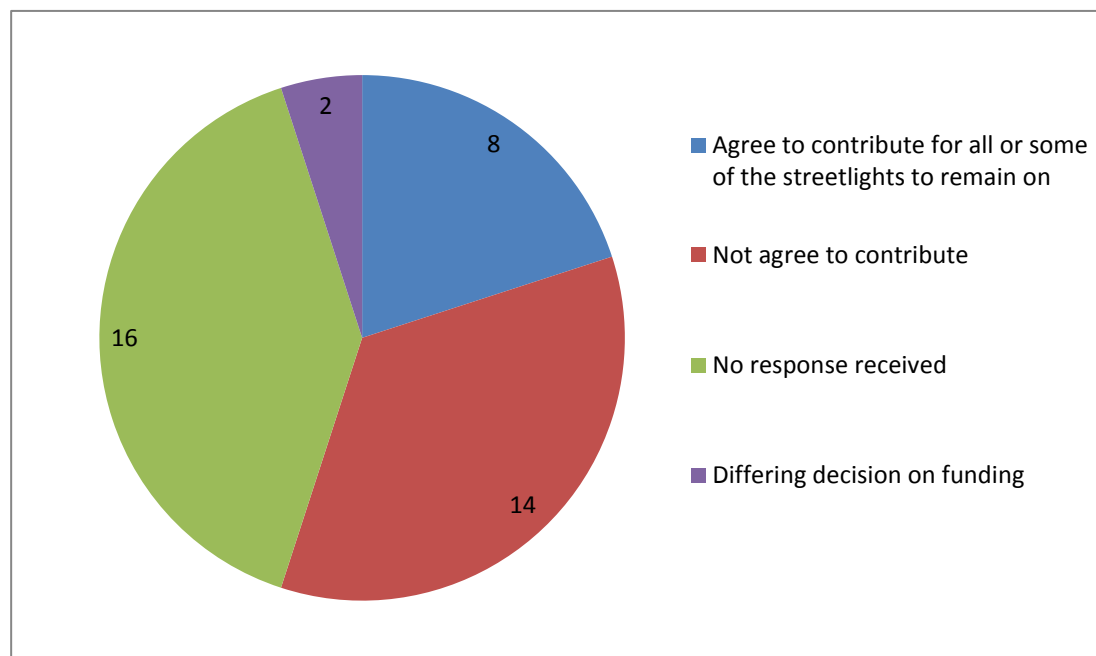


Fig. 1 – Local Council responses

The 8 Local Councils who have agreed to financially contribute for all or some of the streetlights in their areas are;

- Chatteris Town Council
- Cottenham Parish Council
- Granchester Parish Council
- Littleport Parish Council
- Sawston Parish Council
- Teversham Parish Council
- Wisbech Town Council
- Yaxley Parish Council

The 2 Councils who have asked to defer their decision are;

- Sawtry Parish Council
- Soham Town Council

The 14 Councils who have declined to contribute to funding option are;

- Bar Hill Parish Council
- Brampton Parish Council
- Burwell Parish Council
- Bury Parish Council
- Elm Parish Council

	<ul style="list-style-type: none"> • Histon and Impington Parish Council • Huntingdon Town Council • Milton Parish Council • Over Parish Council • Pampisford Parish Council • St Ives Town Council • Whittlesey Town Council • Willingham Parish Council • Orchard Park Parish Council (Now removed from Proposal) <p>The 16 Councils who did not provide a response are;</p> <ul style="list-style-type: none"> • Camborne Parish Council • Ely Town Council • Fenstanton Parish Council • Fulbourn Parish Council • Girton Parish Council • Godmanchester Town Council • Hemingford Grey Parish Council (agreed to extend period of consultation until 31st January 2016) • Leverington Parish Council • Linton Parish Council • Little Paxton Parish Council (Now removed from Proposal) • March Town Council • Melbourn Parish Council • Meldreth Parish Council • Ramsey Parish Council • St Neots Town Council • Waterbeach Parish Council <p>Cambridge City Council have also not provided a formal response to the consultation.</p>
4.2	ADDITIONAL INDIVIDUAL RESIDENTS RESPONSES
	<p>A small number of residents responded directly to the County Council to express their fears and concerns with the decision to turn the lights off and dim the lights further at all other times. 3 of the 19 messages received advised that the resident was happy with the proposal. Residents were asked to express their views via the separate public consultation exercise.</p>
4.3	CAMBAC (Cambridge Business Against Crime)
	<p>CAMBAC wrote to the County Council to express their concerns on the potential impact on safety and crime levels in the city and the potential effect on the business, especially on the night time businesses, (see Appendix 3)</p>

4.4	University of Cambridge
	The University responded asking the County Council to re-consider these proposals and ensure that their potential safety impact on residents and students is carefully assessed, (see Appendix 4).
4.5	Cambridge Colleges Bursars' Subcommittee for Fire Protection, Health and Safety
	The Committee responded saying that the security of the students, staff, visitors and conference guests will be unprotected during the hours of darkness and therefore they disagree with the current proposal of part-night lighting in Cambridge City, (see Appendix 5).
4.6	DISTRICT AND CITY COUNCILS
	<p>Cambridge City Council, Huntingdonshire District Council, Fenland District Council, East Cambridgeshire District Council, the City of Ely Council and Soham Town Council were consulted to request that they provide CCTV camera location information to ensure the proposal does not affect effective CCTV operation.</p> <p>Consultation meetings have taken place with Cambridge City, Huntingdonshire and Fenland District Council CCTV Managers.</p>

APPENDICES

APPENDIX 1 – LIST OF ALL LOCAL COUNCILS DIRECTLY AFFECTED

APPENDIX 2 – LOCAL COUNCIL ENQUIRIES AND COMMENTS RECEIVED

APPENDIX 3 – CAMBAC RESPONSE

APPENDIX 4 - UNIVERSITY OF CAMBRIDGE'S RESPONSE

APPENDIX 5- CAMBRIDGE COLLEGES BURSARS' SUBCOMITTEE FOR FIRE
PROTECTION, HEALTH AND SAFETY RESPONSE

APPENDIX 1 – LIST OF LOCAL COUNCILS DIRECTLY AFFECTED

Parish/Town	
Bar Hill	Littleport
Brampton	March
Burwell	Melbourn
Bury	Meldreth
Cambourne	Milton
Cambridge City	Over
Chatteris	Pampisford
Cottenham	Ramsey
Elm *	Sawston
Ely	Sawtry
Fenstanton	Soham
Fulbourn	St Ives
Girton	St Neots
Godmanchester	Teversham
Grantchester	Waterbeach
Hemingford Grey	Whittlesey
Histon & Impington	Willingham
Huntingdon	Wisbech
Leverington	Yaxley
Linton	
Little Paxton	

Notes: *2 Street lights crossing the boundary, from Wisbech to Elm geographic boundaries

APPENDIX 2 – LOCAL COUNCIL ENQUIRIES AND COMMENTS

- 1- “Some of these roads are classified as” traffic routes” for the BB street light replacement programme – such as Fulbourn Road and Station Road. Why are they now residential roads for the purpose of this scheme? No way can Fulbourn Road be classified as “residential” for example. Also we have a night bus service on the citi 1 using some of these roads after midnight - is this not taken into account?”
- 2- I have been looking at your proposed lighting plan for Bury and Brookfield Way. I note that you are looking to Dimmed only for the following columns L1DAG / L2DAG & L3DAG which sit on the left side of Brookfield Way as you enter from Owls End. Can you explain the Criteria for this please.
- 3- “I would suggest that the following are Dimmed only L4DAG / L5DAG & L6DAG which sit at the lower end of Brookfield Way that covers the village hall for people leaving the hall by car or foot late evening instead of the other 3.”
- 4- “On the list of units Wisbech road is specified as

March WISBECH ROAD (B1099) TO TRUMAN AVENUE L1CFN Part Night Lighting - switch off

March WISBECH ROAD (B1099) TO TRUMAN AVENUE L2CFN Part Night Lighting - switch off

I believe this to be a major through road and therefore should not be considered. Furthermore there is a lack of clarity in the description as to which lights exactly this would mean. I hope you can revisit that listing and come back to us with an early positive response, whilst we look at the rest of the list.”

- 5- “(...) members noted that one of the criteria for keeping lighting on for the whole night was to provide illumination for through routes into and out of the village. Whilst this criterion appears to have been applied to Cambridge Road, Hillside, High street, and London Road, the Council would like to point out that through routes into and out of the village are also provided bt Babraham Road, New Road and Mil Lane. Mil Lane and New road represent are particular hazardous, if unlit, because of cars regularly parked on the carriageway. Mil Lane and Babraham Road also border recreation grounds for part of their length and street lighting on these roads provides the only illumination. There have been a number of ASB incidents reported recently, especially on the Mill Lane recreation ground, and the police are considering applying for banning order of named individuals. Clearly if the already inadequate lighting is switched off entirely between 12:00 midnight and 6:00, these problems are likely to increase and be more difficult to enforce against. The Council notes it is proposed to retain two streetlights (dimmed only) illuminated through the night in Babraham Road (Z1 VKU & Z2 VKU) and one in New road (L1 VLW), no all-night lighting will be provided at all in Mill Lane. There are nine junctions with estate roads along the section of Babraham Road between its junction with Cambridge Road and the edge of the built up are, four

junctions in New Road, excluding the Village College and five in Mill Lane (six if a planning application (S/1515/15/OL) currently before South Cambridgeshire District Council is approved). In view of the preceding comments the Council requests that full lighting be retained throughout the night on Babraham, New roads and Mill lane.

The Council also notes that no lighting is to be provided in the vicinity of the three sheltered accommodation units at Chapefield Way, Uffen Way and Plantation Road, raising concerns about the security of their vulnerable residents. The Plantation Road sheltered scheme houses residents with long term psychiatric issues at least two of whom are in the habit of wandering the streets, sometimes late at night. The individuals who often walk on the main carriageway will be at particular risk on unlit roads. The Council therefore requests that all night lighting be retained in the immediate vicinity of these sheltered schemes.

(...) expressed concern that no consideration had been given to the Christmas/New Year period when it is usual for a larger number of residents that usual to be out after midnight. Particular concern was expressed about the risk of tripping, slipping on ice etc to sometimes elderly parishioners attending midnight church services on Christmas Eve or returning from other late night events. There is also an increased risk of vandalism over this period which is likely to be worsened by midnight switch off. We would therefore request that all the lighting is left on until at least 2:00 am during the week leading up to Christmas and the week between Christmas and the New Year (18th Dec to 1st January inclusive) or on Christmas Eve and New Years at the very minimum.”

- 6- “I have been asked by the Chairman whether you would allow for alternate lights to be switched off London Road to save other lights dotted around the village.

The Council also seeks clarification about street lights on the perimeter round around Bar Hill. ie Saxon Way and Crafts Way. We see there is mention of turning off lights at Saxon Way and Trafalgar Way which is one half of the perimeter road. Crafts Way forms the second part of the perimeter road leading back to the main traffic island into the village. Will lights remain on for the Crafts Way section?

The perimeter road is the main route serving all the residential estates in the village and it would be essential to keep these on (or at the very least those opposite the entrance into each estate), otherwise the whole village will be in total darkness apart from the Tesco area?”

- 7- “(...)In addition we asked that the County Council reconsider switching off lights between midnight and 6am – Saxon Way/Crafts Way – ie the perimeter road as this is the only route for residents and businesses to access their premises and therefore should be classified as a through route and lights kept on throughout the night. Again if the County Council does refuse to keep this perimeter road lit between midnight and 6am the Parish Council feels it has no alternative but to pay.(...)”

- 8- “(...)1. The list does not include a significant number of the street lights in Ramsey Road, these are L30GFI to L88GFI (L83GFI is included for some reason). Please can you confirm the intention for these lights

“2. On some of the roads leading off Ramsey Road, the first street light is noted as being dimmed only, whilst others are not. For example The Furrows (L1GFK) and Chestnut Road (L1GCR) are shown as dimmed whilst Kings Hedges (L4GJA) and Elm Drive (L13GHA) are switched off. Is there a reason for this inconsistency?”

- 9- “Please can you advise me whether the new lights proposed in Hartford and Godmanchester will be dimmed or switched off as soon as they are installed and if so do residents and the town council know?”

Also I am aware lights in other villages are being dimmed etc – do you have any plans to dim/switch off any of the new style lights in Godmanchester or Huntingdon East division in the near future?”

- 10-“(…)Broad Piece is a dark area as it is without messing about with the lights! If anything we need more Lighting!! Our properties will be vulnerable to crime with an easy escape to the 142 for thieves. I do not want to be a Victim of crime in anyway at all and strongly feel the council are putting me in that position against my will. I pay council Tax to keep me safe, therefore do not put me in a vulnerable position because of cost of lighting! It is your duty to keep residents safe!
There are no white lines on the road to show drivers the middle or edge of the road therefore making the road totally inadequate for complete darkness, considering how busy and fast the traffic is at Broad Piece!! As I have said you totally underestimate this road.
It may appear to others a quiet country road, rest assured it isn't. We moved here 8 months and have come to realise this road gets as busy as the main road and with speeding traffic!! Which the council appears to do nothing about i.e. Speed Bumps!! And you wish to turn lights off!! Madness!!!!!!
With the amount of wild animals there are in Broad Piece there is guaranteed to be road traffic accidents. Quite frankly we should have warning signs to drivers showing monk Jack deer's crossing (...).”

- 11-“(…)Whittlesey Town Council would like to make the following recommendations for some of its lights to be only dimmed or not switched off at all and would respectfully request that the cost of this is borne by Cambridgeshire County Council.
(…)I have identified the lights below from the coding on them”. -(list of units).

- 12-“All these lights in the list are in the Teversham “Foxgloves” area of the Parish.

Will there be another list provided regarding the main village part of Teversham, or are those lights not on the “central management system”?

In addition it appears that Airport Way is not designated as a “traffic route” as it is proposed to turn off these lights. Could you explain that decision?”

- 13-“(…)The road you call Church Road changes its name to Buckden Road at the junction with the High Street. It is in the Brampton parish. Buckden begins several hundred yards down the road beyond the landfill site.

The section you are proposing not to light is the main link between Huntingdon and the A1 South and should be treated in the same way as Huntingdon Road and Thrapston Road(..)".

14-"I can understand why the County Council is wanting to dim all the lights between midnight and dawn but please consider keeping on the lights on the recreation grounds / green open spaces as the pathways are very worrying to walk down after late shifts at work (even with the lights on!)(...)"

15-"Reconsider the proposals of switching off the streetlights in Cambridge. Students and people with shift works are not being considered and will be vulnerable and in danger".

16-"(...) It is to do with what you call Church Road. Many of the lights specified are in fact on Buckden Road. We note that these are to be dimmed or switched off. We need to point out to you that this is a major road through the village, linking Huntingdon to the A1. In our view there should be no action in relation to all the lights you have attributed to 'Church Road'(..)".

17-(...)Whilst some of the mismatch roads may conceivably not have any lights e.g.Charcoal Lane, Grafham Road, Great North Road, Wrights Way and others,

I am perplexed at the omission of Huntingdon and Thrapston Roads, possibly because you consider them to be major roads and hence outside your study area and can think of no reason to exclude Chestnut, Knowles, Bell field and Hawkes.

(...)I can see no basis for providing Church/Buckden with lower lighting than Thrapston.

d) For your information it is my understanding that the 30 mph boundary on Buckden Road is to be extended and this requires the installation of street lights.

I am advised by the developer of Brampton Park that they will be responsible for installing lights from the St George's roundabout to the newly positioned 30 mph limit.

e) Some of the roads within Brampton park are intended to be adopted.

I am also advised that the developer will be seeking to get street lights on those roads adopted, but that is a matter for them.

18-Last train stopping at Waterbeach station is at 12.15 am - Parish feels it is important that the Station Road lighting between the railway station and the village green needs to be fully operational until at least 12.30am as many residents use this late train service.

Junctions on Bannold Road - street lights near to the junctions with the various side roads should not be switched off //Junctions on Denny End Road - street lights near to the junctions with the various side roads should not be switched off

19-“(…) The Councillors have made a decision to provisionally request that the street lights in Upwood Road are on at all times due to the high traffic usage. We are investigating the possibility of applying to get this busy road re-designated as a major traffic route in which case the lights should remain on anyway (..)”.

20-“Asking why Great Whyte isn't included as a main route? Surely the B1060, which encompasses the Great Whyte is the route to follow? (…) The Council hasn't ruled out funding some of the street lighting itself. However, at this juncture we cannot definitely confirm which particular lights are needed. We are currently undertaking a more in depth consultation with residents”

21-“(…)(1) If the Parish Council moved forward with the proposal for the lights to be dimmed/switched off but at a later date decided they wanted a particular street light put back on after midnight, What would be the process for this to happen and how long would it take to reinstate that particular column.

(2) Please could you also provide a bit more information regarding the rationale behind which lights are to be switched off after midnight. For example all of Saxon Way is to be switched off at midnight with the exception of the column nearest Station Road which I assume would already be lit by the columns on Station Road not being switched off.(…) “

22-“(…) Traffic routes will not be switched off overnight. It is clear from your proposal that CCC considers the North-South route (…) and the West-East route (…) to be the only main traffic routes through Willingham. However, anyone with local knowledge would realise that an equally significant and well-used route to the East (….) Aside from L1GBB, which is very close to the High Street junction, only two of the street lights on this entire route are to be left on :(…). Given that this is a significant route through the village, there are two points where there are conflicting traffic movements; including two roughly 90 degree bends that are currently planned to be totally unlit overnight (….) there is also a awkward junction where Long Lane meets Church Street.

Therefore we regard your initial proposal regarding which; lights should be left on, based on traffic routes (….) at the above junctions should be left on. We emphasise that this is not a proposal for Willingham Parish Council to contribute to the cost of these, but a request that your initial assessment be amended. (…)"in change there may a couple of locations where lights now planned to stay on could be switched off.

(…) unhappy about this traffic-centred approach, "ignoring cyclists and pedestrians' needs".(…) Wilford Furlong where there are bungalows for elderly (….) Request a proper on-the-ground survey of streetlighting in Willingham(…) checking that no overnight lights are obscured. (….) Can we be assured that if there is an increase in accidents or crime in an area where the lights are switched off, relevant lights will be switched on at no cost to the parish Council?(…)"

23-“(…) We need to point out to you that this is a major road through the village, linking Huntingdon to the A1. In our view there should be no action in relation to all the lights you have attributed to 'Church Road'.

Could you please ask your team of engineers to verify this and confirm that they will be left on, as are the lights on Thrapston Road and Huntingdon Road?”

24-“I must urge you to reconsider this. There has been an error in classification of these roads.

The data from Highways England confirms that Church Road takes more traffic than Thrapston Road. This is confirmed by my own personal vehicle counts on-site(..)”.

25-“(..)Could you please supply me with details of the major traffic routes in Bury and your definition that leads to this designation?

Within the consultation process will it be possible to review those roads designated as major traffic routes, as all local residents in Bury and the surrounding villages would consider that the Upwood Road for one merits this designation(...)”

26-“(...) Indeed I was at a meeting with Balfour Beatty and the former CCC commissioning officer when I was elected in 2013 where I was told that Station Road was a “traffic route” and had been designated as such by CCC and therefore needed brighter lanterns (which I had queried) - as well as Teversham Road, Hinton Road, Fulbourn Road and Yarrow Way in Fulbourn, but not Cambridge Road and Balsham Road which have higher traffic volumes. Also I cannot see how Yarrow Road (which is having its lights kept on) can have a higher traffic volume than Fulbourn Road given it feeds into the latter (..)”

27-“(..) Why are they now residential roads for the purpose of this scheme? No way can Fulbourn Road be classified as “residential” for example (..)”

28-“(...) Was the classification of Pig Lane/Broad Leas decided when these lights changed (...)?

29-“(...) however, anyone with local knowledge would realise that an equally significant and well-used route to the East (...) Aside from L1GBB, which is very close to the High Street junction, only two of the street lights on this entire route are to be left on :(...). Given that this is a significant route through the village (...)”

Therefore we regard your initial proposal regarding which lights should be left on, based on traffic routes (...) at the above junctions should be left on(...)”

30-One Parish Council suggested that the Council should have prepared a trial during this consultation period to allow the residents to see the effect before making the decision on whether or not the lights should remain on.

31-Parish Councils questioned and challenged the lighting class design on roads which they considered as having a high volume of traffic

32-Parish Councils do not understand why Cambridgeshire County Council is seeking more savings in Street lighting when the current PFI contract is already delivering considerable energy savings.

33-Parish Councils which have late night bus and train services also pointed out that these services should be taking into account.

- 34-Some Parishes did not understand why the whole of the county is not covered by the Central Management System and the current street lighting dimming levels and times.
- 35-Health and Safety issues relating to pedestrians walking on unlit or dimmed areas were raised by the Parishes and residents. Some consider that streetlights located on roads near to sheltered accommodation, vulnerable people areas, passageways and on the recreation grounds / green open spaces, should be left on
- 36-With regards to funding/costs it was also asked if it would be possible to pay to get the lights on after the date they have been switched off and how this would be processed. One Parish Council and one resident, inquired if individuals or small groups of individuals could pay to have their lights left on if they wished, i.e. under a scheme administered by the County Council.
- 37-Two Parish Councils have asked if it was possible to set switching profiles to run on particular days of the week, such as Friday and Saturday and/or on certain calendar days, like in Christmas and New Year weeks.

APPENDIX 3 – CAMBAC RESPONSE

Cambridge Business Against Crime: Reaction to Proposal for Reduction in Street Lighting

Cambridge Business Against Crime is a not-for-profit Community Interest Company operating in the heart of the city of Cambridge and representing the Retail and Licensed businesses.

CAMBAC is an active member of both the Cambridge Community Safety Partnership and the Alcohol Related Violent Crime Group and works within many multi-agency set ups to help reduce crime in the city.

On behalf of the businesses in the city, we feel we must convey our concerns at the proposal to significantly reduce the power of certain street lights and switch others off altogether between the hours of 12am and 6am.

Having looked at the map outlining the proposal, there are serious concerns from our organisation of the potential impact on safety and crime levels in the city, alongside the possible effect on footfall into the city which could have a significant impact on night time businesses. I have outlined these below:

- Cambridge has a busy and vibrant night time economy that continues until the early hours of the morning, with a number of venues trading until 3am or 4am. This means that not only is there potential for thousands of people to be in and around the city throughout the proposed time to switch off the lights, but also many will be making their way home down dark streets. A large percentage of the people who frequent the pubs and clubs in the city are local residents who will walk or cycle home and that will be made more dangerous.
- As a result of having many late night venues open until the early hours, the staff of these venues will also be leaving and making their way home during the proposed switch off times. Many will be young people and students who live in the city and will have to use the roads involved in the switch off, significantly increasing the feeling of vulnerability.
- Staff from partner agencies will also be working during this key time. This includes Street Pastors and members of security teams. The street pastors are out in the city as volunteers in order to assist vulnerable people in the night time economy, by switching off or significantly dimming the street lights they are being put at a greater risk.
- Some of the customers leaving the venues within the city are likely to be under the influence of alcohol, and where we appreciate that this is at their own risk, making them walk down badly lit streets will increase the chances of trips and falls which in turn will increase the pressure on the ambulance service and A+E.
- CAMBAC is currently working hard with other agencies to find ways to reduce urination in doorways, stairwells and public spaces. Dark or dimly lit streets will potentially undo this good work by giving people the cover of darkness. This also applies to the less common occurrence of sex and defecation in

public spaces. A perfect example of this is in Sussex Street which, according to the map, is going to be part of the switch off.

- Although I know this has already been taken into consideration, I must also mention the impact on the effectiveness of the CCTV service offered. The comprehensive cover that the city has will be compromised should the visibility be reduced. The network of information sharing between CCTV, Police and the licensed premises via the CAMBAC radio system is vital in the prevention and detection of crime and this potentially could be affected.
- Emergency services are extremely busy during these hours, especially within the city, and often have to attend incidents on the street. Potentially they will be subjected to a greater risk if the street lighting is dimmed or switched off altogether. They already have to face occasional abuse and threats as it is without them being made to do their job in dark streets.
- After the horrific sexual attacks perpetrated last year by the Libyan troops from Bassingbourn, it is very alarming to hear that the proposal is to switch off the lights on Jesus Green. This is a major through route and is frequented by many people going to and from the city on nights out. Making this already vulnerable spot even darker will make it a potentially dangerous place.
- Cambridge is a celebrated tourist destination as well as having one of the finest Universities in the world. Many of the students and visitors will make use of the night time economy in the city and we have a duty to ensure that they are protected and as safe as possible. The knock on effect could be severe if the city is deemed unsafe at night.
- Having spoken to a number of night time businesses, they have also raised concerns that turning the lights off may reduce the number of people who walk into and out of the city centre at night as they will feel vulnerable. Reduced numbers in an already challenging industry would be extremely unwelcome.

While CAMBAC understands the constraints put on partner agencies and the need to save money wherever possible, we feel that the significant risk to public safety and the potential impact it will have on night time businesses through lower numbers, makes this proposal not viable and we must formally declare our objection to the proposal.

We feel that it is currently not clear enough over which areas are to be dimmed and which to be switched off so greater clarity would be extremely useful. The map provided on the website is not easy to read and the business community would be keen to be better informed.

We are always keen to maintain professional working relationships and contribute to problem solving platforms so if we can be of assistance in any consultation on this subject then please do get in contact on the details below on behalf of the CAMBAC Board of Directors.

Cambridge Business Against Crime C.I.C
Adam Ratcliffe
Business Crime Manager

Cambridgeshire County Council streetlight consultation – response on behalf of the University of Cambridge

The University has carefully considered the County Council's proposal to dim or switch off streetlights across the city of Cambridge.

The Collegiate University is committed to the safety of its students and staff. Our most recent travel survey shows that almost 50% of staff members and 90% of students walk or cycle to the University. We are concerned about the potential safety impact of the County Council's proposals on them.

During Term time, student lifestyles and working patterns vary. At different points throughout the academic year, there is a strong likelihood that students will be out on the roads during the hours when the Council is proposing to switch off streetlights, i.e between midnight and 6am.

Many of the University's postdocs, academics, security and cleaning staff also work unconventional hours, and their safety is our primary concern. We are concerned that unlit streets will make it harder for pedestrians and cyclists to be seen, and will increase the number of accidents.

We would like to understand whether the County Council has taken full account of the volume of pedestrian and cycling traffic when deciding which lights to dim and which to turn off.

The University is therefore asking the County Council to re-consider these proposals and ensure that their potential safety impact on residents and students is carefully assessed. The University will be pleased to assist the County Council to help inform the development of these proposals.

APPENDIX 5 - RESPONSE FROM: COLLEGES BURSARS' SUBCOMMITTEE FOR
FIRE PROTECTION, HEALTH AND SAFETY

NEWNHAM COLLEGE
CAMBRIDGE

Alan Hitch
Strategic Project Manager
Box No. SH1313
Shire Hall
Castle Hill
Cambridge
CB3 0AP

26th November 2015

Dear Sir or Madam,

Cambridge Streetlight Proposal

As Chairman of the **Cambridge Colleges Bursars' Sub Committee for Fire Protection, Health and Safety** the subject of Streetlights in Cambridge was brought to our attention at our last meeting as a result of your consultation document which has been recently distributed around the Colleges. In my capacity of Chairman, I thought it would be appropriate to respond to your proposal of either further reducing streetlight dimming or switching them off completely between midnight and 6am on non-main traffic routes.

Whilst the Committee appreciates that the County Council is faced with making significant savings over the next 5 years, as a safety committee we are deeply concerned that reducing lighting levels further in the City will increase the risk to the health, safety and personal security of our students, staff, visitors and conference guests who regularly traverse across Cambridge in the hours of darkness.

All colleges are a 24 hour operation whether it is providing necessary services such as catering, security or response maintenance to our vast estates or Fellows and students working late studying or carrying out research across the plethora of sites we occupy, many of them have to travel back to their residences at night.

A considerable number of our students use minor roads and travel across "green areas" and they rely on suitable and sufficient lighting as a necessity to aid their personal safety. During the early hours of the 18th November 2015, a woman was subjected to a sex attack on Christ Pieces and further reducing lighting levels can only encourage additional crime against individuals.

It is for these reasons that we as a safety orientated committee robustly disagree with the current proposal and raise an objection to it.

We request that in light of this and the likely increase in risk to our community you reconsider your street lighting options to ensure the safety of our members whilst they move around the City during the hours of darkness.

Yours faithfully,



Miss Wendy Evans – Domestic Bursar
Tel 01223 335 801 – Email dburs1@newn.cam.ac.uk

Evidence regarding the impact of the street lighting on crime and anti-social behaviour

Version 2.0

August 2015

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Cambridgeshire County Council
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Summary:

The context of this policy note is the proposed part-night lighting (PNL) scheme to be introduced by Cambridgeshire County Council in large parts of the County. Community Safety Partnerships have sought reassurance that the scheme will not have a negative impact on levels of crime and anti-social behaviour.

Having reviewed the research evidence about the use of streetlights and community safety the following conclusions can be drawn:

- Recently published research¹ has found no evidence of a relationship between the count of crime and streetlight switch off or part-night lighting.
- That the evidence pointing towards the limited benefit of streetlights in reducing crime cannot be reversed and used to argue that withdrawing lighting will result in an increase.
- The main academic evidence for the benefits of street lights such as that relied upon by the College of Policing relates to the mid-1990s at the latest, but also back to the 1970s. A time when crime was much higher than it is today making direct comparison to the current situation problematic.
- Previous research that has been completed on street lighting has been contradictory and subject to academic dispute.
- The best conclusion that can be drawn from the research literature is that the general benefit of street lighting in reducing crime is unproven but in very specific circumstances, where there is an existing crime hot-spot and current lighting is poor then improvements may prove beneficial.
- There is a strong association in minds of the public between the presence of lighting and a feeling of safety. However, recent survey evidence² suggests that despite this the introduction of part-night lighting won't change actual behaviour as other factors such as an area's reputation, personal feelings of vulnerability and time-specific circumstances (such as pub closing times) have a stronger influence.
- In the light of these findings it can be considered highly unlikely that the Cambridgeshire PNL scheme will cause an increase in crime.

¹ The effect of reduced street lighting on road casualties and crime in England & Wales: Controlled interrupted time series analysis, Steinbach et al, Journal of Epidemiol Community Health, 2015

<http://jech.bmj.com/content/early/2015/07/08/jech-2015-206012>

² <http://www.suzylampugh.org/wpcms/wp-content/uploads/Perceptions-of-Safety-survey-FINAL.pdf>

Policy Note: Evidence regarding the impact of the street lighting on crime and anti-social behaviour

Context

The context of this policy note is the proposed part-night lighting (PNL) scheme to be introduced by Cambridgeshire County Council in large parts of the County. Community Safety Partnerships have sought reassurance that the scheme will not have a negative impact on levels of crime and anti-social behaviour.

Several Councils in England have implemented PNL schemes. The Cambridgeshire proposal is to increase the period of the current streetlight dimming (either 8pm or 10pm until 6am) to all times and to turn off lighting, except main traffic routes, between midnight and 6am.

The paper considered if claims are supported by research and if there is consistency across the evidence base.

Introduction versus withdrawal

The evidence pointing towards the limited benefit of streetlights in reducing crime (discussed in detail later in this note) cannot be switched and used to argue that withdrawing lighting will result in an increase.

An inference cannot be drawn from the evidence pointing towards the benefits of street lights being introduced that withdrawing lighting will result in a reverse effect. Within the published research there is no evidence for such a conclusion. Such inferences are referred to within academic thought as 'deductive fallacy' or as representing a 'converse error' in reasoning.

In the case of the various street lighting studies there is a very real problem with comparison of circumstance. Generally, the studies show a benefit in reductions in crime with the introduction of street lights where places had pre-existing problems with high crime rates. In other words the improved lighting was introduced for a reason. Concluding that the reverse of the effects might be seen in areas where crime rates are generally much lower can be described as problematic at the very least.

General versus specific benefits

The main quoted evidence for the benefits of street lighting in reducing crime, as quoted by the College of Policing³, is derived from a single academic paper. This paper was prepared by the authors⁴ as a 'systematic review' of the evidence on street lighting and crime in 2008.

Broadly the study by Welsh & Farrington (2008) points to two different mechanisms by which street lighting improvements could prevent crime.

³ <http://whatworks.college.police.uk/toolkit/Pages/Intervention.aspx?InterventionID=3>

⁴ [Welsh, B., and Farrington, D.F. \(2008\). Effects of Improved Street Lighting on Crime.](#) *Campbell Collaboration Systematic Review*. Campbell Collaboration: Norway.

1. As a situational crime prevention measure that focuses on reducing the opportunity to commit offences and increases the perceived risk.
2. As a method of strengthening informal social control and social cohesion through encouraging more use of the streets and investment in the neighbourhood.

Following a review of the literature the authors identified thirteen studies of street lighting improvements where the design of the study met certain criteria *“studies were included in this review if they had, at a minimum, an evaluation design that involved before-and-after measures of crime in experimental and (reasonably) comparable control areas.”*

All the studies were carried out a considerable time before 2008. Of the thirteen evaluations, eight were from the USA (one from 1998, the others from the 1970s) and five from the United Kingdom (all from the 1990s). The dates for these studies are important as they point to the scarcity of recent evidence and also date from a time in the United Kingdom when crime was much higher⁵. The Crime Survey for England and Wales (CSEW) shows that crime was at its peak in 1995 (over 18 million incidents of crime against households and resident adults) and has since reduced by 63% to the current 2014 CSEW results of an estimated 7 million incidents.

It is worth considering at this point the local Cambridgeshire circumstances. Regarding the relative performance⁶ of the County’s Community Safety Partnerships (CSPs) for most crime types they are performing in-line with or better than their ‘Most Similar’ (comparator) areas nationally. As well as benefiting from the long term reductions in crime noted above the County has relatively low rates of crime. Within the context of the national research dating back to the 1990s, times with much higher crime rates, then there are probably few if any geographic areas in Cambridgeshire where changes in street lighting could conceivably make a difference to crime rates today.

The details of each of the 13 studies considered by Welsh & Farrington (2008) are different. Of the American studies, four showed that street lighting had a desirable impact on crime whilst four showed that there was no effect. Of the five UK studies four showed a desirable effect. Overall, Welsh & Farrington (2008) concluded that the studies showed that improved street lighting did have a desirable impact on crime.

These conclusions by Welsh & Farrington were the reverse of conclusions previously reached by others looking at similar evidence. Tien (1979) for the US Dept. of Justice considered over 100 street lighting evaluations and was highly critical of the lack of methodological rigour in the majority of these. Of the 15 most thorough Tien (1979) concluded that *“more projects report increases, or no change, than decreases in crime”*. Similarly a systematic review of the evidence by Ramsey (1991) for the Home Office Crime Prevention Unit concluded that:

“Better lighting by itself has very little effect on crime. There are some limited local ‘blackspots’ where improved lighting may have a modest impact on crime and perhaps a slightly larger one on incivilities [Anti-Social Behaviour]. Also, in conjunction with other measures, better lighting may help to improve an area. Indirectly, this may conceivably assist

⁵ <http://www.ons.gov.uk/ons/rel/crime-stats/crime-statistics/year-ending-september-2014/stb-crime-in-england-and-wales--year-ending-september-2014.html#tab-Summary>

⁶ <http://www.cambridgeshireinsight.org.uk/community-safety/CSP>

in reducing crime - although such an outcome is not guaranteed. There is no scope for reducing crime on any broad basis simply by investing in better street lighting”.

In particular, Ramsey (1991) pointed to the evaluation of a major re-lighting scheme in the London Borough of Wandsworth, Atkins, Husain and Storey (1991). This scheme focused on the renewal / installation of 3,500 street lights across the borough. The conclusions were

“No evidence could be found to support the hypothesis that improved street lighting reduces reported crime. Although some areas and some crime types did show reductions in night-time crime relative to the daylight control, the dominant overall pattern, from which this study draws its authority, was of no significant change.” Atkins, Husain and Storey, 1991.

Ramsey (1991) also pointed out that *“Offenders are not necessarily much influenced by lighting conditions. When deciding whether to commit a crime they are likely to take into account a variety of considerations, rather than any single factor, such as lighting.”* Basing his conclusions on a number of offender behaviour studies such as Bennett and Wright (1984) who interviewed over 300 experienced burglars and concluded risk taking was inherent in the practice and only signs of occupancy of the dwelling by the owners proved a truly powerful deterrent⁷.

Pease (1999)⁸ identified the ‘dogmatism’ that has haunted the debate on the impact of street lighting on both sides. He cites many crime prevention manuals and design handbooks that make, in his view, an exaggerated or unsubstantiated claim regarding the effectiveness of street lighting. This is done partly as professional self-justification where those who, day-to-day, are challenged to do something concrete about local crime see the installation of lights as being an obvious step to take. Similarly Pease (1999) sees the sceptics against the impact of street lighting on crime as being primarily reactive and unduly critical of studies that have shown a reduction. Pease (1999) also draws a useful parallel with the debate around the effectiveness or otherwise of CCTV in reducing crime.

Pease (1999) picks a way through the debate by discounting the generalised impact of lighting on crime and by pointing out that the evidence for the effectiveness is strongest as one of a range of situational crime prevention methods actively deployed into a crime hot-spot *“the prevention of crime by well-targeted deployment of lighting to small areas with big problems”*. Such a conclusion is consistent with that of Ramsey (1991).

In other words the conclusion that can be drawn from the literature is that the general benefit of street lighting in reducing crime is unproven but in very specific circumstances, where there is an existing crime hot-spot then it may prove beneficial.

⁷ Bennett & Wright also pointed to the presence of dogs and burglar alarms as being a deterrent specifically related to the home that may also have some effect.

⁸ Ken Pease (1999) A Review of Street Lighting Evaluations, Crime Prevention Studies, volume 10.

Evidence on the Withdrawal of Street Lighting

Recently published research⁹ has examined the impact of changes to Council lighting schemes thus far. The study examined trends in crime and road traffic accidents at a MSOA¹⁰ level in sixty-two local authority areas including the introduction of Part-Night Lighting (PNL) in 30 areas.

The study found that there was *“no evidence for an association between the aggregate count of crime and switch off or part-night lighting”*. The study also found a weak relationship between dimming and a reduction in aggregate crime count and particularly a reduction in violent crime. There were similar results for road traffic collisions; in other words the study found no evidence of harmful effects from the street lighting changes.

Within their discussion the authors consider the different causal mechanisms that may have led to their results and reach no firm conclusions. They point to an on-going lack of evidence as to how precisely the lack or presence of light is likely to influence criminal behaviour. Overall they conclude that the results of their study suggest that where the risks are carefully considered, local authorities can safely reduce street lighting.

Public Perception

There is one area of agreement across all the literature and that is that the public (regardless of the evidence) associate the presence of lighting with feelings of safety. Ramsey (1991) concluded that *‘the public has considerable – but not boundless – faith in street lighting as a means of crime prevention’* which forms an interesting parallel to the accompanying conclusion that *‘offenders are not necessarily influenced by lighting conditions’*. Similarly Atkins (1991) noted that the public felt safer with the introduction of better lighting despite finding no evidence of actual change to rates of crime.

Other research such as Bell 2008¹¹ and the Lamplugh Trust (2013)¹² identified a strong association between perceptions of safety and poor or inadequate lighting. The Lamplugh Trust work incorporated questions regarding people’s perceptions of safety in areas where street lights had been dimmed or turned off.

“22% of participants (from a sample of 15,786) who said that lighting has been dimmed or switched off in their area, 52.8% of women and 38.8% of men said that their local community feels less safe. When comparing the data by age, a higher number of younger respondents felt their safety was negatively affected.” Lamplugh Trust 2015

On the positive side this increase in feelings of being unsafe did not influence people’s behaviour.

⁹ The effect of reduced street lighting on road casualties and crime in England & Wales: Controlled interrupted time series analysis, Steinbach et al, Journal of Epidemiol Community Health, 2015
<http://jech.bmj.com/content/early/2015/07/08/jech-2015-206012>

¹⁰ Mid-level Super Output Area, a unit of geographic used for the collection of statistics with a population of between 2,000 and 6,000 households. See <http://www.ons.gov.uk/ons/guide-method/geography/beginner-s-guide/census/super-output-areas--soas-/index.html> for more information.

¹¹ http://www.kevan-shaw.com/ksld_upload/pdf/Bell_Lighting_and_Perception_of_Safety.pdf

¹² <http://www.suzylamplugh.org/wpcms/wp-content/uploads/Perceptions-of-Safety-survey-FINAL.pdf>

“Of those who commented (19% of all respondents) only a small minority of respondents said that low or no lighting meant that they avoided going out altogether, most continued with their normal activities with some modifications or precautions, even if they did feel nervous or unsafe.

Of the 3,037 people who commented on question 13 (on how, if at all, they modified their behaviour in lower lighting conditions), the majority stated that their feelings about an area’s safety depended more on other factors such as its reputation, location, geography, their knowledge of the area, and time-specific circumstances – such as pub closing times, whether an area is deserted or busy – rather than on levels of lighting.” Lamplugh Trust 2015

This finding within the Lamplugh Trust study is consistent with other studies on the origins of the ‘fear of crime’ found elsewhere¹³ which point to personal vulnerabilities, social isolation as being the significant factors in limiting people’s behaviour, not single environmental factors such as lighting.

¹³ <http://www.internetjournalofcriminology.com/wynne%20-%20fear%20of%20crime.pdf>

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About the Cambridgeshire Research Group

The Cambridgeshire Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Group also supports a range of other partner agencies and partnerships.

Subjects covered by the CRG include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

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CAMBRIDGESHIRE COUNTY COUNCIL 2015 STREETLIGHT CONSULTATION

RESULTS

DECEMBER 2015

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research & Performance Function. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

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EXECUTIVE SUMMARY

As part of savings proposals it is planned to reduce the operational times of street lights owned by the County Council from 1 April 2016 onwards. It is proposed that many street lights will be switched off between 12am and 6am on residential roads and footpaths which are not located on main traffic routes; all street lights will be dimmed (including those located on main traffic routes). The lights affected are currently only those on the Councils' system, so it should be noted that the response to this public consultation is likely to be limited to people living or working in affected areas.

During the autumn of 2015 the County Council followed-up consultation with district and parish councils by carrying out a consultation with the public on the proposals. The following report summarises the results of that consultation.

SUMMARY RESULTS

The primary methodology for the consultation was through an on-line survey, although members of the public could also request a paper copy of the survey or respond by email or letter.

Ultimately the results of the survey represent a 'self-selecting' audience of 1865 members of the public. By the nature of the methodology, the sample mainly includes those who have access to the internet either at home or through public access points. The sample also includes more women than men and significantly fewer people over the age of sixty-five than expected given the demography of the County.

Demographics

- Two thirds of all respondents were from Cambridge City. To an extent the location of respondents reflected the scope of the scheme (see figures 2 and 3).
- 54.1% of respondents were female.
- 35.2% of respondents were either full-time or part-time students.

Overall a significant number of the survey responses were received from female students based at Cambridge University.

Reactions to proposals

- Of the 1865 respondents, 60.4% said they "disagree" or "strongly disagree" with the proposals to dim the streetlights under control of the County Council.
- 77.8% of respondents said they "disagree" or "strongly disagree" with the proposals to introduce part-night lighting (PNL) to streetlights under control of the County Council.
- Of the 1130 responses to "strongly disagree" with PNL, 651 (64.5%) of these were female.
- Respondents were told about the option to allow town and parish councils to provide additional funding for street lighting in their own area. 43.2% said they "agree" or "strongly agree" with this proposal¹ (based on the local councils that had taken up this option thus far) and 73.9% supported the idea that their local council should provide additional financial support to maintain street lighting.

¹ Please see full question wording in Appendix 1 (26% indicated they were neutral on this; they were not resident in those council areas).

Impact of the proposals

- Considering the free-text comments on the impacts of the proposals there was most concern about:
 - the impact of the proposals on women (particularly female students);
 - the establishment of 'safe routes home' in Cambridge City as part of the mitigation of the impacts of the proposals;
 - the fear of attack that the proposals might create for anyone travelling about the City after midnight;
 - the increased hazard to cyclists.
- Female respondents were more inclined to say that the proposals would "very likely" change their behaviour as a pedestrian, with 45.7% of the 1009 responding with this answer.
- The County Council received a significant number of free text comments. In general the comments on the impact of the proposals were strongly expressed views against the proposals. They fell into the following categories:
 - Nearly half of the comments (46.6%) were about the proposals making people feel less safe.
 - 13.8% said that the changes would lead to a change in behaviour (some mentioning the word 'curfew')
 - 12.1% of comments suggested that the proposals would lead to an increase in crime.
 - 11.6% of comments suggested that there would be an increase in accidents or injuries as a result of the proposals.
 - The remainder of the comments talked about mitigating actions people would be forced to take such as changing their mode of transport or route home.
- The precise details on the proportion of people who said the proposals would change their behaviour is shown below. It should be noted that the proportion of people who said the proposals would change their behaviour was somewhat higher than those who were regularly out and about after midnight.

Table 1: Response percentage of frequency of use and behavioural change on particular modes of transport

Mode of Transport	% of respondents who are out "every night" or "once or twice a week" between the hours of midnight and 6am	% of respondents who say their behaviour will change ("likely" or "very likely")
Pedestrian	41.7	65.0
Cyclist	30.1	45.4
Motorist	15.7	17.8
Public Transport	4.3	18.8

- When asked about which destination would be the most impacted, 71.3% of respondents said travel for to and from a leisure-destination (mainly Cambridge City centre) would be affected, with 29.3% and 30.7% saying a place of study and work respectively.
- A number of people questioned the timing of the scheme questioning if 12 mid-night was too early given the pattern of life / activity, particularly in urban areas. Several people suggested 1am as an alternative.

CONSULTATION RESULTS

The online survey opened from late October to mid-December so that people wishing to respond to the consultation in response to news of streetlight proposals could have the chance to do so.

METHODOLOGY DESIGN AND DELIVERY

QUESTIONS AND CAVEATS

Questions were designed to be neutral as possible, with opportunities for respondents to give further comments and answer on a Likert scale², with the option to say “neutral” or “prefer not to say”.

An online engagement, whilst in theory available to all residents, does have an opt-in bias towards those people who have easy access to the internet, and those who actively want to answer online surveys about local government cuts. The survey was available in other formats, however only 6 out of the 11 paper requests were returned.

Overall, the survey received 1865 responses (including the 6 paper responses). Out of these 1665 gave a valid postcode, showing that 1243 of these respondents lived within Cambridge City.

Specific bias noted for the sample of those answering the survey included more women than men were responding to the survey and the most respondent age range being between 18 and 24.

ONLINE CONSULTATION: FINDINGS

RESPONDENT PROFILE

Within the survey, respondents were asked for some details about themselves. This information assists in analysing some of the context to the answers people gave. The information is only used to help us understand how different groups of residents feel and whether there are specific concerns by, for example, age group or resident location. These personal questions had the option of answering “Prefer not to say”.

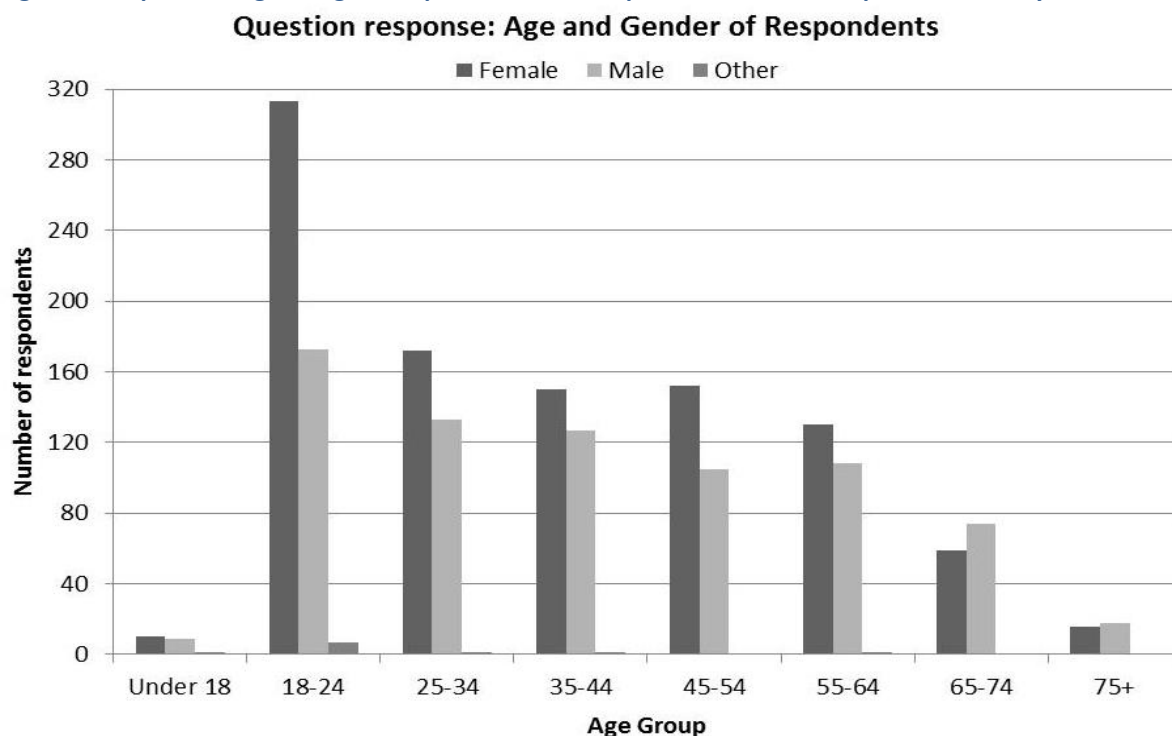
Overall, 95.4% of the respondents claimed to have read the streetlight proposals before completing the survey.

Out of the 1865 respondents, 40.4% of respondents indicated they were male, 54.1% female, 4.1% preferred not to say, 0.6% other and not to say, 0.6% other and 0.8% skipped this question. When asked their age, a greater proportion of respondents indicated they were respondents indicated they were aged between 18 and 24 years. The lowest response rate was for people over 65, with only 9.1% of 65, with only 9.1% of respondents being within this category. This age breakdown differs to the 2011 Census figures, where 33.6% of figures, where 33.6% of residents were aged over 65.

outlines respondents broken down by age and gender.

² A likert scale is where respondents are asked to rate their views of something against a scale, usually something like satisfaction with a service; ‘Very satisfied’, ‘Satisfied’ and so on to ‘Very dissatisfied’, or on a numeric scale, usually 1 to 5.
<http://www.socialresearchmethods.net/kb/scallik.php>

Figure 1: Respondent age and gender, please note 93 respondents answered “prefer not to say”.



The majority of the respondents (68%) indicated their ethnicity as being White British, and 11.6% indicating their ethnicity as other, with smaller proportions from a range of different backgrounds. Whilst, 84.6% of respondents stated they did not have a health problem or disability which limited their day-to-day activities, with 7.7% stating they did.

When asked about working status, 44.2% indicated they were in full or part time employment, 32.7% being in full- or part-time education, with a further 10.6% stating they were retired. This is inconsistent with employment figures for Great Britain as produced by the ONS APS³, 82.4% of people in Cambridgeshire were in employment for July 2014-June 2015, showing there was a biased response towards students.

The following table breaks down responses to this question in full:

Table 2: Occupational status of survey respondents

Occupation Status	Count	% Respondents
In education (full or part time)	609	32.7%
In employment (full or part time)	824	44.2%
Self-employed (full or part time)	133	7.1%
Retired	198	10.6%
Stay at home parent / carer or similar	41	2.2%
Other	44	2.4%
Skipped	16	0.9%
Total	1849	-

Of those 44 who stated ‘other’, responses included those registered as disabled, some with combined employment and education status, volunteers, and those who generally preferred not to say.

In total, of the 1865 members of the public who responded to the survey, over 89.3% left an identifiable postcode. Overall, 1243 (66.6%) of the respondents lived in Cambridge City.

³ <http://www.nomisweb.co.uk/reports/lmp/la/1941962832/report.aspx#tabempunemp>

The approximate location of respondents by Lower Super Output Area is shown in the map overleaf in **Figure 2: Approximate location of respondents**. 200 respondents did not give a valid postcode and six lived outside of Cambridgeshire.

Approximate respondent location for the streetlight consultation

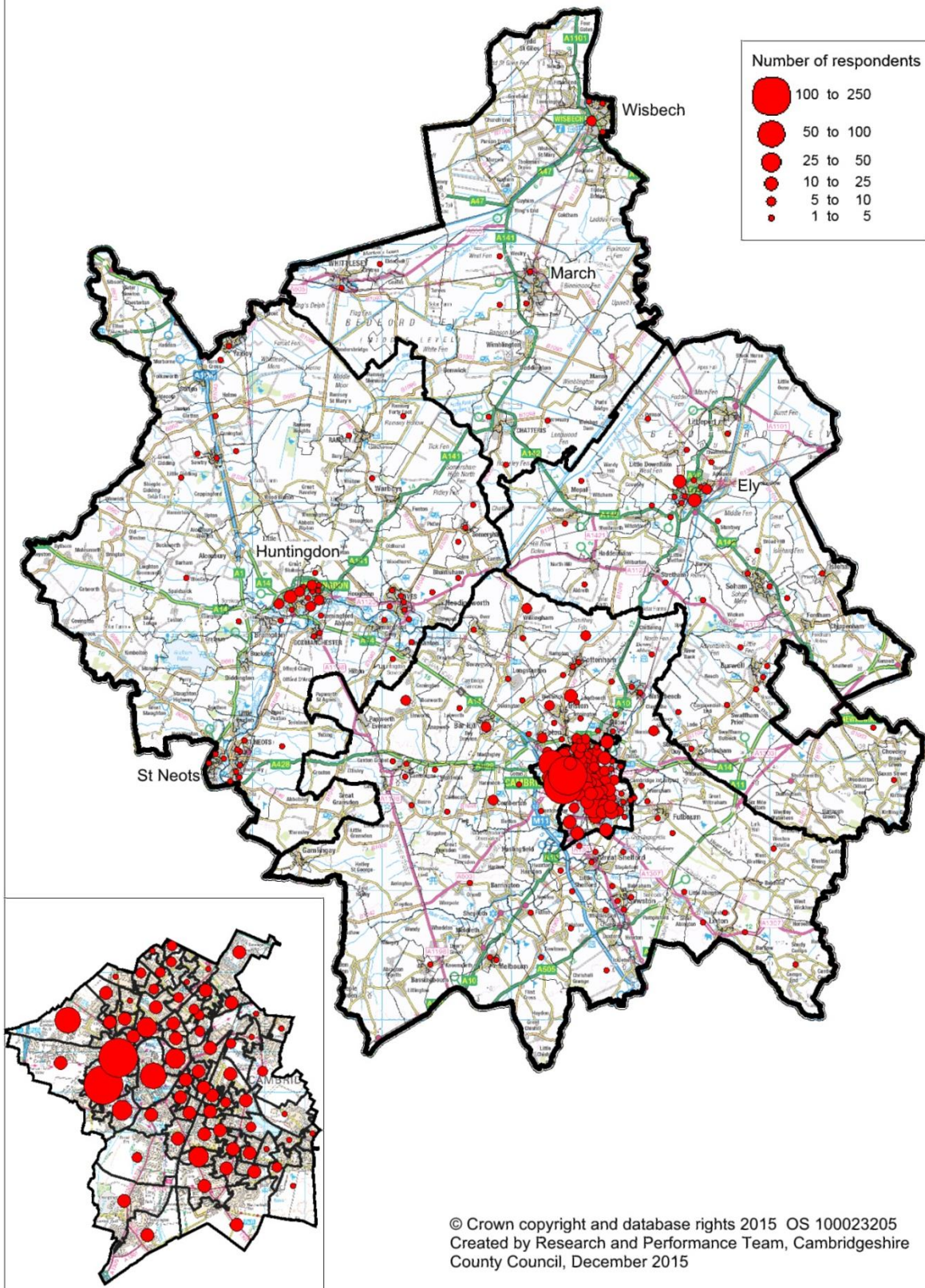


Figure 2: Approximate location of respondents. 200 respondents did not give a valid postcode and six lived outside of Cambridgeshire.

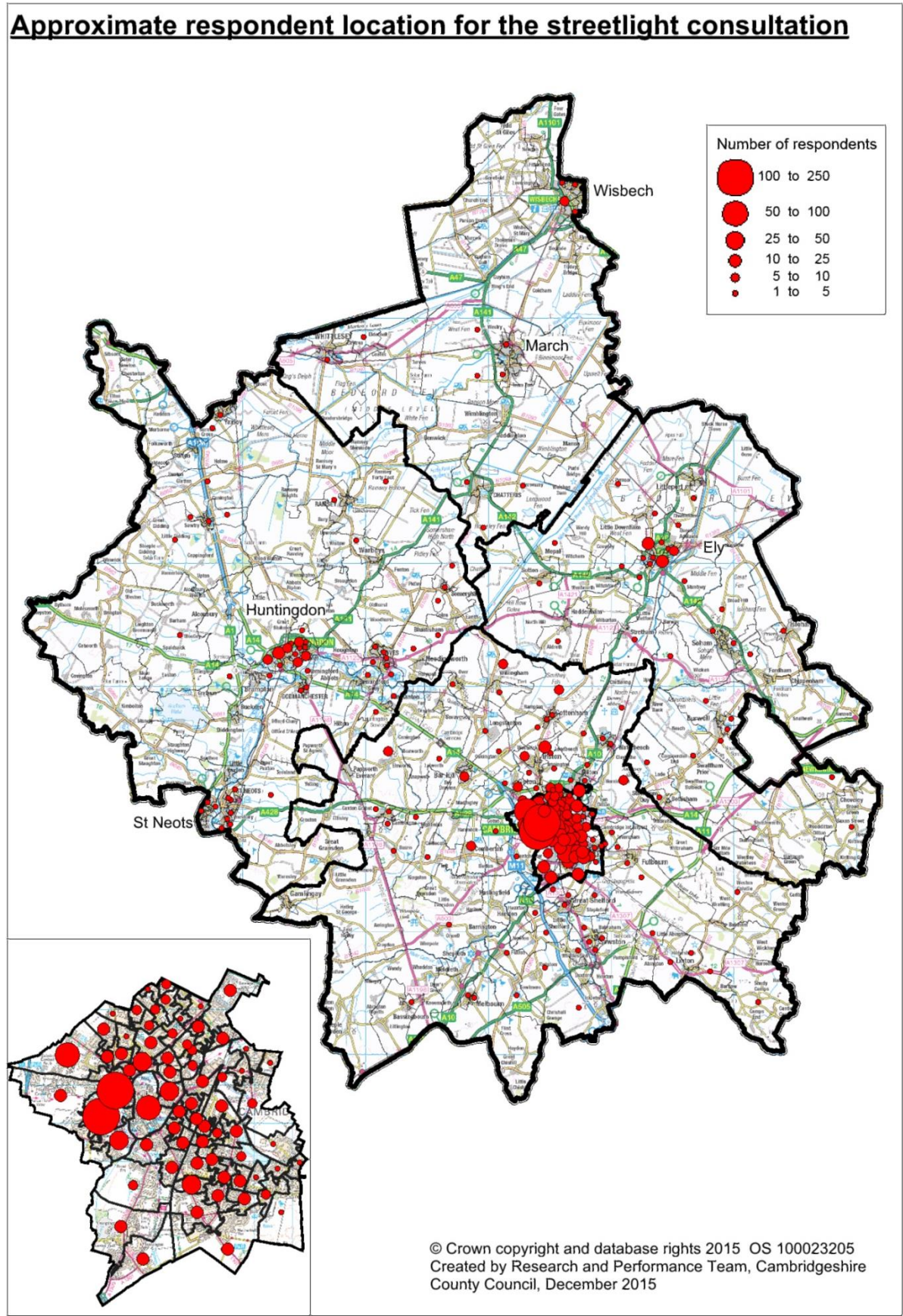
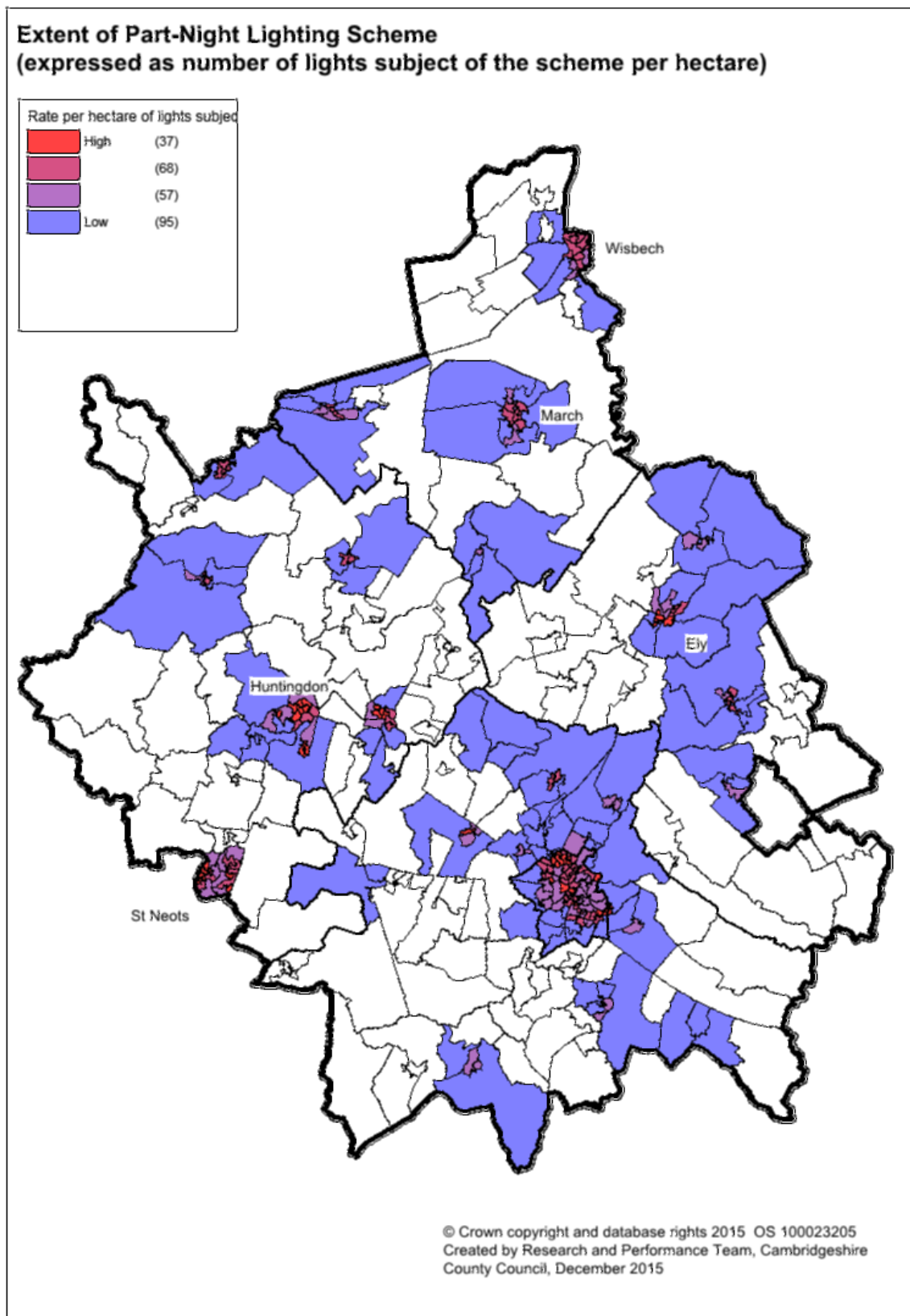


Figure 3: Extent on Part Night Lighting Proposals



SECTION 1A: IMPACT OF THE PROPOSALS

The survey started by asking the public about their behaviours, and the frequency of use of different modes of travel during the proposed time of the switch off. The modes identified were: walking, cycling, driving, and using public transport.

The majority of respondents identified themselves as pedestrians during the hours of midnight to 6am, with the least number of respondents being users of public transport.

The respondents were then asked how likely it was that their behaviour would be effected by the proposals (Table 3). For all types of transport, there were a greater number of respondents saying their behaviour would change compared to the number of respondents who were out on at least a weekly basis.

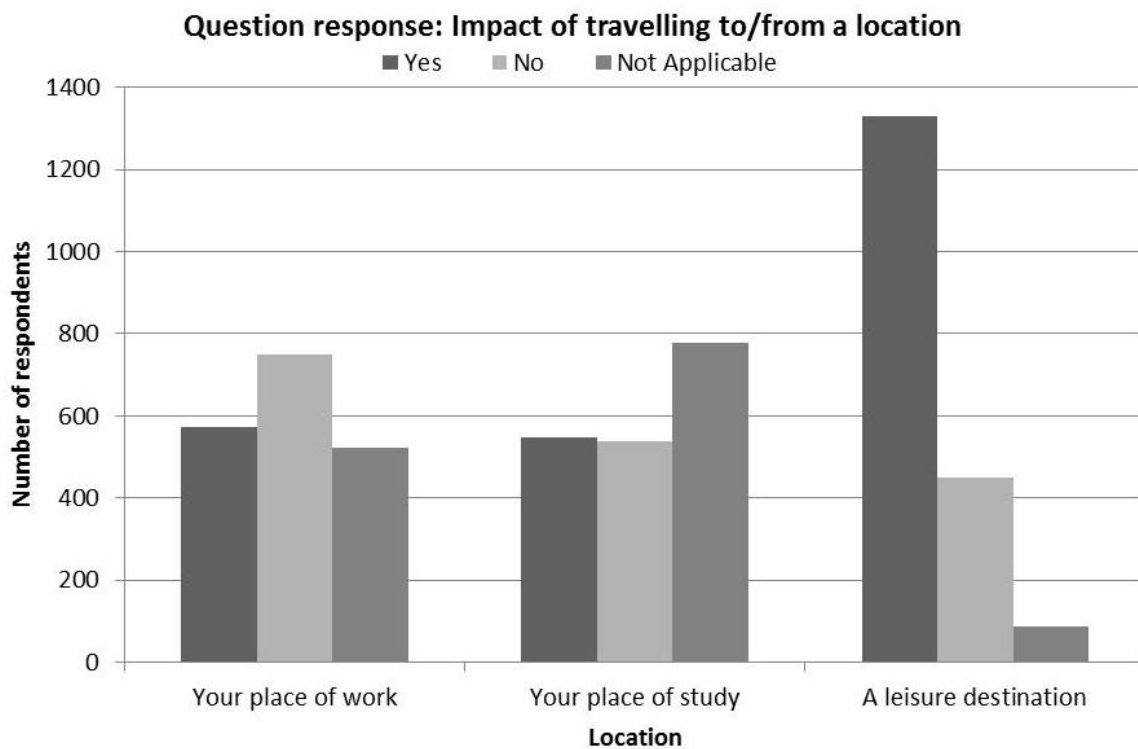
Table 3: Response percentage of frequency of use and behavioural change on particular modes of transport

Mode of Transport	% of respondents who are out "every night" or "once or twice a week" between the hours of midnight and 6am	% of respondents who say their behaviour will change ("likely" or "very likely")
Pedestrian	41.7	65.0
Cyclist	30.1	45.4
Motorist	15.7	17.8
Public Transport	4.3	18.8

This pattern occurred because of the number of people who stated that they never went out at these times, but who also said that their behaviour would change, despite indicating they were not out at these times.

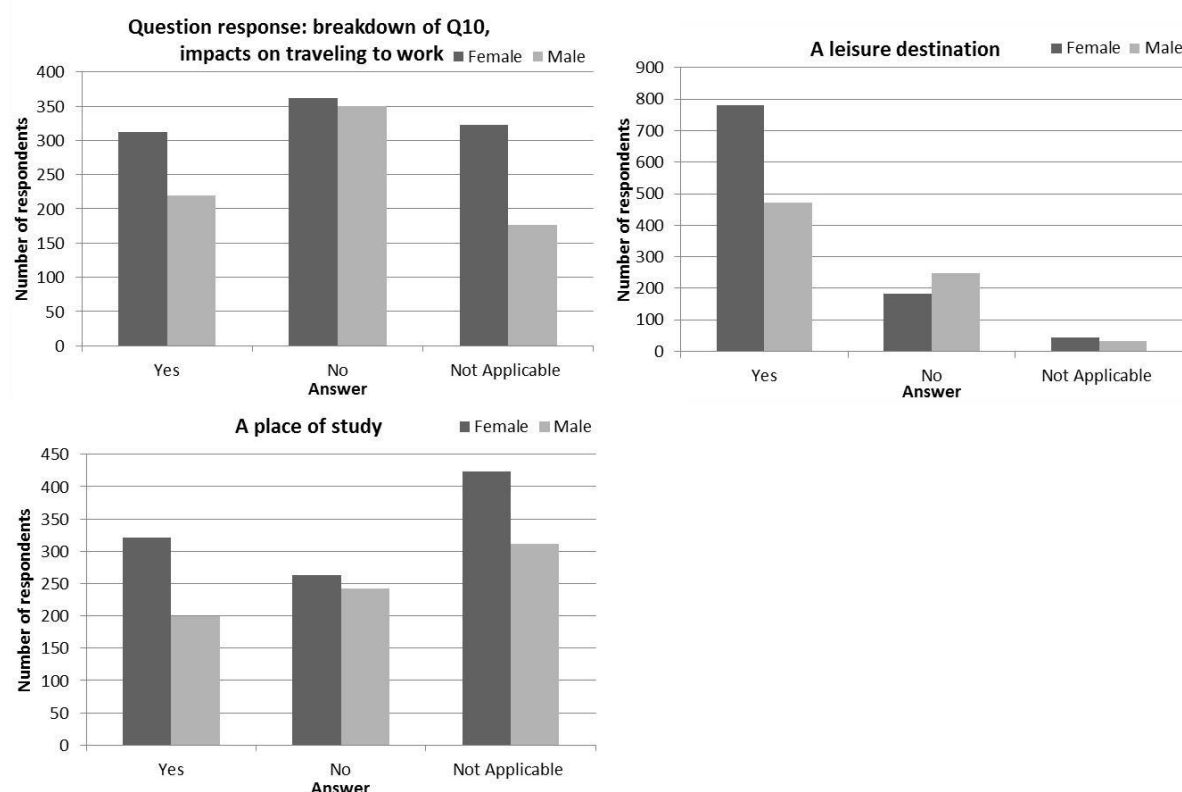
When asked if travelling to specific locations would be impacted, the majority of respondents said a leisure destination would be impacted the most from the proposals (**Error! Reference source not found.**).

Figure 4: Impact on travelling to or from a destination. A count of responses



When this question is broken down by gender (see Figure 4 below), it shows a higher proportion of women than men state their travel would be impacted. Women were also more inclined to write a comment expressing their opinion further.

Figure 5 Breakdown of gender and answer for Q10, asking if travel to a specific location would be impacted.



SECTION 1B: COMMENTS ON CHANGES TO PERSONAL BEHAVIOUR

The County Council received a significant number of free text comments. For the analysis of these we have used the 'closed' questions to focus on the comments for some specific parts of the survey sample. However in general the comments broadly fell into the following categories:

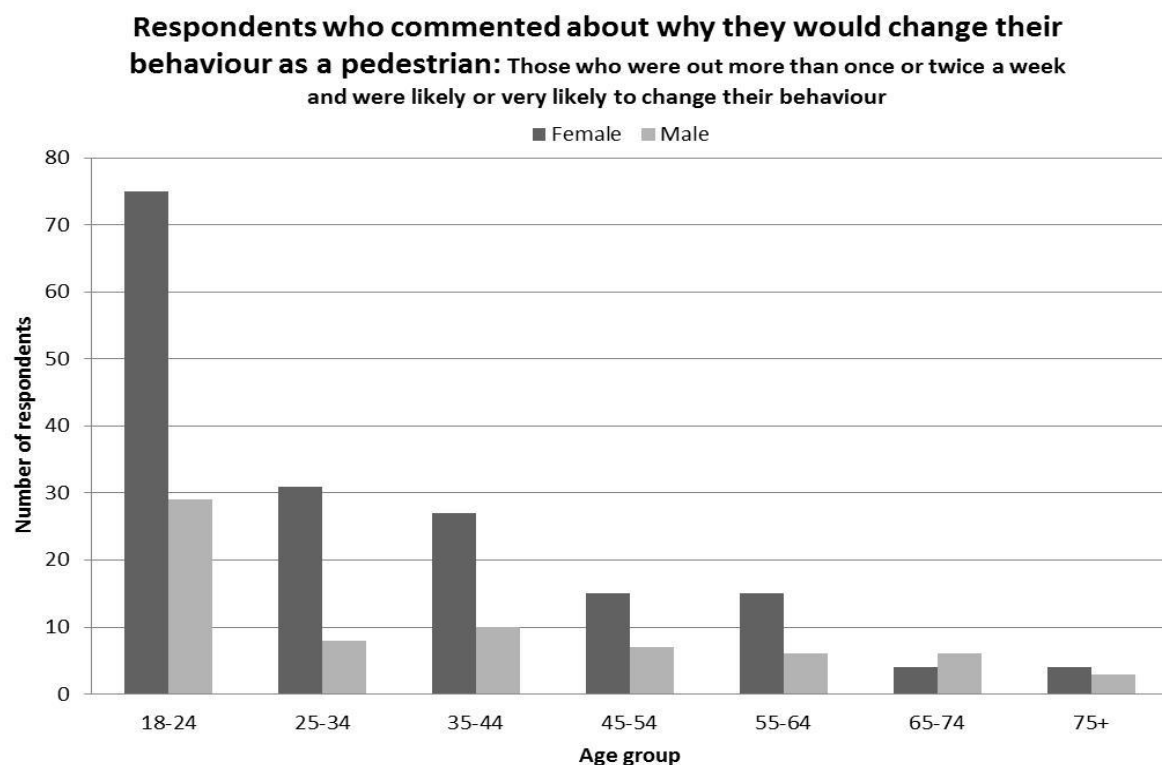
- Nearly half of the comments (46.6%) were about the proposals making people feel less safe
- 13.8% said that the changes would lead to a change in behaviour (some mentioning the word 'curfew')
- 12.1% of comments suggested that the proposals would lead to an increase in crime.
- 11.6% of comments suggested that there would be an increase in accidents or injuries as a result of the proposals.
- The remainder of the comments talked about mitigating actions people would be forced to take such as changing their mode of transport or route home.

The section that follows focuses on answers to the question *"If the proposals will affect your behaviour as a motorist/pedestrian/cyclist/public transport user in any other way, please comment below"*

REGULAR, LATE NIGHT PEDESTRIANS WHO WERE LIKELY TO CHANGE THEIR BEHAVIOUR AFTER THE PROPOSALS WERE IMPLEMENTED

These people were identified within the survey as having answered that they were out and about as a pedestrian after midnight either 'every night' or 'once or twice a week' and who said that they were 'likely' or 'very likely' to change their behaviour as a result of the proposals being implemented. The age / gender profile for these people is shown below (262 comments in total).

Figure 6: Profile of respondents commenting on why they would change their behaviour as pedestrians



The comments received from people who would change their behaviour were dominated by women aged 18-24, who were predominantly, full-time students.

- This group was very clear about the specific '**exclusion**' that female students felt as a result of the proposals. A specific comment summed up this view as follows:

"I think it sends out a terrible signal for the inclusiveness of women in Cambridge"

...and someone else covered this point in more detail

"Effectively giving women travelling alone a curfew making them feel unsafe to travel outside certain times and increasing danger to cyclists travelling late at night. Especially this would affect students in colleges away from the city centre such as Wolfson, Robinson and Girton".

"As a woman, turning off street lights will make me afraid to walk alone at night, which had previously never been the case for me in Cambridge. I have always felt safe and not at risk here, and would like it to stay so."

- The '**safe route home**' was a common issue to many. Particularly those who had been out late at night either for leisure purposes or for study and who lived at colleges outside of the City Centre.

"As a student, I often walk or cycle late at night. Whilst the main areas of nightlife will remain lit, it's more about the route home. Walking home at 3am is pretty scary once you are out of the city centre"

when lights are off. Especially as often main walkways are lit, but the surrounding areas aren't, which basically means whilst you still can't see anything around you, others can see you extremely easily, making you an easy target. Cambridge has a crisis, the number of sexual assaults is astounding and these measures will jeopardise the safety of pedestrians walking at night. They will also make pedestrians feel less comfortable in their own city."

- There were very specific comments from female students who were residents in colleges along Grange Road / Sidgwick Avenue. Most notably Selwyn College, Robinson's College and Newnham College. These comments highlighted very specific safety concerns regarding the routes from these colleges to other university buildings and the town centre. Most notable was the 'Burrell's Walk / Garret Hostel Lane' and 'Sidgwick Avenue / Silver Street' routes (see below).

- Specific comments on these routes were as follows:

"Women of Newnham College are vulnerable along Sidgwick Avenue already. The idea of plunging it into darkness between these hours jeopardises women's safety and is completely idiotic."

"The switch off of the lights along Sidgwick Avenue will have major effects on myself and others as pedestrians. It will make the area much more unsafe, which already is not well lit, and compromise the safety and welfare of those who use the paths."

"I live in Robinson College and therefore regularly walk into town and back along the pathways that will be affected. Multiple times in a week I walk along these pathways between midnight and 6am, as do most people who go to Robinson College. A lot of the time these students will be intoxicated. Sometimes these students will be walking on their own. The danger posed to these students if the lights are switched off is great. I will not feel safe living in this city if these lights are switched off between midnight and 6am."

"Burrell's Walk is one of the places affected. It is the only route for many colleges near it to and from town where people go to study, visit friends, go out (way past mid-night). It is also the main walkway for most people to get into the centre of Cambridge"

"I'm not against part night lighting, but one of the planned areas is burrells walk/garrett hostel lane, a key thoroughfare for pedestrians and cyclist between town and several Cambridge colleges used both for travel to leisure and study sites, which will make the route unsafe late at night."

- The safety concerns raised by this group centre around three issues:

- Increase fear of attack

"I would feel very unsafe walking home from meetings, social activities and visits to friends after midnight without lights. As it is I often feel slightly uncomfortable walking home late, as my street is almost always deserted late at night and lined by trees making it darker and less open."

"I would feel very vulnerable walking home/coming home from studying or night shifts - it would cause stress and anxiety at the thought making me feel I couldn't go out at that time"

- Actual vulnerability to attack

"I won't feel safe. - I've already been harassed and followed home with the lights on. I would not want to leave my home when the lights are off."

"This is a matter of public safety, especially for women who already feel unsafe walking home at night. There have been cases of assault in the areas where lighting is proposed to be cut, including on Sidgwick Avenue, before, and therefore it is madness to compromise public safety like this. An increase in crime as a

result of no lighting is definitely more expensive in the long run.”

“I have been attacked in Cambridge before (on Burrell’s walk). If the lights were not on, more serious consequences could have occurred easily. Please don’t do this, I won’t be able to study in my normal library, nor will I be able to go out at night.”

- Increased **vulnerability to accidental trips**, falls or bicycle accidents.

“Safety is highly affected by this as both a cyclist and a pedestrian. The streets in Cambridge are uneven and already dim with street lights that are not, in comparison to other places that I have lived, bright at all.”

“Putting all of these roads in darkness will also be dangerous for cyclists as the road surfaces are not even and Herschel Road in particular is tree lined and the leaves gathering at the side of the road make it difficult to see the the pavement boundaries.”

- Male students also commented on how the changes would alter their behaviour. Although the comments were more evenly balanced between concerns about personal safety and concerns about accidents.
- Comments from people in other age ranges continue to reflect safety concerns (particularly from women) and also mention how the changes will impact on working routines (see following section).
- There was a smaller strand of answers from people with mobility problems or visual impairments. They felt that the changes would disproportionately affect them. Conditions mentioned were:
 - night-blindness and other forms of visual impairment;
 - having an artificial hip;
 - Osteoporosis;
 - Multiple Sclerosis;
 - Rheumatoid Arthritis

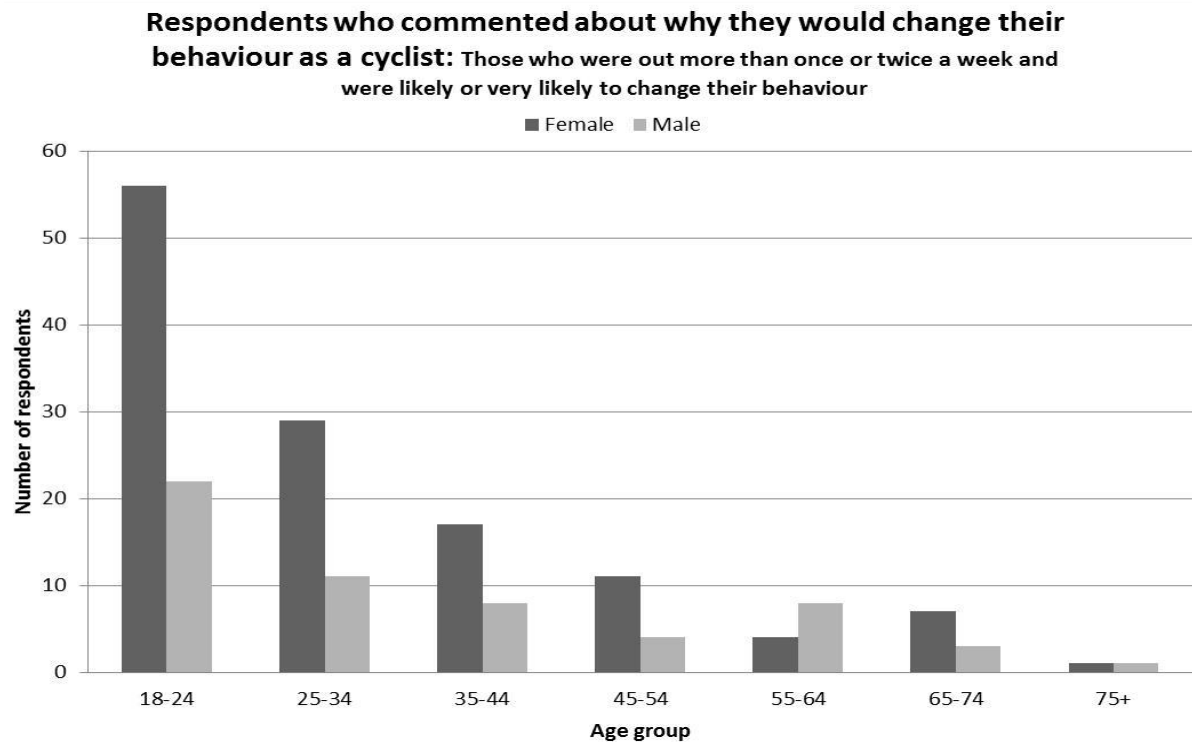
The most common type of comment from people with these conditions is the increased risk of accident that they could face if the proposals are implemented.

“I have multiple sclerosis which badly affects my balance so need to watch my every step as so many pavements are uneven ... with the lights off I will be unable to see the ground clearly which raises the chances that I might fall.”

REGULAR, LATE NIGHT CYCLISTS WHO WERE LIKELY TO CHANGE THEIR BEHAVIOUR AFTER THE PROPOSALS WERE IMPLEMENTED

These people were identified within the survey as having answered that they were out and about as a cyclist after midnight either 'every night' or 'once or twice a week' and who said that they were 'likely' or 'very likely' to change their behaviour as a result of the proposals being implemented. The age / gender profile for these people is shown below (194 comments in total).

Figure 7: Profile of respondents commenting on why they would change their behaviour as cyclists



- Some respondents were clear that they might have to **switch from cycle journeys late at night to car journeys** for safety reasons.

"I will walk and cycle less. I will drive more"

"I may have to switch to driving into the city as opposed to cycling"

"Depending on the light levels in winter, I may switch from walking and bicycle use to travelling by car. I ride three miles to work at 5am and roads are poor quality and not well illuminated as it is, so if the proposed changes make cycle journeys more hazardous I will revert to car."

- The most common concern was that cycling on roads without street lights would lead to an increase in accidents. Particularly **'car v bicycle'** accidents.

"I wouldn't feel safe cycling in urban areas with no street-lighting, would be nervous that a car driver wouldn't see me and crash into me. [...] Just one other thing I see numerous cyclist not having lights on their bikes but with street-lighting car drivers do see them, I'm sure there could be serious injuries and maybe even deaths."

"Grange Road is already a very badly lit road and should a cyclist not have lights on their bike or wear a high vis jacket (which most don't), there would be a very high chance of me hitting a cyclist."

- There were a significant number of comments that also focused on the availability of light in order to manage what were viewed as '**poorly maintained**' roads and / or cycle paths.

"Cycling is not at all pleasant when roads are not lit. It isn't possible to see potholes in the road, or other hazards. Walking has similar obstacles; kerbs, uneven pavements, tree branches are all difficult to see in unlit streets."

"I already struggle to see at night on Storey's Way as a cyclist with a bright front light, and due to the potholes on that road, even dimmed lights will be dangerous for students returning to Murray Edwards, Fitzwilliam, Churchill or Girton Colleges as well as other cyclists."

"The state of road surfaces, especially in side streets, is very poor. It's hard enough to manoeuvre round the pot holes with the lights on - it will be horrendous without street lighting or with reduced lighting.

"It is going to be harder as a cyclist as pathways & roadways are going to be harder to see without street lights."

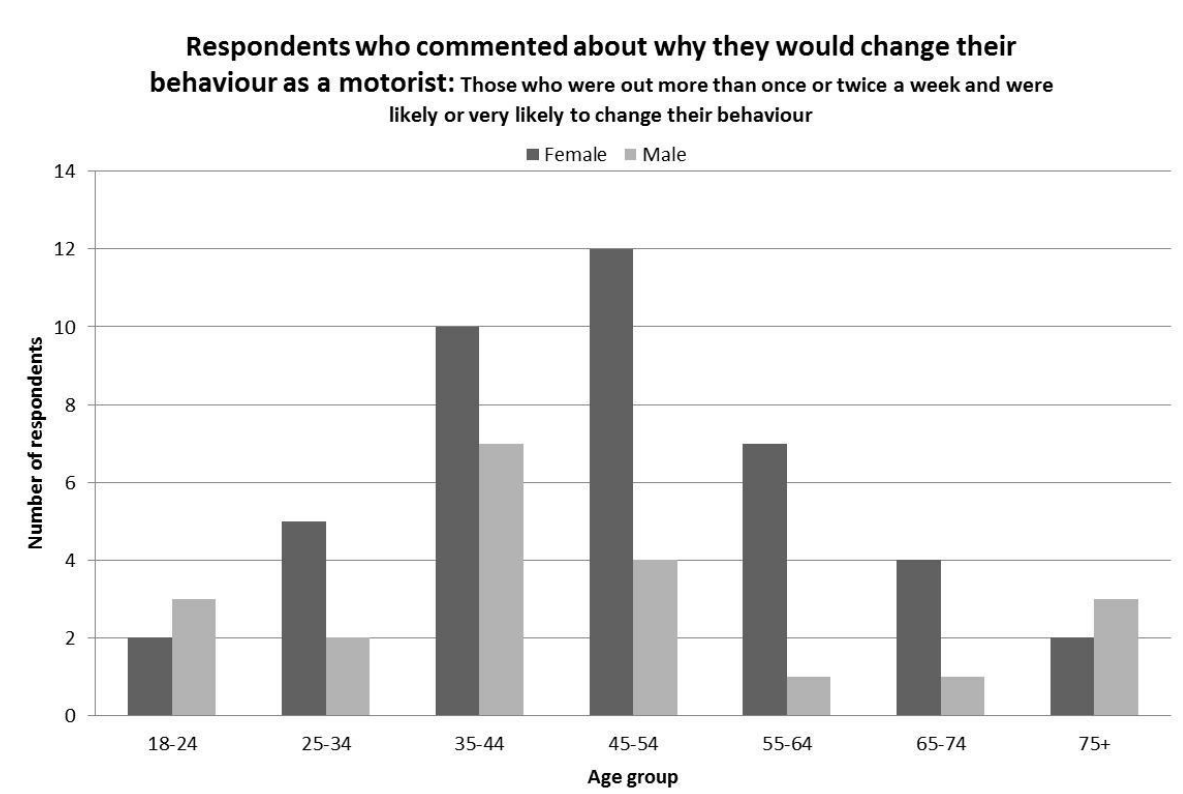
- Female cyclists also shared the strong concerns raised by pedestrians about the increased fear of personal attack / assault.

"I live in the area where it is suggested that the street lights are turned off, and these are already very dimly lit areas of Cambridge. I have events in town that require me to come back late at night and when I am walking or even cycling home I am already weary of what is going on around me in the dimly lit parts of my journey. Making this journey home in near total darkness is something that as a young female student I do not want to contemplate."

REGULAR, LATE NIGHT MOTORISTS WHO WERE LIKELY TO CHANGE THEIR BEHAVIOUR AFTER THE PROPOSALS WERE IMPLEMENTED

These people were identified within the survey as having answered that they were out and about as a motorist after midnight either 'every night' or 'once or twice a week' and who said that they were 'likely' or 'very likely' to change their behaviour as a result of the proposals being implemented. The age / gender profile for these people is shown below (73 comments in total).

Figure 8: Profile of respondents commenting on why they would change their behaviour as motorists



- Although there were far fewer comments from regular motorists there was still concern around safety concerns at the point where people got in or out of cars.

"I live in a cul de sac ,there are only 6 houses in the street, the bottom 2 being the end of the cul de sac, when the only light in the street broke it was terrible, I could not see to get my key in the lock, and I was scared because I have a porch and anyone could hide in there, also with the bottom two houses being the end of the road there was a feeling of feeling trapped. I live alone but go out three times a week at night often getting back at about 15mins after midnight. As I am on my own and coming up to 79 I feel, that you are taking away my right to a safe life."

"Unloading equipment and my personal effects from car will be impossible when I get home either on foot, (and I will be too afraid of walking home in dark). If I have to leave everything in car till morning I am uninsured for the value of items and will fear being broken in to"

- Drivers were also concerned about the additional precautions or measures that they would have to take to avoid hitting cyclists or pedestrians.

"As a driver main beam headlights will be needed for the safety of any pedestrians out at the same time as motorists. However this is not fair on the people whose homes you drive past when your main

beam lights flash in their windows, disrupting their sleep”.

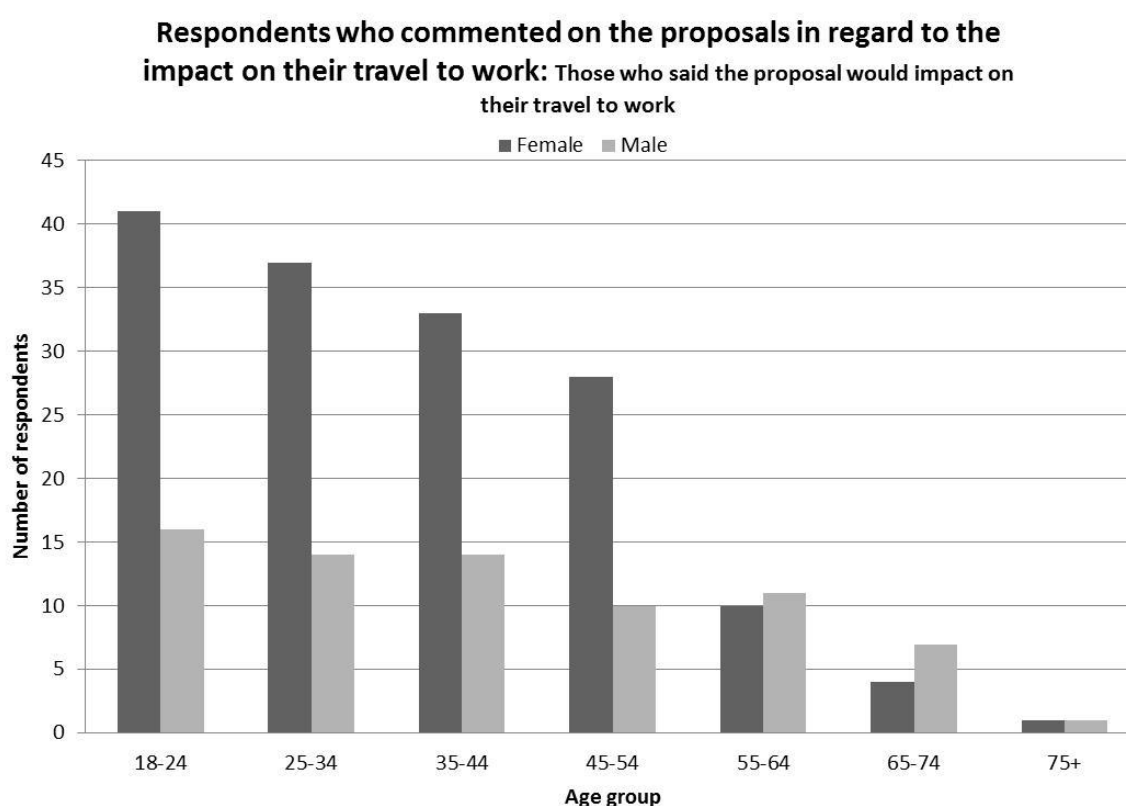
“...the possibility of not seeing pedestrians crossing the road”

“I would be concerned as a driver that I may not see a pedestrian/cyclist. - I would be concerned taking a late night taxi as an alternative in case they wanted to stop in the dark”

PEOPLE WHO FEEL THE CHANGES WOULD IMPACT ON THEIR WORKING PATTERNS

These people were identified within the survey as having answered that the proposals would have an impact on their travel to work (252 comments in total). The age / gender profile for these people is shown below (73 comments in total).

Figure 9: Profile of respondents commenting on why the changes would impact on their travel for work



- The people who highlighted that the proposals would impact on them worked with in specific areas of the economy. Either within the night-time economy in Cambridge or working shift work within the health care sector. One person described their role as a night-warden within an older persons care scheme. Some people said that they would consider changing their shift patterns.
- The other common group of people were those who commuted to places like London, worked late and then caught late trains home. They were very concerned about their safety on the return journey e.g. the walk from the station to home.

OTHER COMMENTS

Some people raised other comments that don't fit into the sections above.

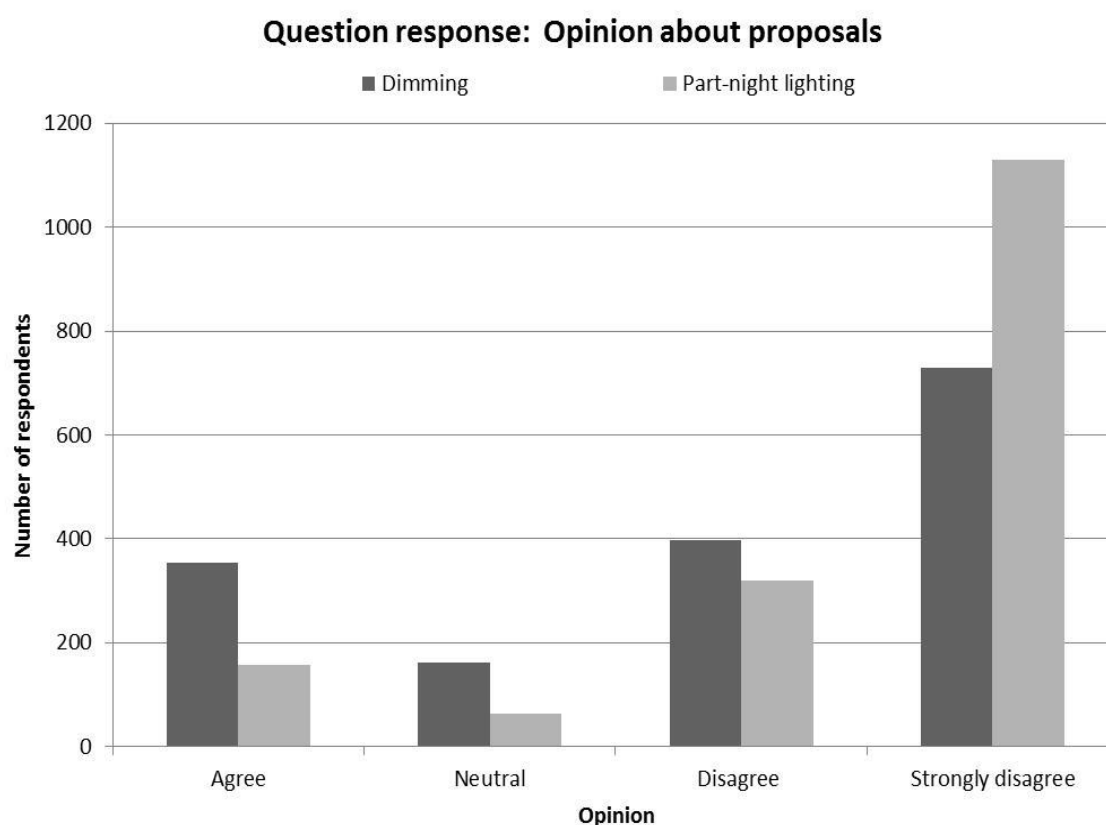
- Members of the community of people who live in river boats in Cambridge were concerned about the safety implications for them given that the street lighting along the river provides lighting for their properties (boats).
- Other property owners commented on specific places where street lights currently provided what they saw as the 'security lighting' around their property. Many of these people lived in communal properties where it was unclear who would be responsible for providing lighting if the street lights were switched off.
- Other activities that were thought to be impacted on were dog walking and running / jogging.

SECTION 2: REACTIONS TO PROPOSALS

The second section of the survey was based around the positive and negative aspects of the proposals, and the respondents' overall opinion of dimming the streetlights and about part-night lighting.

The overall response was against the proposals, although there was more acceptance of dimming compared to part-night lighting.

Figure 10: How far in agreement respondents were to the streetlight proposals



The responses were then broken down into districts (see below). This shows that the majority of respondents were based in Cambridge City, and that their views are negative. Looking at the other districts in Cambridgeshire, there are a similar number of people who agree and disagree. It should be noted that the proposals had a significant impact on Cambridge compared to more rural areas of the County (see figure 3).

Figure 11: Opinion on dimming proposals compared to where the respondent lives. Please note this is only for the respondents who gave a valid postcode and who live in Cambridgeshire.

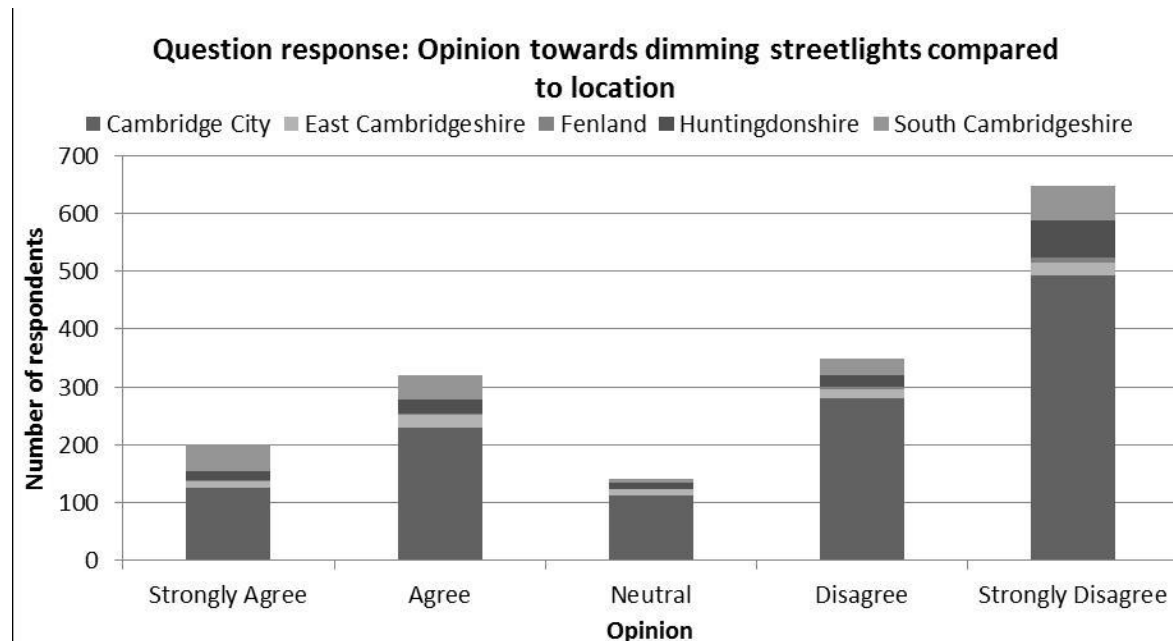
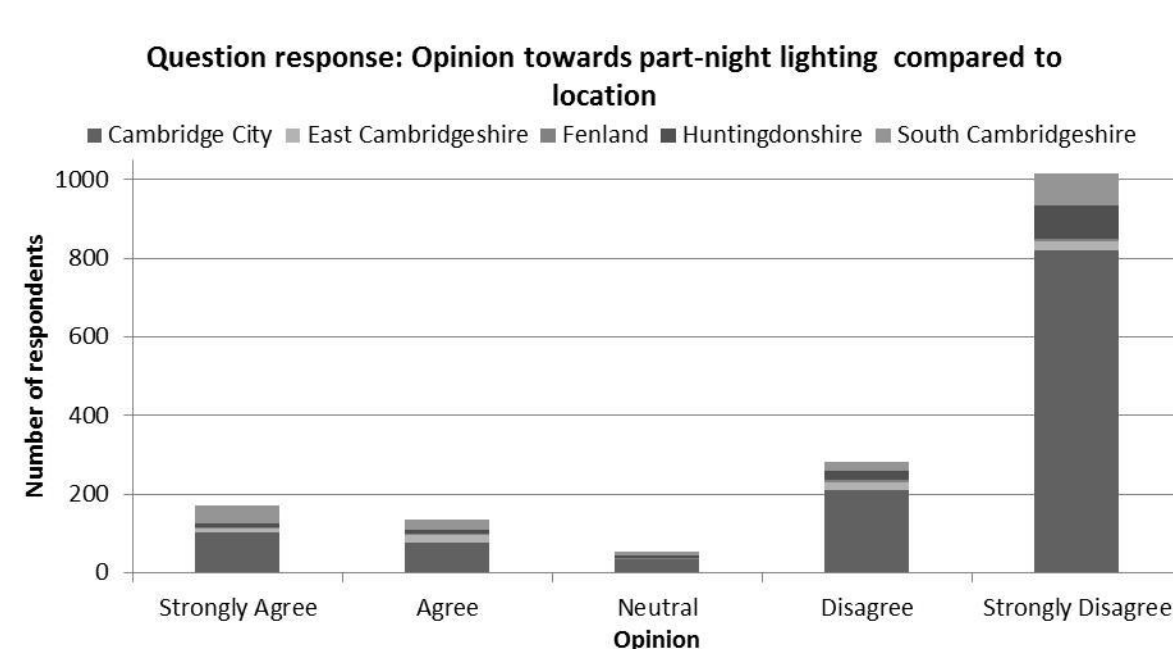


Figure 12: Opinion on part-night lighting proposals compared to where the respondent lives. Please note this is only for the respondents who gave a valid postcode and who live in Cambridgeshire.



If we break down the opinions further, and compare these with the age of the respondents (see the following two figures), there is a clear spike of respondents aged 18 – 24 who strongly disagree with both the dimming and the part-night lighting. On the other hand, there are a predominant number of respondents aged 55 – 64 who strongly agree with both the dimming and the part-night lighting.

Figure 13: Opinion on the dimming proposal compared to how old the respondent is. Please note this is only for the respondents who gave their age

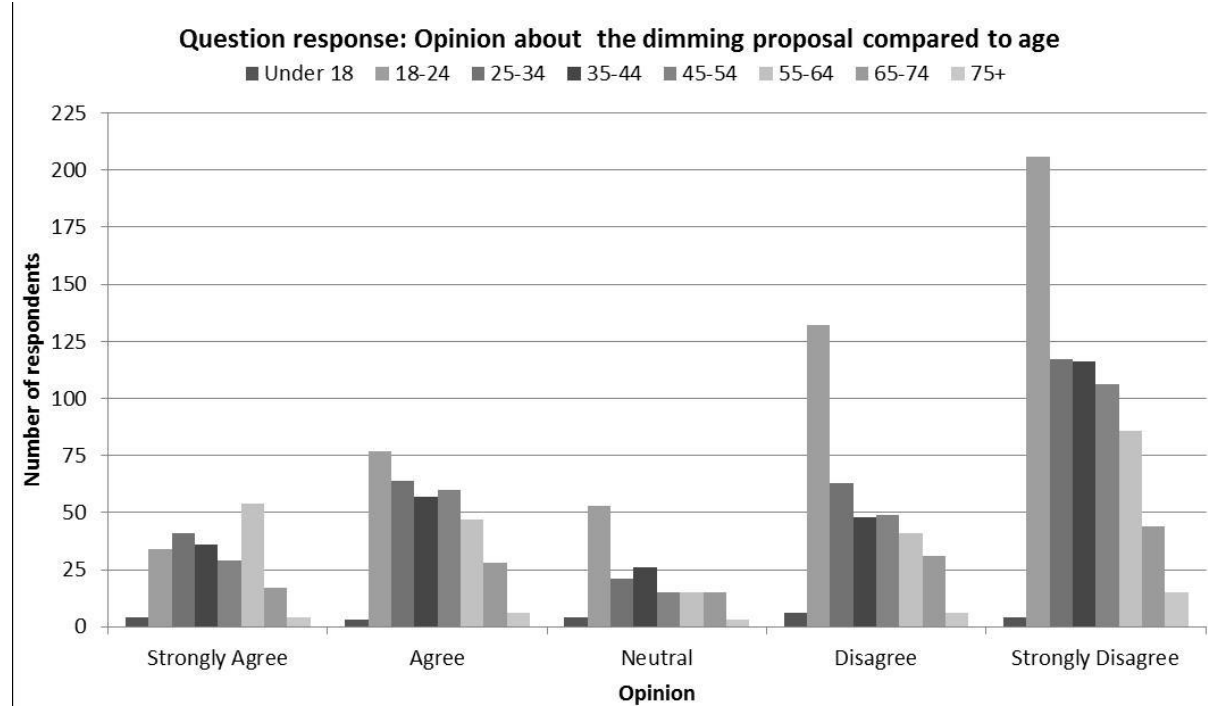
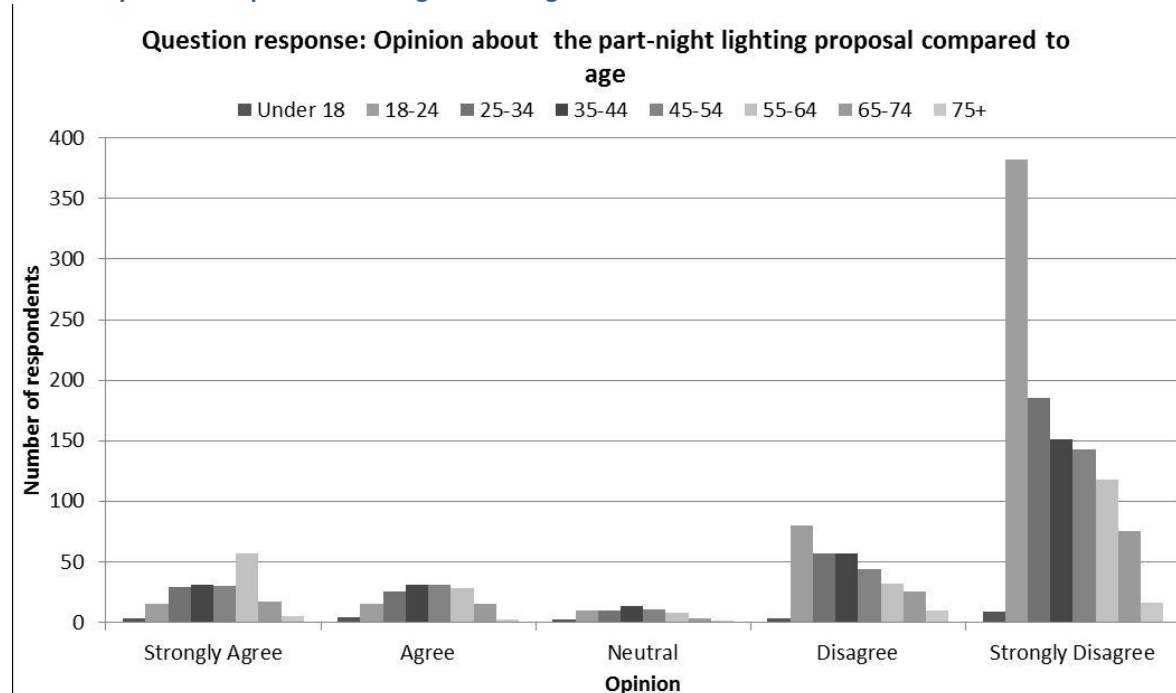


Figure 14: Opinion on the part-night lighting proposal compared to how old the respondent is. Please note this is only for the respondents who gave their age



FREE TEXT COMMENTS: PLEASE TELL US WHAT YOU CONSIDER THE POSITIVE ASPECTS OF THE PROPOSED SCHEME TO BE?

The research team carried out a basic coding of the positive comments from respondents about the changes. There were 1393 comments from individuals. As with all open ended comments people were able to talk

about several different things within one comment so the percentages below are expressed as a percentage of all items commented upon (well over 1815 comments).

- 37.5% of comments identified the financial savings as a positive aspect of the scheme
- 21% of comments identified the reduction in the carbon footprint / energy saving as positive
- 16.4% of comments mentioned a reduction in pollution
- 24.2% of comments said that there was nothing positive about the scheme

There were several comments about wanting the scheme to go further and extend to rural villages that had not yet had the modernised street lights installed to enable a PNL scheme to be implemented.

“This scheme does not go far enough. I live in a village but our lights are not being turned off or even dimmed. At the minimum everywhere that is not a major hub for night life should be dimmed.”

“Can you tell me why none of the lights in the countryside are going to be switched off or dimmed? This is utter madness, I live in Boxworth and would happily see the lights switched off or greatly dimmed but this seems to be outside this project”

FREE TEXT COMMENTS: PLEASE TELL US WHAT YOU CONSIDER THE NEGATIVE ASPECTS OF THE PROPOSED SCHEME TO BE?

The research team carried out a basic coding of the negative comments from respondents about the changes. There were 1554 comments from individuals. As with all open ended comments, people were able to talk about several different things within one comment so the percentages below are expressed as a percentage of all items commented upon (well over 4766 comments).

- 33% of comments were about the adverse impact on personal safety.
- 18.1% of comments felt that the changes would lead to an increase in crime.
- 9.2% mentioned the adverse impact on women or other vulnerable people within the community such as the elderly or those with disabilities.
- A further 10.8% of comments considered the coverage of the scheme either in terms of timing of the switch off or in terms of areas included or excluded.
- The remaining comments covered a variety of issues such as increased car use, potholes, increased accidents and injuries or adverse changes to behaviour.

A significant number of comments on the coverage of the scheme focused on the design of the area designated as covering Cambridge City Centre or the 'night-life area'. People had a range of ideas for **'improved' designs** for this including areas off Mill Road and parts of the city that encompass the University or routes from the main student residential areas and the city centre. Some people linked this to a phasing of the timing of the switch off, proposing an intermediate zone between the centre and predominantly residential areas where the lighting was not switched off until 3am.

Whilst the balance of comments was against the scheme outright there were also a considerable number of comments that discussed the proposed timing of the scheme (12 to 6am) didn't match the current pattern of life, particularly in Cambridge City. The issue of timing was raised in relation to student life and the late running of trains into Cambridge station.

*"Students are out and about well past midnight - why expose them to danger? - Your plan even has the lights **outside the train station** being turned off - trains get in well past midnight, are we really supposed to walk out into the darkness?"*

"Fear being out on street late at night as we very often are. Won't be able to see what I'm doing with all our heavy luggage when we arrive back late at night. Please please don't turn them off completely until at least 1 am. In France they go off at 11 pm and it's just too early. Its pitch black. If Cambs like that I shall live in fear."

The switch off time at **midnight was particularly criticised**. Many people commented that a 1am switch off would be better.

"I think Midnight is too early to switch off, 1.00 am would be better and I would guess that about 50% less people would then be affected."

"I'm not entirely convinced by arguments that turning off streetlights increases crime, I hear there is research arguing both ways. However, it does increase peoples' fear of crime and I hope that doesn't discourage people from partaking in activities that might finish later in the evening. I'm glad that lights will be on in nightlife areas but I wonder if dimming should be used until 1am in all areas."

"I do agree with streetlight dimming but not completely turning lights out. Midnight is actually quite early to be turning them off completely as well. As a small young woman, I do find it quite scary walking home if areas aren't lit, and I will not walk through areas where there is no lighting at night."

"...However, midnight is far too early to declare the evening over, and I fear for the safety of my teenage and early adult age children, and the many students who live nearby. If the council cut the lights from 2am that would be more likely to get my support."

"Cambridge is already very dark, the worse-lit place I have ever lived in 6 different countries. I know people with eye problems, who already have a difficulties while walking on uneven pavements after dark. I am also worried about bicycle and bicycle-pedestrian collisions in dark streets. I think midnight is too early to switch the lights off. 1 am would be better."

There were also comments about 6pm being too late a switch on time. This didn't seem to suit early morning commuters or people who worked 'early' shifts. Early morning sporting activities were also mentioned.

"If I have to catch an early London train (i.e. Ones that leave Ely before 06.00) my route to the station will be blacked out - inhibiting my ability to get to work. Removing streetlighting would be returning Cambs to the medieval era."

"For any people who row this will have a massive impact on their ability to travel to the boat clubs in the early mornings."

"Wife and daughter walking to there cars early in morning leaving the house before 6am."

APPENDICES







On-line Survey Summary






Have you read the County Council’s proposals for part-night lighting and dimming?								
						Response Percent	Response Total	
1	Yes			<div></div>			95.44%	1780
2	No			<div></div>			4.56%	85
Analysis	Mean:	1.05	Std. Deviation:	0.21	Satisfaction Rate:	4.56	answered	1865
	Variance:	0.04	Std. Error:	0			skipped	0







How often are you out and about as a pedestrian between the hours of midnight and 6am?								
						Response Percent	Response Total	
1	Every night				<div><div></div></div>		7.14%	133
2	Once or twice a week				<div><div></div></div>		34.60%	645
3	Once or twice a month				<div><div></div></div>		29.77%	555
4	Once or twice a year				<div><div></div></div>		21.57%	402
5	Never				<div><div></div></div>		6.92%	129
Analysis	Mean:	2.87	Std. Deviation:	1.05	Satisfaction Rate:	46.63	answered	1864
	Variance:	1.11	Std. Error:	0.02			skipped	1






How likely is it that the proposals will change your behaviour as a pedestrian?									
							Response Percent	Response Total	
1	Very Likely				<div><div></div></div>		38.95%	726	
2	Likely				<div><div></div></div>		26.13%	487	
3	Unlikely				<div><div></div></div>		9.23%	172	
4	Very Unlikely				<div><div></div></div>		17.33%	323	
5	Unsure / Don't know				<div><div></div></div>		6.38%	119	
6	Not Applicable				<div><div></div></div>		1.98%	37	
Analysis	Mean:	2.32	Std. Deviation:	1.4	Satisfaction Rate:	26.41	answered	1864	
	Variance:	1.96	Std. Error:	0.03			skipped	1	

How often are you out and about as a cyclist between the hours of midnight and 6am?								
						Response Percent	Response Total	
1	Every night				<div><div></div></div>		4.29%	80
2	Once or twice a week				<div><div></div></div>		25.80%	481
3	Once or twice a month				<div><div></div></div>		21.24%	396
4	Once or twice a year				<div><div></div></div>		12.82%	239
5	Never				<div><div></div></div>		35.84%	668
Analysis	Mean:	3.5	Std. Deviation:	1.32	Satisfaction Rate:	62.53	answered	1864
	Variance:	1.74	Std. Error:	0.03			skipped	1

How likely is it that the proposals will change your behaviour as a cyclist?							Response Percent	Response Total
1	Very Likely						23.50%	438
2	Likely						19.47%	363
3	Unlikely						8.74%	163
4	Very Unlikely						13.41%	250
5	Unsure / Don't know						4.35%	81
6	Not Applicable						30.53%	569
Analysis	Mean:	3.47	Std. Deviation:	1.99	Satisfaction Rate:	49.44	answered	1864
	Variance:	3.97	Std. Error:	0.05			skipped	1

How often are you out and about as a motorist between the hours of midnight and 6am?							Response Percent	Response Total
1	Every night						2.47%	46
2	Once or twice a week						13.20%	246
3	Once or twice a month						23.66%	441
4	Once or twice a year						18.99%	354
5	Never						41.68%	777
Analysis	Mean:	3.84	Std. Deviation:	1.17	Satisfaction Rate:	71.06	answered	1864
	Variance:	1.38	Std. Error:	0.03			skipped	1

How likely is it that the proposals will change your behaviour as a motorist?							Response Percent	Response Total
1	Very Likely						7.99%	149
2	Likely						9.82%	183
3	Unlikely						16.68%	311
4	Very Unlikely						20.33%	379
5	Unsure / Don't know						4.94%	92
6	Not Applicable						40.24%	750
Analysis	Mean:	4.25	Std. Deviation:	1.7	Satisfaction Rate:	65.02	answered	1864
	Variance:	2.87	Std. Error:	0.04			skipped	1

How often are you out and about using public transport between the hours of midnight and 6am?							Response Percent	Response Total
1	Every night						0.75%	14
2	Once or twice a week						3.59%	67
3	Once or twice a month						12.02%	224
4	Once or twice a year						21.62%	403
5	Never						62.02%	1156
Analysis	Mean:	4.41	Std. Deviation:	0.89	Satisfaction Rate:	85.14	answered	1864
	Variance:	0.79	Std. Error:	0.02			skipped	1

How likely is it that the proposals will change your behaviour using public transport?							Response Percent	Response Total
1	Very Likely						9.23%	172
2	Likely						9.55%	178
3	Unlikely						7.73%	144
4	Very Unlikely						12.55%	234
5	Unsure / Don't know						7.35%	137
6	Not Applicable						53.59%	999
Analysis	Mean:	4.6	Std. Deviation:	1.77	Satisfaction Rate:	72.01	answered	1864
	Variance:	3.15	Std. Error:	0.04			skipped	1

Do you think the proposals will have any impact on you travelling to or from the following locations:					Response Total
	Yes	No	Not Applicable		
Your place of work	31.0% (572)	40.6% (748)	28.4% (523)		1843
Your place of study	29.3% (546)	28.9% (539)	41.8% (779)		1864
A leisure destination	71.3% (1329)	24.1% (449)	4.6% (86)		1864
				answered	1864
				skipped	1

Matrix Charts

10.1. Your place of work						Response Percent	Response Total
1	Yes					31.0%	572
2	No					40.6%	748
3	Not Applicable					28.4%	523
Analysis	Mean:	1.97	Std. Deviation:	0.77	Satisfaction Rate:	48.67	
	Variance:	0.59	Std. Error:	0.02			answered 1843

10.2. Your place of study						Response Percent	Response Total
1	Yes					29.3%	546
2	No					28.9%	539
3	Not Applicable					41.8%	779
Analysis	Mean:	2.12	Std. Deviation:	0.83	Satisfaction Rate:	56.25	
	Variance:	0.7	Std. Error:	0.02			answered 1864

10.3. A leisure destination						Response Percent	Response Total
1	Yes					71.3%	1329
2	No					24.1%	449
3	Not Applicable					4.6%	86
Analysis	Mean:	1.33	Std. Deviation:	0.56	Satisfaction Rate:	16.66	answered
	Variance:	0.31	Std. Error:	0.01			
							1864

4. Your Opinions About The Proposals

How far do you agree with the County Council's proposals to increase the current period of streetlight dimming from (8pm or 10pm to 6am) to all times?							
						Response Percent	Response Total
1	Strongly Agree					12.01%	224
2	Agree					18.98%	354
3	Disagree					21.29%	397
4	Strongly Disagree					39.09%	729
5	Neutral					8.63%	161
Analysis	Mean:	3.13	Std. Deviation:	1.18	Satisfaction Rate:	53.34	answered
	Variance:	1.39	Std. Error:	0.03			skipped
							1865
							0

How far do you agree with the County Council's proposals for part-night lighting (PNL); to turn off lighting (excluding areas of 'night-life' and main traffic routes between midnight and 6am?)							
						Response Percent	Response Total
1	Strongly Agree					10.35%	193
2	Agree					8.42%	157
3	Disagree					17.21%	321
4	Strongly Disagree					60.59%	1130
5	Neutral					3.43%	64
Analysis	Mean:	3.38	Std. Deviation:	1.05	Satisfaction Rate:	59.58	answered
	Variance:	1.09	Std. Error:	0.02			skipped
							1865
							0

How far do you agree with the following aspects of the County Council's proposals for street-lighting:						
	Strongly agree	Agree	Disagree	Strongly disagree	Neutral	Response Total
Keeping lighting on major traffic routes	58.2% (1086)	27.4% (511)	5.3% (98)	2.5% (47)	6.6% (123)	1865
Keeping lighting in areas of significant nightlife e.g. Cambridge City centre	65.8% (1228)	25.8% (482)	2.0% (38)	1.4% (26)	4.9% (91)	1865
Keeping lighting in areas covered by council operated CCTV Systems	56.3% (1050)	29.6% (552)	3.8% (71)	1.6% (29)	8.7% (163)	1865
Maintain lighting in areas where the police raise concerns about crime or anti-social behaviour	74.6% (1392)	19.6% (365)	1.7% (32)	0.7% (13)	3.4% (63)	1865






How far do you agree with the following aspects of the County Council's proposals for street-lighting:						
	Strongly agree	Agree	Disagree	Strongly disagree	Neutral	Response Total
Monitoring crime, anti-social behaviour and road traffic accident rates to ensure that the scheme has no adverse impact on these	68.4% (1275)	22.8% (426)	2.0% (38)	2.2% (41)	4.6% (85)	1865
					answered	1865
					skipped	0






Matrix Charts

13.1. Keeping lighting on major traffic routes						Response Percent	Response Total
1	Strongly agree					58.2%	1086
2	Agree					27.4%	511
3	Disagree					5.3%	98
4	Strongly disagree					2.5%	47
5	Neutral					6.6%	123
Analysis	Mean:	1.72	Std. Deviation:	1.12	Satisfaction Rate:	17.96	answered 1865
	Variance:	1.25	Std. Error:	0.03			

13.2. Keeping lighting in areas of significant nightlife e.g. Cambridge City centre						Response Percent	Response Total
1	Strongly agree					65.8%	1228
2	Agree					25.8%	482
3	Disagree					2.0%	38
4	Strongly disagree					1.4%	26
5	Neutral					4.9%	91
Analysis	Mean:	1.54	Std. Deviation:	0.98	Satisfaction Rate:	13.4	answered 1865
	Variance:	0.96	Std. Error:	0.02			

13.3. Keeping lighting in areas covered by council operated CCTV Systems						Response Percent	Response Total
1	Strongly agree					56.3%	1050
2	Agree					29.6%	552
3	Disagree					3.8%	71
4	Strongly disagree					1.6%	29
5	Neutral					8.7%	163
Analysis	Mean:	1.77	Std. Deviation:	1.18	Satisfaction Rate:	19.21	answered 1865
	Variance:	1.4	Std. Error:	0.03			

13.4. Maintain lighting in areas where the police raise concerns about crime or anti-social behaviour						Response Percent	Response Total
1	Strongly agree					74.6%	1392
2	Agree					19.6%	365
3	Disagree					1.7%	32
4	Strongly disagree					0.7%	13
5	Neutral					3.4%	63
Analysis	Mean:	1.39	Std. Deviation:	0.85	Satisfaction Rate:	9.65	answered
	Variance:	0.72	Std. Error:	0.02			
							1865

13.5. Monitoring crime, anti-social behaviour and road traffic accident rates to ensure that the scheme has no adverse impact on these						Response Percent	Response Total
1	Strongly agree					68.4%	1275
2	Agree					22.8%	426
3	Disagree					2.0%	38
4	Strongly disagree					2.2%	41
5	Neutral					4.6%	85
Analysis	Mean:	1.52	Std. Deviation:	0.98	Satisfaction Rate:	12.94	answered
	Variance:	0.97	Std. Error:	0.02			
							1865

Please tell us what you consider the positive aspects of the proposed scheme to be?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	1394
		answered	1394
		skipped	471

Please tell us what you consider the negative aspects of the proposed scheme to be?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	1553
		answered	1553
		skipped	312

6. Your Opinions About The Proposals

One option for streetlighting is giving town and parish councils the opportunity to provide additional funding for streetlighting in their area, giving them the ability to contribute to the energy costs in roads where they would like to keep streetlights on for longer periods. This would ensure that together we could provide a flexible streetlighting service that directs resources to meet the needs of different communities. The contribution we requested was £12 per street light per full year starting in 2016/17, increasing by inflation in future years, plus a small contribution of £65 per year to cover the administration of this proposal.

The following local councils have indicated that they will provide funding: Chatteris, Cottenham, Granchester, Sawston, Teversham, Wisbech and Yaxley.

How far do you approve of this course of action?							Response Percent	Response Total
1	Strongly Agree						14.59%	269
2	Agree						29.07%	536
3	Disagree						15.73%	290
4	Strongly Disagree						14.53%	268
5	Neutral						26.08%	481
Analysis	Mean:	3.08	Std. Deviation:	1.43	Satisfaction Rate:	52.11	answered	1844
	Variance:	2.06	Std. Error:	0.03			skipped	21

Do you support the idea of your Local Council providing additional funding for the cost of lighting between 12 and 6?							Response Percent	Response Total
1	Yes						46.00%	856
2	No						28.05%	522
3	Neutral						25.95%	483
Analysis	Mean:	1.8	Std. Deviation:	0.82	Satisfaction Rate:	39.98	answered	1861
	Variance:	0.68	Std. Error:	0.02			skipped	4

7. About You

Are you...							Response Percent	Response Total
1	Male						40.72%	753
2	Female						54.57%	1009
3	Other						0.59%	11
4	Prefer not to say						4.11%	76
Analysis	Mean:	1.68	Std. Deviation:	0.69	Satisfaction Rate:	22.7	answered	1849
	Variance:	0.48	Std. Error:	0.02			skipped	16

Please provide your age:							Response Percent	Response Total
1	Under 18						1.14%	21
2	18-24						27.15%	502
3	25-34						16.50%	305
4	35-44						15.31%	283
5	45-54						14.01%	259
6	55-64						13.20%	244
7	65-74						7.30%	135
8	75+						1.84%	34
9	Prefer not to say						3.57%	66
Analysis	Mean:	4.13	Std. Deviation:	1.96	Satisfaction Rate:	39.16	answered	1849
	Variance:	3.85	Std. Error:	0.05			skipped	16

How would you describe your ethnic background?							Response Percent	Response Total
1	British						68.63%	1269
2	Irish						1.46%	27
3	Gypsy & Traveller						0.16%	3
4	Eastern European						1.95%	36
5	Other						11.74%	217
6	African						0.16%	3
7	Caribbean						0.05%	1
8	Other						0.11%	2
9	White and Black African						0.22%	4
10	White and Black Caribbean						0.05%	1
11	White and Asian						1.14%	21
12	Other						0.54%	10
13	Indian						1.24%	23
14	Pakistani						0.27%	5
15	Bangladeshi						0.11%	2
16	Chinese						1.62%	30
17	Other						0.97%	18
18	Any other Ethnic Group						0.43%	8
19	Prefer not to say						9.14%	169
Analysis	Mean:	5.63	Std. Deviation:	7.11	Satisfaction Rate:	20.13	answered	1849
	Variance:	50.61	Std. Error:	0.17			skipped	16

Are you a student / in education?							Response Percent	Response Total
1	Yes - Full time						32.90%	608
2	Yes - Part time						2.65%	49
3	No						64.45%	1191
Analysis	Mean:	2.32	Std. Deviation:	0.93	Satisfaction Rate:	65.77	answered	1848
	Variance:	0.87	Std. Error:	0.02			skipped	17

Are you..							Response Percent	Response Total
1	In education (full or part time)						32.94%	609
2	In employment (full or part time)						44.56%	824
3	Self-employed (full or part time)						7.19%	133
4	Retired						10.71%	198
5	Stay at home parent / carer or similar						2.22%	41
6	Other (please specify):						2.38%	44
Analysis	Mean:	2.12	Std. Deviation:	1.18	Satisfaction Rate:	22.37	answered	1849
	Variance:	1.4	Std. Error:	0.03			skipped	16

What is your postcode? (This will be used to identify common concerns by location, not to identify you personally)				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	1849
			answered	1849
			skipped	16

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							Response Percent	Response Total
1	Yes						7.73%	143
2	No						85.29%	1577
3	Prefer not to say						6.98%	129
Analysis	Mean:	1.99	Std. Deviation:	0.38	Satisfaction Rate:	49.62	answered	1849
	Variance:	0.15	Std. Error:	0.01			skipped	16

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About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

For more details please see our website:

www.cambridgeshireinsight.org.uk

TRANSPORT DELIVERY PLAN 2016/17 TO 2018/19

To: **Highway and Community Infrastructure Committee**

Meeting Date **12 January 2016**

From: **Executive Director - Economy, Transport and Environment**

Electoral division(s): **All**

Forward Plan ref: **N/a** *Key decision:* **No**

Purpose: **To present the County Council's three year Transport Delivery Plan for the period 2016/17 to 2018/19**

Recommendation: **That Committee approves the Transport Delivery Plan 2016/17 to 2018/19 as set out in Appendix A.**

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1 This report presents the County Council's Transport Delivery Plan (TDP) for the period 2016/17 to 2018/19.
- 1.2 The TDP provides the forward programme for all capital highway maintenance and improvement schemes for the relevant period and is a key component of the implementation of the Authority's Asset Management Strategy and Policy.

2.0 KEY ISSUES

- 2.1 The County Council's Highway Asset Management Strategy promotes a long term, preventative approach to prioritising highway maintenance works and is predicated upon a condition based approach to scheme identification. The Strategy maximises the use of the available resources, whilst continuing to recognise the importance of local member and front line officer input.
- 2.2 The carriageway and footway maintenance schemes identified in this TDP continue to support the delivery of a preventative maintenance strategy, targeting assets that are not currently in need of full structural renewal. This extends the asset's whole life by arresting or delaying its deterioration.
- 2.3 Central Government recognises the importance of asset management and its vital contribution to making the best use of available funds for maintaining highways infrastructure. To encourage Highway Authorities to adopt a rigorous asset management approach, the Department for Transport (DfT) has introduced an Incentive Fund, whereby Authorities are rewarded with additional capital funding for adopting and evidencing the asset management approach. Assessment for Incentive Funding is via a questionnaire, which includes questions on how Authorities are taking a longer-term view to works programming. This TDP evidences the Authority's implementation of such a long-term approach.
- 2.4 In addition to monies provided via the Incentive Fund, the Authority also receives capital funding for highways maintenance in accordance with a needs based formula. This formula considers such statistics as the length of roads and number of bridges for which the Authority is responsible. The County Council's settlement was announced in the Autumn Statement and capital funding levels within this TDP have been adjusted accordingly.
- 2.4 As a key component of the Authority's implementation of the asset management approach, the TDP identifies a three year programme of works for the period April 2016 to March 2019. It provides forward visibility of highways and transport related schemes for communities, whilst providing sufficient flexibility to move projects between years, if necessary, under circumstances that accord with the Asset Management Strategy.
- 2.5 The TDP includes improvement schemes designed to implement the Authority's transport strategies, Section 106 developer funded schemes and major infrastructure schemes. The TDP will also contain the proposed list of schemes to be delivered through the Local Highway Improvement (LHI) programme for the period 2016/17.

- 2.6 Since the TDP contains all of the schemes mentioned above, it enables co-ordination of maintenance works, improvement schemes and third party works within the highway. This co-ordination helps make savings in our contractor's mobilisation costs and means that traffic management measures can be shared between schemes. The enhanced forward visibility of work provided by this three year programme also means that our contractor is better placed to engage the supply chain, meaning that better prices can be obtained, with subsequent savings to the County Council.
- 2.7 A further benefit of co-ordination of all works in the highway is that disruption to the travelling public is minimised. This results in overall savings to the county's economy as less time (and hence money) is wasted in travel delays.

3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

3.1 Developing the local economy for the benefit of all

The TDP supports the delivery of services and the local economy, taking into account the long term performance of the asset. It will support initiatives to deliver the optimum community infrastructure for new and existing communities within available resources. Road condition is a major factor for the public and businesses. Increased investment in capital maintenance programmes continues to deliver an improved road network to support economic growth.

3.2 Helping people live healthy and independent lives

By contributing to the implementation of the Asset Management Strategy, this TDP will support the development of an effective transport system that helps facilitate a high quality of life, by meeting the needs of the individual, whilst remaining responsive to the changing needs of businesses and the local economy. This approach will ensure that the condition and performance of transport assets are enhanced and continuously monitored in order to help optimise planned maintenance programmes and minimise disruption.

3.3 Supporting and protecting vulnerable people

An effectively maintained local road network will ensure that those people in most need of access to local services benefit from ease of movement around the network, whilst also facilitating the support to vulnerable people within their own communities. In addition, this TDP promotes the delivery of road safety initiatives, helping to reduce road traffic accidents.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Funding is provided through Local Transport Plan capital allocations, the Incentive Fund, prudential borrowing and other grants / third party funding streams. There are no further funding implications.

4.2 Statutory, Risk and Legal Implications

The Transport Delivery Plan supports the County Council's role as the Highway Authority for Cambridgeshire in meeting its statutory duty for maintenance, under the Highways Act 1980.

4.3 Equality and Diversity Implications

There are no significant implications under this heading.

4.4 Engagement and Consultation Implications

The selection of maintenance schemes will proactively utilise customer enquiries received at the Council's contact centre. Any reactive works carried out as a result of an enquiry are logged geographically and are a vital consideration in scheme prioritisation to help facilitate the ongoing reductions in revenue expenditure available to the Council.

Any changes that need to be made to the plan during the year will only be made following consultation with the local member for the area

4.5 Localism and Local Member Involvement

There are no specific Localism or local member involvement issues associated with this proposal.

4.6 Public Health Implications

None

Source Documents	Location
Transport Delivery Plan	Appendix A
Incentive Fund	https://www.gov.uk/government/publications/high-ways-maintenance-funding-incentive-element



Cambridgeshire
County Council

Transport Delivery Plan

2016/17 to 2018/19

Graham Hughes
Executive Director
Economy, Transport and Environment

April 2016 v1.1

Transport Delivery Plan 2016-2017 to 2018-19

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Revision / Version control

November 2015 Draft TDP – April v1.0

December 2015

Draft TDP – April v1.1

- Business Plan budget reconciliation
- Confirmation of full maintenance scheme allocation
- Addition of footway slurry seal and carriageway recycling schemes

The Transport Delivery Plan 2016/17 – 2018/19

1.0 Introduction

- 1.1 This is the Council's Transport Delivery Plan (TDP) 2016/17 – 2018/19 which provides forward visibility of all the County Council's planned highway and transport schemes over the period.
- 1.2 The DfT has recently announced changes to local highway capital maintenance funding allocations for the period 2015/16 to 2020/21 and the capital maintenance funding levels within this TDP have been adjusted accordingly.
- 1.3 This TDP continues to deliver comprehensively on the Councils Highway Asset Management Strategy and acts as a forward programme for capital highway schemes. This Strategy commits to a long term approach to managing highway maintenance works and applies a condition based approach to scheme identification. Whilst this changes the previous assessment process, it continues to recognise the importance of local member and front line officer input.
- 1.4 The TDP acts as the implementation plan for the delivery of major schemes, cycle ways and other minor improvements derived from the Local Transport Plan (LTP) and other funding streams. It also acts as the County Councils forward maintenance programme, which from 2015 continues to deliver comprehensively on the Councils Highway Asset Management Strategy (approved in March 2014). It therefore brings the whole transport programme together in a single document.
- 1.5 The carriageway, footway and cycleway maintenance schemes identified in this TDP support the delivery of a preventative maintenance strategy which targets assets that are not currently in need of full structural renewal and extends the asset's whole life by arresting/delaying its deterioration. The previous approach followed a more reactive approach that focussed on assets at end of their life and involved carrying out more costly treatments, which was unsustainable.
- 1.6 The primary criteria used for the prioritisation of maintenance schemes for inclusion within the TDP are network intelligence and road condition data. This will ensure that the most appropriate schemes are identified that help contribute to the Council's desired outcomes. Whilst selection of these schemes will be driven predominantly by condition data, the role of local members to challenge is vital to ensuring that local priorities are incorporated into delivery plans.
- 1.7 An example of this surrounds the condition of Fen roads which is particularly difficult to predict as they can be significantly affected by weather conditions. Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence of roads in affected areas. These roads may require different levels and types of treatment to roads in other parts of the county.

- 1.8 The TDP provides greater visibility on the Structures and Traffic Signals programmes to demonstrate improved value and clarity over the three year period. Priority assets have been identified and are proposed to be dealt with at the front end of the initial programme.
- 1.9 Whilst this TDP now includes schemes for delivery beyond April 2016, the implementation of the schemes remains subject to ongoing review and change. Flexibility is required to accommodate emergencies and issues that might emerge at detailed design stage (e.g. unexpected ground conditions or utilities' works). Other factors that might require flexibility in the programme include constraints on implementation (e.g. weather and traffic conditions) and best value considerations (e.g. where efficiencies can be achieved by grouping schemes together).
- 1.10 Where schemes have not yet been identified in Years two and three (2017-19) for annually developed programmes such as surface dressing or Local Highway Improvements, a budget figure will be included at this stage. Scheme details for these annual programmes will only be listed within Year one of each TDP.
- 1.11 This Plan contains details of schemes to be delivered through the Local Highway Improvement (LHI) initiative for the period 2016/17, which aims to help meet some of the most pressing needs of our communities and businesses.
- 1.12 The Local Highways Improvement initiative allows local communities to apply for up to £10,000 as a contribution to a capital highways project. Projects should improve road safety and be based on issues that are felt to be important locally. To be eligible applicants must supply at least 10% of the overall cost. These projects need the support of local Parish/Town Councils and where appropriate they will need to meet the principles of the Asset Management Strategy and supporting policies.
- 1.13 All maintenance schemes show the complete cost of delivering the works including any allowances for staff delivery costs and overheads. However, it should be recognised that the costs of schemes can change significantly from the initial estimates, which are undertaken for programme planning purposes and preparation of the TDP prior to detailed surveys being carried out, which may identify unforeseen issues.
- 1.14 Maintenance schemes will be commissioned using either our current service provider Skanska or the Eastern Highways Alliance contract as appropriate in order to provide best value. Schemes delivered after 1st April 2017 will largely be provided by the new Highway Services Contract, which is currently the subject of a formal procurement.
- 1.15 The County Councils Highway Infrastructure Asset Management Plan (HIAMP) details how the Asset Management Strategy is to be implemented. It sets out agreed levels of service, performance targets, standards for reactive maintenance and details the mechanisms for putting together forward programmes.
- 1.16 The prioritised list will be considered against⁴ the wider programme of maintenance schemes and other projects to ensure coordination of works at

similar locations is undertaken and possible efficiencies are made. This includes coordination with

projects such as the Street Lighting PFI Contract, Connecting Cambridgeshire Superfast Broadband and the Greater Cambridge City Deal.

- 1.17 Section 106 payments are collected from developments to alleviate their impact within the local area. Transport contributions are sought in two ways historically, either a specific contribution for a defined project or a general contribution to deliver the transport plan for that area (Market Town Transport Strategies or Cambridge Area Corridor Transport Plans). However, with the introduction of Community Infrastructure Levy (CIL) it is not possible to seek S106 general contributions towards a transport plan from April 2015. There are restrictions in the number of planning obligations that can be pooled towards any one infrastructure project. With the introduction of CIL, the amount of S106 funding is expected to decrease. The Council works with the city and district councils (CIL collecting authorities) to ensure that funding for identified transport infrastructure is appropriately recognised and prioritised with regard to use of monies collected through CIL charges.
- 1.18 The Greater Cambridge City Deal document was signed on 19 June 2014 and is underpinned by a commitment to deliver transformative economic benefits through investment in infrastructure. In January 2015, the Greater Cambridge City Deal Executive Board approved the 2015-20 prioritised infrastructure investment programme which has been drawn from the adopted Transport Strategy for Cambridge and South Cambridgeshire. The programme illustrates the interventions that are considered to be needed in order to bring forward the emerging Local Plans. Study work, scheme development and consultation is underway on the schemes planned for 2015-20. Any proposed maintenance works will be co-ordinated where appropriate.
- 1.19 The Council and its partners have bid for Growth Deal funding through the Greater Cambridge Greater Peterborough Enterprise Partnership (GCEP) Strategic Economic Plan. The schemes shown in Table 2a were included in the funding allocation announced by the Government in July 2014 (Growth Deal Round 1) and January 2015 (Growth Deal Round 2). Schemes included in the bids but have not secured confirmed funding are shown in Table 2b. If funding is secured, these schemes may be brought forward for delivery. In that case, this TDP would be updated and any works co-ordinated where appropriate.

Table 2a – Schemes for which Growth Deal funding is allocated

Project	Funding allocated
King's Dyke	£8m
Ely Southern Bypass	£22m
Soham Station	£1m
St Neots to Cambridge public transport improvements	£9m (provisional)

Table 2b – Schemes for which Growth Deal funding is being sought

Project	Funding sought
Huntingdon capacity for growth	£11.75m
Cambridge Science Park Station strategic link	£2.53m

Economy, Transport and Environment Services Capital Programme - 2016/17, 2017/18 & 2018/19

SCHEME	LTP funding 2016-17 £000	Other funding 2016-17 £000	Total funding 2016-17 £000	LTP funding 2017-18 £000	Other funding 2017-18 £000	Total funding 2017-18 £000	LTP funding 2018-19 £000	Other funding 2018-19 £000	Total funding 2018-19 £000
INTEGRATED TRANSPORT									
Air Quality Monitoring	23	-	23	20	-	20	20	-	20
Major Scheme Development	400	-	400	400	-	400	400	-	400
Local Highway Improvements (includes Accessibility & ROW Improvements)	482	-	482	482	-	482	482	-	482
Safety Schemes	594	-	594	594	-	594	594	-	594
Strategy Development & Integrated Transport Schemes	345	-	345	345	-	345	345	-	345
Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements	1,346	1,120 ⁹	2,466	1,349	336	1,685	1349	221 *	1,570
Sub Total: Integrated Transport	3,190	1,120	4,310	3,190	336	3,526	3,190	221	3,411
OPERATING THE NETWORK									
Carriageway & Footway Maintenance including Cycle Paths	10,652	-	10,652	10,547	-	10,547	9,918	-	9,918
Rights of Way	140	-	140	140	-	140	140	-	140
Street Lighting	35	-	35	-	-	-	-	-	-
Bridge Strengthening	2,564	-	2,564	2,564	-	2,564	2564	-	2,564
Traffic Signal Replacement	850	870 ¹	1,720	850	50 ¹	900	850	-	850
Smarter Travel Management - Integrated Highways Management Centre	195	-	195	200	-	200	200	-	200
Smarter Travel Management - Real Time Bus Information	155	-	155	165	-	165	165	-	165
Sub Total: Operating the Network	14,591	870	15,461	14,466	50	14,516	13,837	-	13,837

SCHEME	LTP funding 2016-17 £000	Other funding 2016-17 £000	Total funding 2016-17 £000	LTP funding 2017-18 £000	Other funding 2017-18 £000	Total funding 2017-18 £000	LTP funding 2018-19 £000	Other funding 2018-19 £000	Total funding 2018-19 £000
INFRASTRUCTURE MANAGEMENT & OPERATIONS									
Highways Maintenance including Footways and Signals	-	6,000 ⁴	6,000	-	6,000 ⁴	6,000	-	6,000 ⁴	6,000
Sub Total: Infrastructure Management & Operations	-	6,000	6,000	-	6,000	6,000	-	6,000	6,000
STRATEGY & DEVELOPMENT									
Ely Crossing	-	14,750 ⁴	14,750	-	14,603 ⁴	14,603	-	300	300
Cambridge Cycling Infrastructure	-	1,670 ¹	1,670	-	1,580 ¹	1,580	-	276	276
Abbey - Chesterton Bridge	-	250 ¹	250	-	2,000 ¹	2,000	2,200	-	2,200
Cycling City Ambition Fund	-	2,780	2,780	-	-	-	-	-	-
King's Dyke	-	12,065 ⁵	12,065	-	476 ⁴	476	-	-	-
Soham Station	-	1,439 ³	1,439	-	- ⁴	-	-	-	-
Sub Total: Strategy & Development	-	32,954	32,954	-	18,659	18,659	2,200	576	2,776
TOTAL ALL SCHEMES	17,781	40,944	58,725	17,656	25,045	42,701	19,227	6,797	26,024

¹ Agreed Developer Contributions

² Department for Transport grant

³ Specific Grant and Prudential borrowing

⁴ Prudential Borrowing - Repayable

⁵ Specific Grant, Prudential borrowing and other contributions

⁶ Other Contributions

⁷ Specific grant and Other Contributions

⁸ Prudential Borrowing - Repayable / Agreed developer contributions

⁹ Third Party funding / Agreed developer contributions

*Provisional figures not yet confirmed through Business Planning

Economy, Transport and Environment Services Works Programme Summary

Integrated Transport		2016/17	2017/18	2018/19
Air Quality Monitoring	Countywide	£ 23,000	£ 20,000	£ 20,000
		£ 23,000	£ 20,000	£ 20,000
Major Scheme Development	Countywide	£ 400,000	£ 400,000	£ 400,000
		£ 400,000	£ 400,000	£ 400,000
Local Highway Improvements (includes Accessibility & RoW Improvements)	Countywide	£ 35,000	£ 15,000	£ 15,000
	Cambridge	£ 82,580	£ 82,580	£ 82,580
	East	£ 63,087	£ 64,754	£ 67,087
	Fenland	£ 73,884	£ 76,551	£ 78,884
	Huntingdonshire	£ 116,073	£ 123,739	£ 126,073
	South	£ 111,376	£ 119,376	£ 112,376
		£ 482,000	£ 482,000	£ 482,000
Safety Schemes	Countywide	£ 457,000	£ 594,000	£ 294,000
	Cambridge	£ 24,000	£ -	£ 300,000
	South	£ 113,000	£ -	£ -
		£ 594,000	£ 594,000	£ 594,000
Strategy Development & Integrated Transport Schemes	Countywide	£ 345,000	£ 345,000	£ 345,000
		£ 345,000	£ 345,000	£ 345,000
Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements	Countywide	£ 1,346,000	£ 1,349,000	£ 1,349,000
	Cambridge	£ -	£ -	£ -
	East	£ -	£ -	£ -
	Fenland	£ -	£ -	£ -
	Huntingdonshire	£ 230,000	£ -	£ -
	South	£ 890,000	£ 336,000	£ 221,000
		£ 2,466,000	£ 1,685,000	£ 1,570,000
Grand Total Integrated Transport		£ 4,310,000	£ 3,526,000	£ 3,411,000

Operating the Network		2016/17	2017/18	2018/19
Carriageway & Footway Maintenance including Cycle Paths <i>(includes prudential borrowing below)</i>	Cambridge	£ 1,119,000	£ 1,060,000	£ 940,000
	East	£ 1,475,000	£ 767,000	£ 1,262,000
	Fenland	£ 1,242,000	£ 1,209,000	£ 734,000
	Huntingdonshire	£ 2,100,000	£ 1,443,000	£ 1,852,000
	South	£ 1,396,000	£ 2,335,000	£ 1,780,000
	Countywide	£ 9,320,000	£ 9,733,000	£ 9,350,000
		£ 16,652,000	£ 16,547,000	£ 15,918,000
Rights of Way	East Fenland	£ 15,000	£ 11,000	£ 24,333
	Huntingdonshire	£ 25,000	£ 11,000	£ 24,333
	South	£ 26,000	£ 11,000	£ 24,334
	Countywide	£ 34,000	£ 67,000	£ 27,000
		£ 40,000	£ 40,000	£ 40,000
		£ 140,000	£ 140,000	£ 140,000
Street Lighting	Countywide	£ 35,000	-	-
		£ 35,000	£ -	£ -
Bridge Strengthening	Cambridge	£ -	£ -	£ -
	East	£ 398,000	£ 564,000	£ -
	Fenland	£ 70,000	£ 1,550,000	£ 600,000
	Huntingdonshire	£ 446,000	£ -	£ 914,000
	South	£ 1,200,000	£ -	£ 600,000
	Countywide	£ 450,000	£ 450,000	£ 450,000
		£ 2,564,000	£ 2,564,000	£ 2,564,000
Traffic Signal Replacement	Cambridge	£ 1,210,500	£ 500,000	£ -
	East	£ 100,000	£ 310,000	£ 70,000
	Fenland	£ -	£ -	£ 200,000
	Huntingdonshire	£ 204,500	£ -	£ 150,000
	South	£ 155,000	£ 70,000	£ 410,000
	Countywide	£ 50,000	£ 20,000	£ 20,000
		£ 1,720,000	£ 900,000	£ 850,000
Smarter Travel Management - Integrated Highways Management Centre	Countywide	£ 195,000	£ 200,000	£ 200,000
		£ 195,000	£ 200,000	£ 200,000
Smarter Travel Management - Real Time Bus Information	Countywide	£ 155,000	£ 165,000	£ 165,000
		£ 155,000	£ 165,000	£ 165,000
Grand Total Operating the Network		£ 21,461,000	£ 20,516,000	£ 19,837,000

Infrastructure, Management & Operations		2016/17	2017/18	2018/19
Highway Maintenance (prudential borrowing) <i>(included above)</i>	Countywide	£ 6,000,000	£ 6,000,000	£ 6,000,000
		£ 6,000,000	£ 6,000,000	£ 6,000,000
Grand Total Infrastructure, Management & Operations		£ 6,000,000	£ 6,000,000	£ 6,000,000

Strategy & Development		2016/17	2017/18	2018/19
Ely Crossing	East	£ 14,750,000	£ 14,603,000	£ 300,000
		£ 14,750,000	£ 14,603,000	£ 300,000
Abbey - Chesterton Bridge	Cambridge	£ 250,000	£ 2,000,000	£ 2,200,000
		£ 250,000	£ 2,000,000	£ 2,200,000
Cambridge Cycling Infrastructure	Cambridge	£ 1,670,000	£ 1,580,000	£ 276,374
		£ 1,670,000	£ 1,580,000	£ 276,374
Cycling City Ambition Fund	Cambridge	£ 2,780,000	£ -	£ -
		£ 2,780,000	£ -	£ -
King's Dyke	Fenland	£ 12,065,000	£ 476,000	£ -
		£ 12,065,000	£ 476,000	£ -
Soham Station	East	£ 1,439,000	£ -	£ -
		£ 1,439,000	£ -	£ -
Grand Total Strategy & Development		£ 32,954,000	£ 18,659,000	£ 2,776,374

Cambridge City

Cambridge City Works Programme

Local Highway Improvements (Includes Accessibility & Rights of Way)

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Schemes to be identified for 2016/17 - following HCI committee in March 2016					£ 82,580	-	-
Schemes to be identified for 2017/18					-	£ 82,580	-
Schemes to be identified for 2018/19					-	-	£ 82,580
					£ 82,580	£ 82,580	£ 82,580

Safety Schemes

To be invested in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Amanda Mays							
A1134	Cambridge	Lensfield Road	At Trumpington Road mini roundabouts	Feasibility and option appraisal	£ 24,000	-	-
A1134	Cambridge	Lensfield Road	At Trumpington Road mini roundabouts	Final design and delivery	-	-	£ 300,000
					£ 24,000	£ -	£ 300,000

Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements

Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer:							
LTP Schemes to be identified for 2016/17					-	-	-
						-	-
						-	-
						-	-
					£ -	£ -	£ -

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Various	Cambridge	City Centre	Various streets in City centre area	Footway repairs	£ 130,000	£ 120,000	£ 120,000
C289	Cambridge	Gilbert Road	Phase 2	Resurface footway	£ 100,000	-	-
Unc	Cambridge	Redfern Close	Off Brimley Road	Resurface footway/minor kerb repairs	£ 50,000	-	-
C289	Cambridge	Gilbert Road	From Milton Rd to Carlton Way	Replace /install drainage system	£ 30,000	-	-
Unc	Cambridge	Market Street	Market Place to Sidney Street area	High number of defective drainage/gully systems to replace	£ 44,000	-	-
A1134	Cambridge	Long Road	2 sections, at Hills Road and Trumpington Road	Carriageway resurfacing	£ 390,000	-	-
A1134	Cambridge	Newnham Road	Silver Street to Fen Causeway	Carriageway resurfacing	£ 110,000	-	-
Unc	Cambridge	Cherry Hinton High Street	Coldhams Lane to Robin Hood junction	Carriageway resurfacing	£ 180,000	-	-
Unc	Cambridge	Fen Road	Near Izaak Walton Way	Carriageway resurfacing	£ 85,000	-	-
Unc	Cambridge	Ditton Walk	From Newmarket Road	Slurry seal one side/reconstruct other side	-	£ 40,000	-
A603	Cambridge	Gonville Place	Hotel to Junction	Reconstruct footway one side only	-	£ 20,000	-
Unc	Cambridge	Adams Road	Grange Road to Wilberforce Road	Resurface footway	-	£ 75,000	-
A1134	Cambridge	The Fen Causeway	From Newnhams Road to Trumpinton Road	Carriageway resurfacing	-	£ 225,000	-
C280	Cambridge	Parkside	From Gonville Place to Parker Street	Carriageway resurfacing	-	£ 120,000	-
C290	Cambridge	Magdelane Street / Bridge Street	From Chesterton Lane to Jesus Lane	Carriageway resurfacing	-	£ 170,000	-
C290	Cambridge	St Andrews Street	Emmanuel St to Regent St	Carriageway resurfacing	-	£ 140,000	-
Unc	Cambridge	Wadloes Road	Newmarket Road to end	Carriageway resurfacing	-	£ 150,000	-
A1307	Cambridge	Hills Road	Catholic Church to Station	Relay paving	-	-	£ 120,000
A1303	Cambridge	Madingly Road	M11 interchange area	Carriageway resurfacing	-	-	£ 200,000
A1134/A1303	Cambridge	Newmarket Road	Coldhams Lane to Marshalls	Carriageway resurfacing/treatments	-	-	£ 500,000
					£ 1,119,000	£ 1,060,000	£ 940,000

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Cambridge	Amwell Rd	Arden Rd to Armitage Way	Slurry seal footways	inc	-	-
Unc	Cambridge	Antelope Way	Eland Way to Buffalo Way	Slurry seal footways	inc	-	-
Unc	Cambridge	Aragon Close	Northfield Ave to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Armitage Way	Northfield Ave to Amwell Rd	Slurry seal footways	inc	-	-
Unc	Cambridge	Ashvale	Albemarle Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Baggot Place	Arden Rd to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Bayford Place	Armitage Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Bishop's Rd	Shelford Rd to Bishop's Court	Slurry seal footways	inc	-	-
Unc	Cambridge	Cam Causeway	Nuffield Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Carave Close	Armitage Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Clover Court	Teasle Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Coltsfoot Close	Teasle Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Comfrey Court	Teasle Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Dolphin Close	Panther Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Fennec Close	Eland Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Harebell Close	Teasle Way to end	Slurry seal footways	inc	-	-

Unc	Cambridge	Impala Drive	Eland Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Lemur Drive	Eland Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Lucerne Close	Teasle Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Mandrill Cose	Antelope Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Panther Way	Buffalo Way to Dolphin Close	Slurry seal footways	inc	-	-
Unc	Cambridge	Teasel Way	Yarrow Rd to Yarrow Rd	Slurry seal footways	inc	-	-
Unc	Cambridge	Valerian Court	Teasel Way to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Sackville Close	Roxburgh Rd to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Woburn Close	Roxburgh Rd to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Nun's Way	Cameron Rd to Crowland Way	Slurry seal footways	inc	-	-
Unc	Cambridge	Crowland Way	Campkin Rd to Northfield Ave	Slurry seal footways	inc	-	-
Unc	Cambridge	Northfield Ave	Campkin Rd to North Hedges Rd	Slurry seal footways	inc	-	-
Unc	Cambridge	Whitfield Cls	Northfield Close to the end	Slurry seal footways	inc	-	-
Unc	Cambridge	Nicholson Way	Arbury Rd to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Rocksburgh	Hanson Crt to Sackville Close	Slurry seal footways	inc	-	-
Unc	Cambridge	Montrose Close	Hanson Crt to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Craister Court	End to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Windlesham Close	Northfield Ave to end	Slurry seal footways	inc	-	-
Unc	Cambridge	Tredeger Close	Windlesham Cls to End	Slurry seal footways	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Newnham	Sylvester Road	All road	Micro Asphalt	inc	-	-
Unc	Castle	Storeys Way	All road	Micro Asphalt	inc	-	-
Unc	Kings Hedges	Hopkins Close	All road	Micro Asphalt	inc	-	-
Unc	Milton	Science Park	All road	Grip Fibre	inc	-	-
Unc	West Chesterton	Aylstone Road	All road	Micro Asphalt	inc	-	-
Unc	West Chesterton	Blackthorn Close	All road	Micro Asphalt	inc	-	-
Unc	West Chesterton	Woodhead Drive	All road	Micro Asphalt	inc	-	-
Unc	West Chesterton	Downhams Lane	All road	Micro Asphalt	inc	-	-
Unc	Abbey	Riverside	Stourbridge Common to foot/cycle bridge	Micro Asphalt	inc	-	-
Unc	Market	Walnut Tree Avenue	All road	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Coldhams Lane	High Street to Brooks Road	Grip Fibre	inc	-	-
Unc	Cherry Hinton	Church Lane	High Street to Rosemary Lane	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Rosemary Lane	Coldhams Lane to Church End	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Fulbourn Old Drift	High Street to Gazelle Way	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Highdene Road	All road	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Tenby Close	All road	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	March Lane	All road	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Teversham Drift	All road	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Headington Drive	All road	Micro Asphalt	inc	-	-
Unc	Cherry Hinton	Headington Close	All road	Micro Asphalt	inc	-	-

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Richard Ling							
C233	Cambridge	Cherry Hinton Road	At Queen Ediths Way / Robin Hood junc	Refurbish signals at junction	£ 870,000	-	-
B1047	Cambridge	Ditton Lane	Near Fison Road	Refurbish signals at crossing	£ 52,000	-	-
A1134	Cambridge	Mowbray Road	Near Cherry Hinton Road	Refurbish signals at crossing	£ 47,500	-	-
C291	Cambridge	Maids Causeway	Near Fair Street	Refurbish signals at crossing	£ 70,000	-	-
A1134	Cambridge	Victoria Road	At Harvey Goodwin / St Lukes	Refurbish signals at junction	£ 155,000	-	-
C294	Cambridge	Downing Street	Near Corn Exchange Street	Conversion to Zebra crossing	£ 16,000	-	-
A1134	Cambridge	Trumpington Road	Near Fen Causeway	Refurbish signals at crossing	-	£ 50,000	-
C291	Cambridge	Jesus Lane	At Park Street / Malcolm Street	Refurbish signals at junction	-	£ 180,000	-
C279	Cambridge	Green End Road	Near Kendal Way	Refurbish signals at crossing	-	£ 45,000	-
A1134	Cambridge	Queens Road	Near West Road	Refurbish signals at crossing	-	£ 55,000	-
C287	Cambridge	Arbury Road	At Campkin Road/Mansel Way	Refurbish signals at junction	-	£ 170,000	-
					£ 1,210,500	£ 500,000	£ -

Cambridge Cycling Infrastructure

Funding from developer contributions to deliver cycling infrastructure

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Brian Stinton							
A1134	Cambridge	Newmarket Road	At Ditton Lane	Provision of crossing	£ 53,000	-	-
A1307	Cambridge	Hills Road	Bridge steps to busway	Scheme development	£ 10,000	£ 10,000	£ 10,000
Contact Officer: Mike Davies							
Unc	Cambridge	Water Street & Fen Road	Near Izaak Walton Way	Cycling improvements	£ 50,000	-	-
Unc	Cambridge	Midsummer Common	Through common	Renewal of cyclepaths	£ 156,874	-	-
-	Cambridge	Ring Fort Path	Orchard Park to A14/B1049 rbt	Creation of new link	£ 35,000	£ 200,000	-
A1134	Cambridge	Perne Road/Cherry Hinton Road	Cycle path, traffic flow and road safety	Scheme Design / construction	£ 20,000	£ 10,000	£ 80,000
C281	Cambridge	Brooklands Avenue	At bus stops	Bus stop improvements	£ 38,000	-	-
Unc	Cambridge	Cherry Hinton High Street	Coldhams Lane to Robin Hood junction	Traffic calming / cycling & streetscape improvements	£ 250,000	-	-
-	Cambridge	Orchard Park	Orchard Park to city centre	Provision of cycle route	£ 27,500	£ 200,000	-
C286	Cambridge	Kings Hedges Road	At Arbury Road	Improved crossing	£ 43,000	-	-
C287	Cambridge	Arbury Road	Near to St Lawrences School	Traffic improvements	£ 30,000	£ 108,000	-
-	Cambridge	Entrance to Stourbridge Common	Stourbridge Common	Improvement works	£ 45,000	-	-
-	Cambridge	Queen Ediths Way	All along route	Cycling improvements	£ 881,626	£ 288,374	-
-	Cambridge	Cherry Hinton Road	Hills Road to Perne Road	Cycling improvements	£ 30,000	£ 763,626	£ 186,374
					£ 1,670,000	£ 1,580,000	£ 276,374

Cycling City Ambition Fund

DfT funded cycling infrastructure

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Mike Davies							
A1307	Cambridge	Huntingdon Road	From Oxford Road to Histon Road	Extension of cycle facility	£ 220,000	-	-
A1307	Cambridge	Hills Road	From Cherry Hinton Road to Long Road	Completion of works	£ 550,000	-	-
A1134	Cambridge	Trumpington Road	From Bateman Street to Chaucer Road	Install cycling infrastructure	£ 530,000	-	-
B1102	Stow cum Quy/Lode	Colliers Road / Quy Road	Along B1102	Construct new shared use path	£ 330,000	-	-
A10	Harston	Cambridge Road	Along A10	Construct new shared use path	£ 820,000	-	-
A10	Foxton	Cambridge Road	Along A10	Widen and surface existing path	£ 300,000	-	-
-	Cambridge	Various	Various	Two way cycling in one way streets	£ 30,000	-	-
					£ 2,780,000	£ -	£ -

Abbey - Chesterton Bridge

This cycle route would link together three centres of employment in the city along a North/South axis, including: Addenbrooke's hospital, the CB1 Area and the Science park.

The Trail would reduce the levels of congestion by taking vehicles off key city centre roads, including Hills Road and Milton Road and Cambridge Science Park Station.

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Mike Davies							
-	Cambridge	Various streets to form strategic links	Chisholm Trail	Bridge design / construction	£ 250,000	£ 2,000,000	£ 2,200,000
					£ 250,000	£ 2,000,000	£ 2,200,000

East Cambridgeshire

East Cambridgeshire Works Programme

Local Highway Improvements (Includes Accessibility & Rights of Way)

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Schemes to be identified for 2016/17 - following HCI committee in March 2016					£ 53,087	-	-
Schemes to be identified for 2017/18					-	£ 53,087	-
Schemes to be identified for 2018/19					-	-	£ 53,087
Contact Officer: Emma Murden							
Road Number	Parish/Town	ROW	Works		Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
-	Reach / Stetchworth / Woodditton	Various	Work on Scheduled Ancient monument paths		£ 5,000	-	-
	Various	Various	Rplace stiles to gates on Riverbank paths		£ 5,000		
-	Various	Routes to be identified			-	£ 11,667	£ 14,000
					£ 63,087	£ 64,754	£ 67,087

Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements

Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer:							
LTP Schemes to be identified for 2016/17						-	-
						-	-
						-	-
						-	-
						-	-
					£ -	£ -	£ -

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
C219	Swaffham Prior	High Street	Village centre area	Resurface footway	£ 26,000	-	-
Unc	Burwell	Poplars Close	Off Low Road	Resurface footway	£ 35,000	-	-
A142	Witchford	Witchford bypass	Along Witchford bypass	Renew highway drainage outfalls and upgrade headwalls	£ 37,000	-	-
C315	Ely	Cambridge Road / St Marys Street	From Witchford Rd to City centre	Carriageway resurfacing	£ 297,000	-	-
B1049	Wilburton	Twentypence Road	From Low Fen Bridge to no 51	Carriageway resurfacing	£ 180,000	-	-
A142	Soham	Soham bypass	From Military Rd roundabout to surface dressed section, inc junctions	Carriageway resurfacing	£ 800,000	-	-
C214	Swaffham Prior	Great Drove	Little Fen Drove to Upware	Place to place repairs	£ 100,000	-	-
Unc	Ely	Merlin Drive (inc Robins Drive)	Estate road area	Resurface footway	-	£ 60,000	-
A142	Witchford	Witchford bypass	Along Witchford bypass	Renew highway drainage outfalls and upgrade headwalls	-	£ 30,000	-
A10	Ely	Ely bypass	Along Ely bypass	Renew highway drainage headwalls and outfalls to dyke	-	£ 27,000	-
A141	Witcham	Ely Road, Witcham Toll	At Witcham Toll, includes The Slade	Renew headwalls and install new gullies and outfalls to dyke	-	£ 30,000	-
C129-130	Pymoor / Little Downham	Pymoor Sidings / Main Drove / Furlong Doves	Various C roads in Pymoor / Little Downham	Carriageway resurfacing	-	£ 120,000	-
C124	Sutton	The Gault (inc pt Long North Fen Drove)	Around flood plain area	Carriageway resurfacing	-	£ 130,000	-
A10	Littleport	Lynn Road	Littleport to Brandon Creek	Carriageway resurfacing - sections only	-	£ 250,000	-
C141	Soham	Great North Fen	Prickwillow Road to Hasse Road	Place to place repairs	-	£ 120,000	-
B1381	Sutton	High Street	2 sections in village	Resurface footway	-	-	£ 32,000
Unc	Soham	Julius Martin Lane	From Mereside to Townsend	Resurface footway	-	-	£ 90,000
B1411	Pymoor	Hundred Foot Bank	From Straight Furlong	Carriageway resurfacing	-	-	£ 70,000
A10	Ely	A142 to A1101	Roundabout to roundabout	Crack seal and carriageway repairs	-	-	£ 335,000
A1123	Stretham	Newmarket Road	Level crossing to Dimmocks Cote	Carriageway resurfacing	-	-	£ 240,000
A142	Witcham Toll	A1421 to BP garage	crossroads	Carriageway resurfacing	-	-	£ 250,000
B1381	Sutton	Hundred Foot Bank	Throughout road	Place to place repairs	-	-	£ 70,000
A1123	Haddenham	Hill Row / Causeway	Place to place	Place to place repairs	-	-	£ 75,000
C131	Little Downham	Black Bank	Place to place	Place to place repairs	-	-	£ 100,000
					£ 1,475,000	£ 767,000	£ 1,262,000

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Sutton	Church Lane	From Ely Rd to Station Rd	Slurry seal footways	inc	-	-
Unc	Sutton	Eastwood Close	From Church Lane to end	Slurry seal footways	inc	-	-
Unc	Sutton	Elizabeth Court	From The Orchards to the end	Slurry seal footways	inc	-	-
Unc	Sutton	Ely Rd	From Mepal Rd to the A142	Slurry seal footways	inc	-	-
Unc	Sutton	Fairfield	From High St to end	Slurry seal footways	inc	-	-
Unc	Sutton	Garden Close	From Lawn Lane to the end	Slurry seal footways	inc	-	-
Unc	Sutton	High St	The America to the Row	Slurry seal footways	inc	-	-
Unc	Sutton	Lawn Lane	From Link Lane to High St	Slurry seal footways	inc	-	-
Unc	Sutton	Link Lane	From Red Lion Lane to Lawn Lane	Slurry seal footways	inc	-	-
Unc	Sutton	Mill Field	From Mepal Rd to the end	Slurry seal footways	inc	-	-
Unc	Sutton	Park Rd	From Ely Rd to end	Slurry seal footways	inc	-	-
Unc	Sutton	Red Lion Lane	From High St to Link Lane	Slurry seal footways	inc	-	-
Unc	Sutton	Station Road	From Church Lane to end	Slurry seal footways	inc	-	-
Unc	Sutton	Sutton Court	From Church Lane to end	Slurry seal footways	inc	-	-
Unc	Sutton	Sutton Park	From Church Lane to end	Slurry seal footways	inc	-	-
Unc	Sutton	The Brook	From High St to Mepal Rd	Slurry seal footways	inc	-	-
Unc	Sutton	The Orchards	From The Brook to the end	Slurry seal footways	inc	-	-
Unc	Sutton	The Row	From the America to High St	Slurry seal footways	inc	-	-
Unc	Sutton	The Southernns	From Red Lion Lane to the end	Slurry seal footways	inc	-	-
Unc	Wilburton	Stretham Rd	From Station Rd	Slurry seal footways	inc	-	-
Unc	Witchford	Briars End	From Field End to the end	Slurry seal footways	inc	-	-
Unc	Witchford	Clover End	From Victoria Green to the end	Slurry seal footways	inc	-	-
Unc	Witchford	Common Rd	From A142 to Main Street	Slurry seal footways	inc	-	-
Unc	Witchford	Elm Close	From Common Rd to end	Slurry seal footways	inc	-	-
Unc	Witchford	Field End	From Common Rd to end	Slurry seal footways	inc	-	-
Unc	Witchford	Granary End	From Field End to the end	Slurry seal footways	inc	-	-
Unc	Witchford	Granta Close	From Main St to the end	Slurry seal footways	inc	-	-
Unc	Witchford	Main St	From Granta Close to Bedwell Hey Lane	Slurry seal footways	inc	-	-
Unc	Witchford	Manor Close	From Manor Rd to the end	Slurry seal footways	inc	-	-
Unc	Witchford	Manor Rd	From Common Rd to school	Slurry seal footways	inc	-	-
Unc	Witchford	Orton Drive	From Granta Close to end	Slurry seal footways	inc	-	-
Unc	Witchford	Victoria Green	From Field End to Main St	Slurry seal footways	inc	-	-
Unc	Witchford	Ward Way	From Main St to the end	Slurry seal footways	inc	-	-
Unc	Witchford	Wheats Close	From Granta Close to end	Slurry seal footways	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Littleport	Burnt Chimney Drove	From A1101 to Wisbeche Rd	Carriageway Retread	inc	-	-
Unc	Littleport	White Horse Rd	Milden Hall Rd and along	Carriageway Retread	inc	-	-
Unc	Littleport	Redmere	Milden Hall Rd and along	Carriageway Retread	inc	-	-
Unc	Wicken	Lower Rd	Way Lane to Hawes Lane	Carriageway Retread	inc	-	-
Unc	Witchford	Common Rd	Common Farm to Ridgeway Farm	Carriageway Retread	inc	-	-
Unc	Little Downham	Downham Common	Grave Head Bridge to Dunkirk Bridge	Carriageway Retread	inc	-	-
Unc	Little Downham	Fourth Drove	Part	Carriageway Retread	inc	-	-
Unc	Little Downham	Hundered foot Bank	Straight Furlong along	Carriageway Retread	inc	-	-
Unc	Sutton	Horseley Fen Middle Drove	All	Carriageway Retread	inc	-	-
Unc	Sutton	Long North Fen Drove	Part	Carriageway Retread	inc	-	-
Unc	Sutton	Medlands Main Drove	Part	Carriageway Retread	inc	-	-
Unc	Westley Waterless	Westley Bottom Road	From Cross Rds to Railway Crossing	Carriageway Retread	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Bottisham	Beachwood Avenue	All road	Micro Asphalt	inc	-	-
Unc	Burwell	Hythe Close	All road	Micro Asphalt	inc	-	-
B1061	Dullingham	Brinkley Road	Dullingham speed limit to Westly Waterless	Surface Dress	inc	-	-
Unc	Ely	Yorke Way	All road	Micro Asphalt	inc	-	-
Unc	Ely	Canterbury Avenue	All road	Micro Asphalt	inc	-	-
Unc	Ely	Buckingham Drive	All road	Micro Asphalt	inc	-	-
Unc	Ely	Norfolk Road	All road	Gripfibre	inc	-	-
Unc	Ely	Lansdowne Close	All road	Micro Asphalt	inc	-	-
Unc	Ely	Chapel Street	All road	Micro Asphalt	inc	-	-
Unc	Ely	Mayfield Close	All road	Micro Asphalt	inc	-	-
Unc	Ely	Chapel Lane	All road	Micro Asphalt	inc	-	-
Unc	Ely	The Chase	All road	Micro Asphalt	inc	-	-
Unc	Ely	Longfields	All road	Micro Asphalt	inc	-	-
C159	Haddenham	High Street	Station Road to Aldreth Road	Gripfibre	inc	-	-
Unc	Kirtling	Upend Road	Cowlinge Rd to Lidgate Rd	Surface Dress	inc	-	-
Unc	Kirtling	Lidgate Road	Upend to county boundary	Surface Dress	inc	-	-
Unc	Littleport	Croft Park Road	All road	Micro Asphalt	inc	-	-
C133	Littleport	Victoria Street	Sandhill to Thorougfare Way	Gripfibre	inc	-	-
Unc	Littleport	Parsons Lane	Ely Rd to Woodfen Rd	Micro Asphalt	inc	-	-
Unc	Mepal	Brangehill Lane	All road	Micro Asphalt	inc	-	-
B1411	Pymoor	Pymoor Common	Main Street, Pymoor to Mill Hill, Downham	Surface Dress	inc	-	-
Unc	Stetchworth	Parkside	All road	Micro Asphalt	inc	-	-

Unc	Sutton	Church Lane	All road	Micro Asphalt	inc	-	-
Unc	Sutton	Garden Close	All road	Micro Asphalt	inc	-	-
Unc	Sutton	Lawn Lane	All road	Micro Asphalt	inc	-	-
C126	Wardy Hill	Jerusalem Drove	From The Green	Surface Dress	inc	-	-
A1123	Wilburton	West End	High Street to Haddenham Road	Surface Dress	inc	-	-
A1123	Wilburton	Haddenham Road	Wilburton Rd to West End	Surface Dress	inc	-	-
C229	Woodditton	Kirtling Road	Ditton Green to Kirtling Green	Surface Dress	inc	-	-
C230	Woodditton	The Street	Duchess Drive to Kirtling Rd/Chevely Rd	Surface Dress	inc	-	-
C230	Woodditton	Duchess Drive	From The Street to county boundary	Surface Dress	inc	-	-
C227	Woodditton	Court Barns	Woodditton Rd to Duchess Drive	Surface Dress	inc	-	-

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Emma Murden						
-	Haddenham / Wentworth / Stretham	Various	Byway and drainside footpaths to be improved in partnership with the local IDB, supplying our material and IDB labour machines contribution	£ 10,000	-	-
-	Soham/ Downham & Witcham / Coveney / Witchford	Various	Byway surface improvements on those vulnerable paths newly closed to Winter traffic, and paths newly included in the "closed when conditions are wet" group where the new wording on the orders gives greater protection	£ 5,000		
-	Various	Routes to be identified		-	£ 11,000	£ 24,333
				£ 15,000	£ 11,000	£ 24,333

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Gareth Guest							
A142	Fordham	Snailwell railway bridge	Fordham Road, near county boundary	Repairs to brick cladding over rail line	£ 398,000	-	-
A142	Mepal	Mepal viaduct	Mepal viaduct	Replace defective linear drainage system and bearings	-	£ 400,000	-
C133	Littleport	Sandhill Bridge	Victoria street	Repair cracked concrete rocker bearings	-	£ 164,000	-
					£ 398,000	£ 564,000	£ -

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17	Budget 2017/18	Budget 2018/19
Contact Officer: Richard Ling							
B1085	Kennet	Kennett Railway Bridge	Station Road, Kennett	Refurbish signals at narrow bridge	£ 100,000	-	-
C315	Littleport	High Street	Church Lane / Crown Lane	Refurbish signals at junction	-	£ 150,000	-
B1382	Ely	St Mary's Street	Lynn Road (Lamb corner)	Refurbish signals at junction	-	£ 160,000	-
A142	Ely	Station Road	Near Tesco - linked with Ely bypass	Refurbish signals at crossing	-	-	£ 70,000
					£ 100,000	£ 310,000	£ 70,000

Ely Crossing

The project will alleviate traffic congestion on the A142 at the level crossing adjacent to Ely railway station, which will benefit local businesses and residents.

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17	Budget 2017/18	Budget 2018/19
Contact Officer: Brian Stinton							
A142	Ely	Ely Southern bypass	New bypass from Angel Drove to Stuntney Causeway	Final design and construction of southern bypass	£ 14,750,000	£ 14,603,000	£ 300,000
					£ 14,750,000	£ 14,603,000	£ 300,000

Soham Station

Proposed new railway station at Soham to support new housing development.

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17	Budget 2017/18	Budget 2018/19
Contact Officer: Ashley Heller							
-	Soham	-	New rail station at Soham	Final design for construction	£ 1,439,000	£ -	£ -
					£ 1,439,000	£ -	£ -

Fenland

Fenland Works Programme

Local Highway Improvements (Includes Accessibility & Rights of Way)

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Schemes to be identified for 2016/17 - following HCI committee in March 2016					£ 64,884	-	-
Schemes to be identified for 2017/18					-	£ 64,884	-
Schemes to be identified for 2018/19					-	-	£ 64,884
Contact Officer: Emma Murden							
Road Number	Parish/Town	ROW	Works		Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
-	Elm	FP5	Repalcement with kissing gates		£ 6,000	-	-
	Wisbech St Mary	BR12	Fence maintenance		£ 3,000		
-	Various	Routes to be identified			-	£ 11,667	£ 14,000
					£ 73,884	£ 76,551	£ 78,884

Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements

Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer:							
LTP Schemes to be identified for 2016/17						-	-
						-	-
						-	-
						-	-
						-	-
					£ -	£ -	£ -

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Unc	Whittlesey	Windmill Street	From Whitmore Street to Stonald Road	Resurface footway/ kerb repairs	£ 82,000	-	-
Unc	March	Darhill Road	Various sections throughout	Resurface footway	£ 65,000	-	-
B1093	Manea	Station Road	At Wisbech Road	Resurface footway	£ 35,000	-	-
C307	Doddington	Primrose Hill	Near Cowslip Close	Replace/upgrade drainage system	£ 35,000	-	-
A141	Wimblington	Isle of Ely Way	From March to Wimblington	Renew highway drainage outfalls & upgrade headwalls	£ 30,000	-	-
B198	Wisbech	Nene Quay	Along River Nene	Renew mssing/broken flap valves/drainage outfalls	£ 45,000	-	-
Unc	March	Poplar Close		Replace/repair following severe root damage	£ 40,000	-	-
A141	Wimblington	Isle of Ely Way	From Station Rd to reservoir	Carriageway resurfacing	£ 620,000	-	-
A141	Elm	March Road, Rings End	From Hobbs Lot Farm entrance traffic lights	Carriageway resurfacing	£ 240,000	-	-
Unc	March	Darhill Road	From Dartford Road to Robingoodfellows Lane	Carriageway resurfacing	£ 50,000	-	-
Unc	March	Green Street	Various sections throughout	Resurface footway	-	£ 70,000	-
A141	March	Isle of Ely Way	March bypass	Renew highway drainage outfalls & upgrade headwalls		£ 28,000	-
C69	March	Whittlesey Road, Turves	From level crossing past Prospect House Fm	Carriageway resurfacing	-	£ 151,000	-
C18	Newton	Mill Lane	From Fen Rd to Fitton End Road	Carriageway resurfacing	-	£ 280,000	-
C32	Parson Drove	Fen Road	From Long Drove to Swan Bridge	Carriageway resurfacing	-	£ 140,000	-
C20	Wisbech St Mary	Seadyke Bank	From Eaufield Farm to High Side	Carriageway resurfacing	-	£ 100,000	-
C33	Guyhirn	Gull Drove	Worst 2 sections, nr Fen View & Black Drove	Carriageway resurfacing	-	£ 100,000	-
C19	Murrow	Murrow Lane	From Silt Pit Lane to Front Road	Carriageway resurfacing	-	£ 200,000	-
Unc	Parson Drove	Silvers Lane	From Main Rd to Seadyke Bank	Carriageway resurfacing	-	£ 140,000	-
C79	March	Burrowmoor Road	Various sections throughout	Resurface footway	-	-	£ 80,000
C73	March	Creek Road	Worst sections only	Resurface footway	-	-	£ 44,000
C10	Tydd St Giles	Grangehill Road	From Grangehill corner to Cross Drove	Carriageway resurfacing	-		£ 235,000
C78	March	Knights End Road - Floods Ferry	Place to place	Carriageway resurfacing	-	-	£ 175,000
Unc	March	Gaul Road	From Ellingham Avenue to end of new development	Carriageway resurfacing	-	-	£ 100,000
B1050	Chateris	London Road	From national speed limit to Crafty Fox	Carriageway resurfacing	-	-	£ 100,000
					£ 1,242,000	£ 1,209,000	£ 734,000

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	March	Maple Grove	From Norwood Rd to Robingoodfellow's Lane	Slurry seal footways	inc	-	-
Unc	Whittlesea	Mayfield Rd	Wipe Rd to Wipe Rd	Slurry seal footways	inc	-	-
Unc	Whittlesea	Millfield Way	From New Rd to Mill Rd	Slurry seal footways	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Westry	Grandford Drove	Wisbech Rd to Roman Rd	Carriageway Retread	inc	-	-
Unc	Guyhirn	Gull Drove	Part	Carriageway Retread	inc	-	-
Unc	Guyhirn	Headlake Drove	Part	Carriageway Retread	inc	-	-
Unc	Chatteris	Honeysome Rd	Part	Carriageway Retread	inc	-	-
Unc	Elm	Kirkhams Lane	Part	Carriageway Retread	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Chatteris	Augustus Way / Chantry Close	All road	Micro Asphalt	inc	-	-
Unc	Chatteris	St Pauls Drive	All road	Micro Asphalt	inc	-	-
Unc	Chatteris	St Stephens Drive	All road	Micro Asphalt	inc	-	-
Unc	Chatteris	Wesley Drive	All road	Micro Asphalt	inc	-	-
C77	Christchurch	Church Road	All road	Surface Dress	inc	-	-
Unc	Christchurch	Scotts Road	All road	Surface Dress	inc	-	-
Unc	Christchurch	Green Lane	All road	Surface Dress	inc	-	-
B1101	Elm	March Road, Coldham	Station Rd to Gate House corner	Gripfibre	inc	-	-
Unc	Fridaybridge	Queens Drive	All road	Micro Asphalt	inc	-	-
Unc	Manea	Festival Close	All road	Micro Asphalt	inc	-	-
C81	Manea	Byall Fen Drove	From B1098 to Fallow Corner Drove	Surface Dress	inc	-	-
B1165	Newton	High Road	Little Ramper to 40mph limit	Surface Dress	inc	-	-
Unc	Wisbech	Moneybank	All road	Gripfibre	inc	-	-
C311	Wisbech	Kirkgate Street	All road	Gripfibre	inc	-	-
Unc	Wisbech	Stow Road / Sandy Lane	Staithe Rd to county boundary	Micro Asphalt	inc	-	-
Unc	Wisbech St Mary	Church Road	All road	Surface Dress	inc	-	-
Unc	Wisbech St Mary	Panswell Lane	Barton Road to Sandy Lane	Surface Dress	inc	-	-
Unc	Wisbech St Mary	Station Drive	All road	Micro Asphalt	inc	-	-

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Emma Murden						
-	March/Wimblington	Woodmans Way	Surface improvements and scrub management	£ 10,000	-	-
-	March	BY24	Surface improvements	£ 5,000		
-	March	FP15	Scrub management	£ 5,000		
-	Elm	FP5	Scrub management	£ 5,000		
-	Various	Routes to be identified		-	£ 11,000	£ 24,333
				£ 25,000	£ 11,000	£ 24,333

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Gareth Guest							
C32	Parson Drove	Swan Bridge	On Fen Road at junc The Bank	Repair collapsing wing wall	£ 70,000	-	-
Unc	March	Martins Bridge	On Binnimoor Road	Concrete repairs and strengthening substandard weak bridge	-	£ 100,000	-
A141	Chatteris	Dock Bridge	Isle of Ely Way	Replace defective joints and bearings	-	£ 300,000	-
A1101	Tydd St Giles	Tydd Gote Bridge	Sutton Road	Parapets, joints and concrete repairs	-	£ 400,000	-
B1093	Chatteris	Boots Bridge	Manea Road/Sixteenfoot	Concrete repairs and safety barrier	-	£ 450,000	-
C307	Chatteris	Leonards Childs Bridge	Doddington Road nr Forty Foot junc	Concrete Repairs & deck edge strengthening	-	£ 300,000	-
B1099	March	Bedlam Bridge	Upwell Road	Concrete repairs to piers and underside of deck	-	-	£ 300,000
B1099	March	Horsemore Drain culvert	Upwell Road	Headwall strengthening to substandard weak bridge	-	-	£ 300,000
					£ 70,000	£ 1,550,000	£ 600,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Richard Ling							
B1101	March	Dartford Road	At Broad Street	Refurbish signals at junction	-	-	£ 200,000
					£ -	£ -	£ 200,000

Kings Dyke

The level crossing at King's Dyke between Whittlesey and Peterborough has long been a problem for people using the A605. The downtime of the barriers at the crossing causes traffic to queue for significant periods of time and this situation will get worse as rail traffic increases along the Ely to Peterborough railway line in the future. The issue is also made worse during the winter months when the B1040 at North Brink often floods, leading to its closure and making more traffic use the A605 across King's Dyke.

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Brian Stinton							
A605	Whittlesey	Kings Dyke	Kings Dyke level crossing	Scheme development and construction	£ 12,065,000	£ 476,000	£ -
					£ 12,065,000	£ 476,000	£ -

Huntingdonshire

Huntingdonshire Works Programme

Local Highway Improvements (Includes Accessibility & Rights of Way)

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Schemes to be identified for 2016/17 - following HCI committee in March 2016					£ 112,073	-	-
Schemes to be identified for 2017/18					-	£ 112,073	-
Schemes to be identified for 2018/19					-	-	£ 112,073
Contact Officer: Emma Murden							
Road Number	Parish/Town	ROW	Works		Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
-	Elton	BR1	Surfacing near Yarwell Mill 60m		£ 4,000	-	-
-	Various	Routes to be identified			-	£ 11,666	£ 14,000
					£ 116,073	£ 123,739	£ 126,073

Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements

Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer:							
LTP Schemes to be identified for 2016/17					-	-	-
B1091	Yaxley / Farcet	Broadway	Link from Yaxley to Farcet	Extention of cycle facility	£ 230,000	-	-
					-	-	-
					-	-	-
					-	-	-
					£ 230,000	£ -	£ -

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Unc	Alconbury	Spinney Lane	Spinney Lane estate	Resurface Footway	£ 30,000	-	-
B1096	Somersham	St Ives Road/High Street	From Chatteris Road to St Ives Road	Resurface Footway	£ 60,000	-	-
Unc	Broughton	Causeway	From School Lane to outfall	Install new drainage system	£ 32,000	-	-
Unc	Buckden	Lucks Lane	From Stirtloe Lane to Church Street	Replace old drainage system	£ 33,000	-	-
Unc	Hail Weston	High Street / Ford End	Through village centre	Replace old drainage system / renew kerbs	£ 42,000	-	-
C166	Ellington	High Street	Off A14 slip roads to village	Install new drainage system/renew kerbs and associated footway repairs	£ 78,000	-	-
C174	Warsley	Manor Farm Road	Village centre area	Replace old drainage system	£ 40,000	-	-
B1043	Offard Darcy	High Street	Graveley Road	Replace old drainage system	£ 110,000	-	-
C183	Yelling	High Street	from Village to B1040	Carriageway resurfacing	£ 225,000	-	-
B1090	Abbots Ripton	Station Road	Along embankment	Carriageway resurfacing/bank investigations	£ 350,000	-	-
C118	Warboys	Puddock Road/New Road Tick Fen	Worst sections - place to place	Carriageway reconstruction	£ 150,000	-	-
B660	Ramsey St Mary	Holme Road	Ramsey St Mary to Holme	Carriageway resurfacing/strengthening	£ 475,000	-	-
C110	Ramsey Heights	Ugg Mere Court Road	Through Ramsey Heights	Carriageway resurfacing/strengthening	£ 400,000	-	-
B1514	Huntingdon	Brampton Road	Railway Station to Hinchbrook School	Carriageway resurfacing	£ 75,000	-	-
Unc	St Ives	Mallard Road	Mallard Road estate	Resurface Footway	-	£ 65,000	-
Unc	Bluntisham	Meetings Walk	Off Holidays Road	Resurface Footway	-	£ 60,000	-
Unc	Warboys	High Street	From Church Street to Station Road	Resurface Footway	-	£ 90,000	-
B1040	Warboys	High Street	Nr the Green	Replace drainage system	-	£ 40,000	-
Unc	Huntingdon	Butts Grove Way	Conygar to California	Renew drainage system	-	£ 40,000	-
Unc	Hemmingford Grey	Apple Orchard	Off High Street	Renew drainage system	-	£ 122,000	-
Unc	St Ives	Hill Rise	From A1123	Carriageway resurfacing	-	£ 280,000	-
A1123	Bluntisham	Needingworth Road	From Station Road to Needingworth Road	Carriageway resurfacing/surface treatment	-	£ 346,000	£ 250,000
C167	Brampton	Grafham Road	From Lodge Farm cottage to Keepers Cottage	Carriageway resurfacing	-	£ 50,000	-
C174	Waresley	Manor Farm Road	From Pitsdean Road to St Ives Road	Carriageway resurfacing	-	£ 75,000	-
A141	Warboys	High Fen Straight Drove	Nr bends/Chatteris	Carriageway resurfacing	-	£ 175,000	-
Various	Various	A141 / A142 / A1123 / A1198	Various roundabouts along A roads	Carriageway crack sealing / joint repairs	-	£ 100,000	-
Various	St Ives	Town Centre area	Eastern town centre area	Relay small element paving	-	-	£ 100,000
Unc	Earith	Greenfields estate	Greenfields estate	Resurface Footway	-	-	£ 42,000
B1096	Ramsey Forty Foot	Benwick Road	From Forty Foot Road to village	Carriageway resurfacing	-	-	£ 250,000
B1040	Pidley	Fenton Road	Village to A141	Carriageway resurfacing	-	-	£ 230,000
A1123	St Ives	St Audrey Lane	Ramsey Road to/inc roundabout	Carriageway resurfacing	-	-	£ 500,000
Unc	St Ives	North Road	All road	Carriageway resurfacing	-	-	£ 120,000
Unc	Sawtry	St Andrews Way	Across bridge to village	Carriageway resurfacing	-	-	£ 130,000
Unc	Somersham	Bank Avenue	Cul de sac	Carriageway resurfacing	-	-	£ 30,000
C174/Unc	Waresley-cum-Tetworth	Drewels Lane / Tetworth Hill	Place to place	Carriageway repairs	-	-	£ 200,000
					£ 2,100,000	£ 1,443,000	£ 1,852,000

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Alconbury Weston	Footpath 3	From Maple to Frummetry	Slurry seal footways	inc	-	-
Unc	Alconbury Weston	Footpath 3	From Beech End to Rusts Lane	Slurry seal footways	inc	-	-
Unc	Alconbury Weston	Globe Lane C108	From Old North Rd to Lark Way	Slurry seal footways	inc	-	-
Unc	Alconbury Weston	Tanglewood	From Vinegar Hill to end	Slurry seal footways	inc	-	-
Unc	Godmanchester	Linden Grove	From Orchard Way to end	Slurry seal footways	inc	-	-
Unc	Godmanchester	Orchard Way	From Cambridge St to end	Slurry seal footways	inc	-	-
Unc	Hemingford Grey	Pound Rd	From Church St to Marsh Lane	Slurry seal footways	inc	-	-
Unc	Hemingford Grey	Saddlers Way	Stepping Stones to end	Slurry seal footways	inc	-	-
Unc	Hemingford Grey	Stepping Stones	From Marsh Lane to end	Slurry seal footways	inc	-	-
Unc	Hemingford Grey	Weir Close	Weir Rd to the end	Slurry seal footways	inc	-	-
Unc	Hemingford Grey	Weir Rd	From Marsh Lane Stepping Stones	Slurry seal footways	inc	-	-
Unc	Huntingdon	Desborough Rd	From Sapley Rd to Main St	Slurry seal footways	inc	-	-
Unc	Huntingdon	Mayfield Rd	From Desborough Rd to Butts Grove Way	Slurry seal footways	inc	-	-
Unc	Huntingdon	Owl Way	From Sapley Rd to Main St	Slurry seal footways	inc	-	-
Unc	Huntingdon	Sallow Bush Rd	Oxmorre Estate Phase 1	Slurry seal footways	inc	-	-
Unc	Kimbolton	The Carnaby	From Carnaby to New Town	Slurry seal footways	inc	-	-
Unc	Offord Cluny	High St		Slurry seal footways	inc	-	-
Unc	Offord Darcy	Gravelly Rd	From High St	Slurry seal footways	inc	-	-
Unc	Offord Darcy	Offord Darcy High St	From Park St to Orchard Way	Slurry seal footways	inc	-	-
Unc	St Ives	Ansley Way	From Hil Rise through estate	Slurry seal footways	inc	-	-
Unc	St Ives	Constable Rd	Marley Rd to Marley Rd	Slurry seal footways	inc	-	-
Unc	Stukeley	Ermine St	B1043 From Lancaster Way Great Stukeley Opposite Church Rd	Slurry seal footways	inc	-	-
Unc	Yaxley	Lancaster Way	Mere View to Windsor Rd	Slurry seal footways	inc	-	-
Full programme to be identified for 2017/18					-	inc	
Full programme to be identified for 2018/19					-	-	inc

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
B660	Catworth	Station Road	Speed limit to Bustard Hill	Surface Dress	inc	-	-
Unc	Catworth	Church End	Through to Little Catworth	Surface Dress	inc	-	-
Unc	Eaton Socon	Monarch Road	Bushmead Rd to Duloe Rd	Gripfibre	inc	-	-
C168	Gt Staughton	Little Staughton Road	B645 to county boundary	Surface Dress	inc	-	-
Unc	Gt Staughton	The Town	All road	Surface Dress	inc	-	-
B645	Hail Weston	Kimbolton Road	A1 Crosshall to Pastures Farm	Surface Dress	inc	-	-
B660	Holme	Station Road	Speed limit to Yaxley Road	Surface Dress	inc	-	-
Unc	Huntingdon	Maple Drive	All road	Micro Asphalt	inc	-	-
B663	Keyston	Toll Bar Lane	A14 to Raunds Rd	Surface Dress	inc	-	-
C98	Morborne	Morborne Road	Folksworth Rd to Bullock Rd	Surface Dress	inc	-	-
A1123	Needingworth	Bypass	Bluntisham Rd to 5 Acres Farm	Surface Dress	inc	-	-
C106	Old Weston	Buckworth Road	Old Weston B660 to Brook Lodge junction	Surface Dress	inc	-	-
Unc	Sawtry	The Wheatsheaves	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Buckingham Way	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Stump Cross	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Stanesgate	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Tinkers Lane	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Tort Hill	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Ashdale Close	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Hill Close	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Papyrus Way	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Oakley Drive	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Woodfield Road	All road	Micro Asphalt	inc	-	-
Unc	Sawtry	Westfield Road	All road	Micro Asphalt	inc	-	-
B1480	St Neots	Cambridge Road	Stone Hill to A428	Surface Dress	inc	-	-
B1043	Stilton	Old North Road	B660 to roundabout	Surface Dress	inc	-	-
A15	Yaxley	London Road	Haddon turning to West of Traffic lights	Surface Dress	inc	-	-
C183	Yelling	High Street	Toseland through village to speed limit	Surface Dress	inc	-	-

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Emma Murden						
-	Brampton	FP12	Riverbank is eroding resulting in reduction of width for Ouse Valley Way. This is starting to compromise safety of contractors using mowing equipment and will ultimately result in loss of footpath. Hedge needs removing (with landowners consent) or piling installing along riverbank.	£ 10,000	-	-
-	Brampton	FP13	Riverbank is eroding resulting in reduction of width for Ouse Valley Way. This is starting to compromise safety of contractors using mowing equipment and will ultimately result in loss of footpath. Hedge needs removing (with landowners consent) or piling installing along riverbank.	£ 10,000	-	-
-	Ellington	BR4	Scrub clearance through wooded sections 280+100m. Also drainage works past pond in West Wood.	£ 3,000	-	-
-	Abbotsley	BR1	Fill compressions and level ruts south of Footpath 5 to road	£ 3,000	-	-
-	Various	Routes to be identified		-	£ 11,000	£ 24,334
				£ 26,000	£ 11,000	£ 24,334

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Gareth Guest							
B1040	Ramsey	Great Whyte culvert	Along Great Whyte, near to clock tower	Complete strengthening brick arch culvert	£ 29,000	-	-
C121	St Ives	St Ives Flood Arches	London Road over River Great Ouse	Brick arch and parapet repairs to grade 2* listed viaduct	£ 417,000	-	-
C121	Fenstanton	Turnpike Bridge	High Street nr PH	Replace substandard weak bridge	-	-	£ 764,000
B660	Glatton	Glatton Bridge	Infield Road	Arch strengthening to substandard weak bridge	-	-	£ 150,000
					£ 446,000	£ -	£ 914,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Richard Ling							
B1514	Huntingdon	Ring Road	Hartford Road, at Fire Station	Refurbish signals at junction	£ 75,000	-	-
B1514	Huntingdon	Ring Road	The Avenue, Town Bridge	Refurbish signals at crossing	£ 82,500	-	-
Unc	St Ives	Ramsey Road	Near Kings Hedges / Chestnut Road	Refurbish signals at crossing	£ 47,000	-	-
B1514	Huntingdon	Hartford Road	At Desborough Road	Refurbish signals at junction	-	-	£ 150,000
					£ 204,500	£ -	£ 150,000

South Cambridgeshire

South Cambridgeshire Works Programme

Local Highway Improvements (Includes Accessibility & Rights of Way)

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Schemes to be identified for 2016/17 - following HCI committee in March 2016					£ 94,376	-	-
Schemes to be identified for 2017/18					-	£ 94,376	-
Schemes to be identified for 2018/19					-	-	£ 94,376
Contact Officer: Emma Murden							
Road Number	Parish/Town	ROW	Works		Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
-	Meldreth	FP4	Replacement of remaining stiles to allow greater access		£ 3,000	-	-
-	Conington	BR4	Reconfigure and replace gates at either end of bridge. Improve ground levels either side of bridge. Work with landowner to improve access from road		£ 5,000	-	-
-	Croydon	FP11	Install two kissing gates, clear scrub and make good surface		£ 3,000	-	-
-	Bourn	FP21	Build up ground levels with suitable hard material to allow surface water to flow to Brook along 250 metre length		£ 6,000	-	-
-	Haslingfield	FP15	Scope FP upgrade to BR round quarry raised with CEMEX - concerns re fence, width and edge proximity 980m		-	£ 25,000	-
-	Heydon	FP21	Wet surface on hillside to improve it requires five French drains and type one material imported (180m).		-	-	£ 10,000
-	Horseheath	FP7	Surface improvements to make good ground		-	-	£ 2,000
-	Papworth Everard	FP4	Continuation of surfacing (300m) to allow buggy access to SSSI wood.		-	-	£ 2,000
-	Stow cum Quy	BR5	Surface works to improve drainage of wet areas at southern end and making good surface		-	-	£ 4,000
					£ 111,376	£ 119,376	£ 112,376

Safety Schemes

To be invested in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Amanda Mays							
A10	Shepreth	Melbourn Bypass	At Frog End crossroads	Scheme construction	£ 113,000	-	-
					£ 113,000	£ -	£ -

Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements

Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer:							
LTP Schemes to be identified for 2016/17							
B1049	Histon / Impington	The Green	At Signals	Improvements to junction at signals	£ 135,000	-	-
B1049	Histon / Impington	Cambridge Road	At approach to A14 interchange	Improvements to access to roundabout	£ 85,000	-	-
B1050	Bar Hill / Longstanton	Hattons Road	Link from Bar Hill to Longstanton	Completion of footway/cycleway	£ 370,000	£ 336,000	£ 221,000
A1307	Babraham			Install cycling infrastructure	£ 300,000	-	-
					-	-	-
					-	-	-
					-	-	-
					£ 890,000	£ 336,000	£ 221,000

Carriageway & Footway Maintenance including Cycle Paths

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Andy Preston							
Unc	Harston	Queens Close	Off London Road	Resurface footways	£ 41,000	-	-
Unc	Sawston	Springfield Road	Includes Granta Road and Meadowfield	Resurface footways	£ 69,000	-	-
Unc	Comberton	Bush Close	Worst sections only	Resurface footways	£ 64,000	-	-
Unc	Guilden Morden	Cannon Close	All of cul de sac	Resurface footways	£ 28,000	-	-
Unc	Milton	Fen Road	From level crossing to A14	Replace /install drainage system	£ 38,000	-	-
C231	Little Wilbraham	Six Mile Bottom Road	On approaches to underpass	Install new gullies and soakaways	£ 34,000	-	-
Unc	Steeple Morden	The Green	Off Litlington Road	Replace/upgrade drianage system	£ 34,000	-	-
C284	Duxford	Moorfield Road	Village section	Replace/upgrade drianage system	£ 28,000	-	-
Unc	Fowlmere	Ryecroft Lane	In village	Replace/upgrade drianage system	£ 28,000	-	-
C240	Bartlow	Ashden Road	From Hadstock Road to County Boundary	Install new drainage system	£ 40,000	-	-
Unc	Swavesey	Blackhorse Lane	Outside 3 rose cottage	New drainage system	£ 35,000	-	-
Unc	Swavesey	Gibraltar lane	Middle Watch to School Lane	Replace /install drainage system	£ 40,000	-	-
Unc	Oakington	Orchard Way	Nr 15 Orchard Way	New drainage system	£ 82,000	-	-
A505	Whittlesford / Duxford		Railway bridge to A1301- Phase 1	Carriageway resurfacing	£ 320,000	-	-
A505	Thriplow	Newmarket Road	Near Heath Farm	Carriageway resurfacing	£ 300,000	-	-
C200	Coton	Grantchester Road	Pt Roundabout, slip road and overbridge (M11)	Carriageway resurfacing	£ 115,000	-	-
Various	Various	A428 / A1198 / A603	6 no. roundabouts along A roads	Carriageway crack sealing / joint repairs	£ 100,000	-	-
Unc	Willingham	Wilford Furlong	Worst sections only	Resurface footways	-	£ 90,000	-
B1050	Willingham	Shelford Road	From A1123 towards village	Recycle carriageway*provisional estimate	-	£ 1,400,000	-
A505	Whittlesford / Duxford		Railway bridge towards M11 - Phase 2	Carriageway resurfacing	-	£ 250,000	-
A1307	Linton	Cambridge Road	Outside Daleheads Food, Eastbound dual carriageway - worst section only	Carriageway resurfacing	-	£ 100,000	-
A1307	Babraham	Cambridge Road	Outside the Granary to The Farm House	Carriageway resurfacing	-	£ 180,000	-
C267	Little Chishill	Little Chishill Road	From May Street to Little Chishill - worst sections only	Carriageway resurfacing	-	£ 50,000	-

B1050	Bar Hill	From Bar Hill roundabout to Bridge	Bar Hill intersection	Carriageway resurfacing	-	£ 120,000	-
Unc	Cottenham	Coolidge Gardens	Off Beach Road	Carriageway resurfacing	-	£ 75,000	-
B1042	Croydon to Tadlow	Lower Road	From A1198 Ermine way to Tadlow	Carriageway resurfacing	-	£ 70,000	-
Unc	Longstanton	Ladywalk/Brookfield Drive	All estate off High Street	Resurface footways	-	-	£ 72,000
A1198	Caxton	Ermine Street / Royston Rd	2 sections from A428	Carriageway resurfacing	-	-	£ 220,000
C194	Madingly	The Avenue	From Madingly towards A14	Carriageway resurfacing/reshaping	-	-	£ 120,000
C259	Barton	Haslingford Road	From A603 to village speed limit	Carriageway resurfacing	-	-	£ 100,000
A10	Hauxton/Harston	Cambridge Road	M11 to London Road, Harston	Carriageway resurfacing	-	-	£ 980,000
B1040	Eltisley	Croxton Raod	Fromm A428	Carriageway resurfacing	-	-	£ 288,000
					£ 1,396,000	£ 2,335,000	£ 1,780,000

Footway Slurry Sealing - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Milton	Benet Close	Cambridge Rd to end	Slurry seal footways	inc	-	-
Unc	Over	Chapmans Way	All	Slurry seal footways	inc	-	-
Unc	Over	Highpiece Cres		Slurry seal footways	inc	-	-
Unc	Teversham	Fulbourn Close	Church Rd to the end	Slurry seal footways	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Carriageway Recycling process - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
Unc	Toft	Miller's Rd	All	Carriageway Retread	inc	-	-
Unc	Milton	Fen Rd	Last house to river	Carriageway Retread	inc	-	-
Unc	Gamlingay		From Hatley Rd to Long Lane	Carriageway Retread	inc	-	-
Unc	Waterbeach	Chittering Drove	School Lane to end	Carriageway Retread	inc	-	-
Unc	Waterbeach	Long Drove	Bannold Rd to Clay Bridge	Carriageway Retread	inc	-	-
Full programme to be identified for 2017/18					-	inc	-
Full programme to be identified for 2018/19					-	-	inc

Surface Treatment Schemes - Funded from Carriageway & Footway Maintenance

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jon Clarke							
C269	Melbourn	Station Road	Station Rd, Meldreth to High Street	Micro Asphalt	inc	-	-
C284	Whittlesford	Duxford Road	Royston Rd to Church Lane	Surface Dress	inc	-	-
C261	Fowlmere	Shepreth Road	A10 to High Street	Surface Dress	inc	-	-
Unc	Sawston	Babraham Road	Cambridge Rd to speed limit	Surface Dress	inc	-	-
Unc	Fowlmere	Fowlmere Road	Cambridge Rd to Shepreth Rd	Surface Dress	inc	-	-

Unc	Great Shelford	Granhams Road	From Cambridge Road	Gripfibre	inc	-	-
Unc	Sawston	Dale Way	All road	Micro Asphalt	inc	-	-
Unc	Great Shelford	Buristead Road	All road	Micro Asphalt	inc	-	-
Unc	Cottenham	Harlstones Road	Inc Lyles and estate	Micro Asphalt	inc	-	-
Unc	Impington	Villa Road	inc The Crescent/South Rd and estate	Micro Asphalt	inc	-	-
C190	Cottenham	Beach Road	Cottenham speed limit to Landbeach junction	Surface Dress	inc	-	-
C193	Dry Drayton	Scotland Road	Scotland Farm to Dry Drayton	Surface Dress	inc	-	-
C236	Fulbourn	Balsham Road	Dogets Lane to Carter Bridge	Surface Dress	inc	-	-
Unc	Linton	Symonds Lane	All road	inc	inc	-	-
Unc	Linton / Hildersham	Back Road	From Hildersham cross roads to Linton	Surface Dress	inc	-	-
Unc	Balsham	Mays Avenue	All road	Micro Asphalt	inc	-	-
B1052	Linton	The Grip		Surface Dress	inc	-	-
Unc	Linton	The Grip	All road	Micro Asphalt	inc	-	-
Unc	Landbeach	Spaldings Lane	Cockfen Lane to Green End	Micro Asphalt	inc	-	-
Unc	Stow-Cum-Quy	Herrings Close	All road	Micro Asphalt	inc	-	-
C283	Hardwick	St Neots Road	Madingly Mulch to roundabout nr. Childerly	Gripfibre	inc	-	-
C199	Hardwick	Cambridge Road	St Neots Rd to Comberton Rd	Surface Dress	inc	-	-
C271	Bassingbourn	The Causeway	A1198 to school	Surface Dress	inc	-	-
C179	Gamlingay	Everton Road	Potton Rd to county boundary	Surface Dress	inc	-	-
Unc	Gamlingay	St Mary's	All road	Micro Asphalt	inc	-	-

Bridge Strengthening

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Gareth Guest							
A505	Whittlesford	Whittlesford rail bridge	Bridge over Cambridge to London Liverpool Street line	Parapets / Edge beam replacement / refurbishment	£ 1,200,000	-	-
C204	Histon	Park Lane culvert	Park Lane	Replace sub standard weak bridge (improve flood capacity)	-	-	£ 600,000
					£ 1,200,000	£ -	£ 600,000

Traffic Signal Replacement

Road Number	Parish/Town	Street	Location	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Richard Ling							
A1301	Great Shelford	London Rd	At Station Road junction	Refurbish signals at junction	£ 155,000	-	-
B1049	Impington	Bridge Road	At Cambridge Road	Refurbish signals at junction	-	£ 70,000	-
C249	Sawston	Cambridge Road	At New Road	Refurbish signals at junction	-	-	£ 200,000
B1047	Fen Ditton	Horningsea Road	Near High Ditch Road	Refurbish signals at crossing	-	-	£ 52,000
Unc	Melbourn	High Street	At Station Road junction	Refurbish signals at junction	-	-	£ 158,000
					£ 155,000	£ 70,000	£ 410,000

Rights of Way

Maintaining the Rights of Way network

Road Number	Parish/Town	ROW	Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Emma Murden						
-	Boxworth	BY8	Repair damaged surface and preparing for Traffic Restriction	£ 12,000	-	-
-	Castle Camps	BY7	Install French Drains and clear drainage channels removing scrub holding back run-off, import materials to raise ground levels and fill ruts	£ 12,000	-	-
-	Croydon	FP12	Clear scrub and level ground	£ 1,000	-	-
-	Linton	BR25	1120 metres of scrub clearance from road to cross field section to allow horse riders to use. NB. Sections will need clearing by hand.	£ 4,000	-	-
-	Guilden Morden	FP15	Cut back scrub to boundary fencing	£ 1,000	-	-
-	Guilden Morden	BY50	Repair damage surface caused by ruts and clear scrub to the sides	£ 4,000	-	-
-	Great Gransden	FP7	Waterlogged footpath needs draining to drain next to Eltisley Road - approximately 130 metres of drainage and scrub clearance required. Firm up surface at the same time.	-	£ 8,000	-
-	Heydon	BR9	Surface and drainage works (300m) east of Fowlmere Road. Working in partnership with landowner & PC	-	£ 9,000	-
-	Guilden Morden	BY49	Fill ruts with road planings along 920 metres length	-	£ 13,900	-
-	Linton	BR20	Drainage works to resolve current spring erosion to surface	-	£ 2,000	-
-	Linton	BR20	Hydrological survey to assess future proofing from water damage from rising springs	-	£ 4,000	-
-	Linton	BR28	Create ramp up highway bank and clear hedge to allow access	-	£ 10,000	-
-	Fen Ditton	FP8	Clear scrub back to boundary fencing and between drain edge to Highway Boundary Markers	-	£ 2,500	-
-	Fen Drayton	BR6	Clear overhanging side scrub	-	£ 1,600	-
-	Great Abington	FP3	Scrub clearance along either side of footpath for 200 metres	-	£ 1,000	-
-	Great & Little Eversden	BR9	Repair surface damage on hill side caused by water erosion and install drains then fill compressions on top of hill	-	£ 15,000	-
-	Histon	BR5	Overgrowth spoiling the cut access	-	-	£ 2,000
-	Kingston	BY1	Porter's Way - clear scrub and manage dead elms in verge - 1,400 metres on both sides	-	-	£ 7,000
-	Longstantonn	BR10	Clear scrub back to boundary drain and hedgerow, 890 metres	-	-	£ 3,000
-	Melbourn	BY19	Scrub clearance along entire route cutting back to boundaries	-	-	£ 2,000
-	Over	BR23	Repair ruts, cut back vegetation to sides and install gates to restrict vehicular access	-	-	£ 7,500
-	Swavesey	BR5	Scrub clearance along top of bank to clear access for horse riders	-	-	£ 2,000
-	Toft	FP1	Clear 140 metres of scrub so that people avoid using field	-	-	£ 1,500
-	Tadlow	FP16	5m wide track overgrown with scrub from hedge on eastern boundary.	-	-	£ 2,000
				£ 34,000	£ 67,000	£ 27,000

Countywide

Countywide Works Programme

Air Quality Monitoring

Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the County

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Edward Cheng			
Contribution to funding for analysis of monitoring outputs and further research	£ 5,000	£ 5,000	£ 5,000
Air Quality continuous monitoring	£ 9,000	£ 9,000	£ 9,000
Contribution to planning and development of measures required to improve Air Quality in AQMAs	£ 9,000	£ 6,000	£ 6,000
	£ 23,000	£ 20,000	£ 20,000

Major Scheme Development

Early development of schemes and provision of new infrastructure

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Brian Stinton			
Early development of major scheme work, including staff costs	£ 400,000	£ 400,000	£ 400,000
	£ 400,000	£ 400,000	£ 400,000

Local Highway Improvements (Includes Accessibility & Rights of Way)

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Sonia Hansen			
Accessibility - to invest in minor improvements to enable increased access for vulnerable users	£ 15,000	£ 15,000	£ 15,000
Contact Officer: Emma Murden			
Improvements to finger signs - Working with partners countywide to produce more detailed descriptive signs, builds confidence and encourages use of paths contributing to health improvement and local businesses	£ 20,000	-	-
	£ 35,000	£ 15,000	£ 15,000

Safety Schemes

To be invested in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Amanda Mays			
Countywide minor improvements / design for future schemes	£ 157,000	£ 144,000	£ 144,000
Countywide - Various Primary routes to be confirmed - Route remedial study and implementation	£ 100,000	£ 250,000	£ 50,000
Countywide- Various Rural bends to be prioritised - Rural bend remedial measures, investigation on sites including B1040 - Bury to Warboys, B1411 - Ely Road, Little Downham & C134 - Branch Bank, nr. Clayway Farm	£ 200,000	£ 200,000	£ 100,000
	£ 457,000	£ 594,000	£ 294,000

Strategy Development & Integrated Transport Schemes

Resources to support the development of transport strategies, policies and to progress feasibility work and early scheme development.

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Jeremy Smith			
Staff management costs and strategy development costs	£ 345,000	£ 345,000	£ 345,000
	£ 345,000	£ 345,000	£ 345,000

Delivering Transport Plan Aims & Cambridgeshire Sustainable Transport Improvements

Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Transport Strategy improvements to be confirmed	£ 868,000	£ 868,000	£ 868,000
Sustainable Transport improvements to be confirmed	£ 383,000	£ 386,000	£ 386,000
Contact Officer: Mike Davies			
Minor walking and cycling improvements, and to fund partnership projects for instance with rail operators and District Councils	£ 20,000	£ 20,000	£ 20,000
Contact Officer: Sonia Hansen			
Support parking management review and resulting measures	£ 50,000	£ 50,000	£ 50,000
Contact Officer: Paul Nelson			
Traveline development and maintenance – local authority contribution to national service	£ 20,000	£ 20,000	£ 20,000
Small scale bus stop facility improvements	£ 5,000	£ 5,000	£ 5,000
	£ 1,346,000	£ 1,349,000	£ 1,349,000

Carriageway & Footway Maintenance including Cycle Paths

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Emma Murden			
Countywide capitalised road patching	£ 1,040,000	£ 1,040,000	£ 1,040,000
Locally determined minor capital schemes	£ 650,000	£ 650,000	£ 600,000
Contact Officer: Jonathan Clarke			
Countywide Surface Treatment programme - schemes for 2015/16 listed under District/City areas. Schemes for 2016/17 and 2017/18 to be confirmed	£ 4,200,000	£ 4,200,000	£ 4,000,000
Preparation for surface treatment schemes, as above	£ 1,000,000	£ 1,000,000	£ 900,000
Countywide Retread programme - schemes for 2015/16 listed under District/City areas. Full programme for 2016/17 and 2017/18 to be confirmed	£ 1,300,000	£ 1,200,000	£ 1,000,000
Countywide safety fence /renewals - schemes to be prioritised in year. Full programme for 2016/17 and 2017/18 to be confirmed	£ 250,000	£ 200,000	£ 200,000
Countywide Footway slurry seal programme - schemes for 2015/16 listed under District/City areas. Full programme for 2016/17 and 2017/18 to be confirmed	£ 600,000	£ 500,000	£ 450,000
Contact Officer: Andy Preston / Barry Wylie			
Investigation and design for future schemes	£ 280,000	£ 260,000	£ 260,000
Drainage schemes to be identified	£ -	£ 683,000	£ 900,000
	£ 9,320,000	£ 9,733,000	£ 9,350,000

Rights of Way

Maintaining the Rights of Way network

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Gareth Guest			
Fund to repair, replace and upgrade bridges as a result of inspections	£ 40,000	£ 40,000	£ 40,000
	£ 40,000	£ 40,000	£ 40,000

Street Lighting

Budget to implement the Street Lighting Policy changes made by Cabinet in January 2013 to lessen the impact of permanently removing streetlights upon communities.

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Alan Hitch			
Various Countywide locations to lessen impact of removed columns	£ 35,000	-	-
	£ 35,000	-	-

Bridge Strengthening

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Gareth Guest			
Design for future years schemes & capitalised minor improvements	£ 450,000	£ 450,000	£ 450,000
	£ 450,000	£ 450,000	£ 450,000

Traffic Signal Replacement

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Richard Ling			
Design for future years schemes	£ 20,000	£ 20,000	£ 20,000
Stratos system development for UTC / RMS	£ 30,000	£ -	£ -
	£ 50,000	£ 20,000	£ 20,000

Smarter Travel Management - Integrated Highway Management Centre

The Integrated Highways Management Centre(IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Sonia Hansen			
Expand our existing Intelligent Transport Systems to provide further integration in delivering transport information to the public and our partners. Provide new facilities into the IHMC including additional CCTV coverage, variable message signs (VMS) and other technology to better inform the public on our highway network conditions	£ 195,000	£ 200,000	£ 200,000
	£ 195,000	£ 200,000	£ 200,000

Smarter Travel Management -Real Time Bus Information

Provision of real time passenger information for the bus network.

Works	Budget 2016/17 £	Budget 2017/18 £	Budget 2018/19 £
Contact Officer: Sonia Hansen			
Add further displays to areas of key footfall and other strategic use, add or replace bus kit as fleets change and invest further in more direct channelling of information to users	£ 155,000	£ 165,000	£ 165,000
	£ 155,000	£ 165,000	£ 165,000

Agenda Item No: 6**SERVICE COMMITTEE REVIEW OF DRAFT BUSINESS PLANNING PROPOSALS
FOR 2016/17 TO 2020/21**

To: Highways and Community Infrastructure Committee

Meeting Date: 12 January 2016

From: Graham Hughes, Executive Director (Economy, Transport, Environment)

Chris Malyon, Chief Finance Officer

Electoral division(s): All

Forward Plan ref: Not applicable **Key decision:** No

Purpose: This report provides the Committee with an overview of the draft Business Plan Proposals for Economy, Transport and Environment, and specifically those that are within the remit of the Highways and Community Infrastructure Committee.

Recommendation: It is requested that Committee:

- a) note the overview and context provided for the 2016/17 to 2020/21 Business Plan proposals for the Service, updated since the last report to the Committee in November.
- b) comment on the draft revenue savings proposals that are within the remit of the Highways and Community Infrastructure Committee for 2016/17 to 2020/21, and endorse them to the General Purposes Committee as part of consideration for the Council's overall Business Plan
- c) comment on the changes to the capital programme that are within the remit of the Highways and Community Infrastructure Committee and endorse them
- d) Note the ongoing stakeholder consultation and discussions with partners and service users regarding emerging business planning proposals

Officer contact:	
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1. OVERVIEW

- 1.1 The Council's Business Plan sets out how we will spend our money to achieve our vision and priorities for Cambridgeshire. Like all Councils across the country, we are facing a major challenge. Our funding is reducing at a time when our costs continue to rise significantly due to inflationary and demographic pressures. This means that despite the way in which we have been able to stimulate local economic growth, and the improving national economy, the financial forecast for the Council continues to present huge challenges.
- 1.2 The Council has now experienced a number of years of seeking to protect frontline services in response to reducing government funding. Looking back, we have saved £73m in the last two years and are on course to save a further £30m this year (2015/16). As a result, we have had to make tough decisions over service levels during this time. Over the coming five years those decisions become even more challenging. The choices are stark and unpalatable but very difficult decisions will need to be made as the Council has a statutory responsibility to set a balanced budget each year, as well as a duty to provide the best possible services for Cambridgeshire's communities. It is the Chief Finance Officer's statutory role to provide a statement on the robustness of the budget proposals when they are considered by Council in February.
- 1.3 This year the Council has agreed to move towards an outcome-led approach to business planning. This is defined and described through the draft Strategic Framework that was approved by the General Purposes Committee on 20 October this year
(<http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=12221>).
- 1.4 The Strategic Framework sets out the outcomes that the Council will work towards achieving, and the ways of working the Council will adopt, in the face of prolonged and extensive budget pressures. It is not a solution to austerity in itself, but instead it is the approach the Council has taken to best tackle the huge challenges it faces.
- 1.5 Within this new framework, the Council continues to undertake financial planning of its revenue budget over a five year timescale which creates links with its longer term financial modelling and planning for growth. This paper presents an overview of the proposals being put forward as part of the Council's draft revenue budget.
- 1.6 Funding projections have been updated based on the latest available information to provide a current picture of the total resource available to the Council. At this stage in the year, however, projections remain fluid and will be reviewed as more accurate data becomes available.
- 1.7 The main causes of uncertainty are the effects of the Comprehensive Spending Review (CSR) issued on 25 November. Several of the announcements impact on the funding available to, and responsibilities of, local government from 2016/17 onwards, although a consultation document on the grant settlement has been published. Until the detailed Local

Government Finance Settlement is issued and can be analyzed we cannot be certain of the impact on the Council. These budget proposals are prepared on the basis of financial modelling that takes into account some announcements from the CSR, but that does not yet take into account the full settlement. It should be noted that an initial assessment of 2016/17 settlement consultation document suggests that the council is likely to lose an additional £5m of Revenue Support Grant in 2016/17. A full briefing on the finance settlement is expected to be issued in early January. Once the finance settlement is issued, a full review of our estimates of funding for the five year period will be undertaken, and budget proposals will be reviewed if necessary.

- 1.8 The Council issues cash limits for the period covered by the Business Plan (rolling five years) in order to provide clear guidance on the level of resources that services are likely to have available to deliver services over that period. To maintain stability for services and committees as they build their budgets we will endeavor to minimise variation in cash limits during the remainder of the process unless there is a material change in the budget gap.
- 1.9 The Committee is asked to endorse these proposals for consideration as part of the Council's development of the Business Plan for the next five years.
- 1.10 The Committee has previously received reports from the public consultation carried out as part of this year's business planning process. An updated summary report is attached as Appendix 1.

2. SUMMARY OF THE DRAFT REVENUE BUDGET

- 2.1 In order to balance the budget in light of the cost and reduced government funding, savings or additional income of £42.9m are required for 2016-17, and a total of £121m across the full five years of the Business Plan. The following table shows the total amount necessary for each of the next five years, split by service block:

Service Block	2016-17 £'000	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000
Children, Families and Adults	-31,299	-22,175	-16,499	-13,112	-8,048
Economy, Transport and Environment	-6,815	-3,663	-2,856	-2,041	-982
Public Health	-1,979	-1,198	-685	-830	-515
Corporate and Managed Services	-1,892	-1,746	-319	-869	-430
LGSS Operational	-971	-571	-803	-708	-351
Total	-42,956	-29,353	-21,162	-17,560	-10,326

- 2.2 In some cases services have planned to increase locally generated income instead of cutting expenditure. For the purpose of balancing the budget these two approaches have the same effect and are treated in the same way.
- 2.3 A list of pressures was reported in October, but since then two further pressures have been factored into financial modelling. These further pressures have not required an increase in the total level of savings, as it is anticipated that corporate funding will be available. The pressures are:

Service Block/Description	2016-17 £'000	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000
CFA: National Living Wage	4,956	4,861	4,765	4,763	4,833
CST: Apprenticeship Levy	0	500	0	0	0

- 2.4 Budget tables to date had assumed government funding to offset the National Living Wage pressure. The 2016/17 settlement consultation contained no funding for this new burden, however. It is likely that the flexibility for upper-tier councils to raise Council Tax by an additional 2% to support adult social care announced in the Autumn Statement is intended to give councils a means to fund this pressure.
- 2.5 Delivering the level of savings required to balance the budget becomes increasingly difficult each year. Work is still underway to explore any alternative savings that could mitigate the impact of our reducing budgets on our front line services, and business plan proposals are still being developed to deliver the following:

Service Block	2016-17 £'000	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000
Children, Families and Adults	0	0	0	0	0
Economy, Transport and Environment	0	-1,135	-2,391	-2,041	-982
Public Health	0	0	-755	-912	-562
Corporate and Managed Services	0	0	-285	-827	0
LGSS Operational	0	0	0	0	0
Total	0	-1,135	-3,431	-3,780	-1,544

- 2.6 The level of savings required is predicated on an expected 1.99% increase in council tax each year. This assumption was built into the Medium Term Financial Strategy (MTFS) which was agreed by Full Council. For each 1% more or less that council tax is changed, the level of savings required will change by approximately +/-£2.4m.
- 2.7 Since the reports that were considered by the December service committees, additional funding headroom has been identified as a result of the change in the treatment of Public Health Grant (PHG) funding required by an announcement in the Comprehensive Spending Review. The PHG was ring-fenced for a further two years, which has resulted in an element of the overall savings allocation moving to PHG-funded services in order to ensure total PHG-funded expenditure matches the actual grant. This headroom will allow the removal of a limited number of savings that were originally planned.
- 2.8 The following savings in ETE were recommended to be removed by Highways & Community Infrastructure and Economy & Environment Committees in December:

Directorate	Committee	Proposal	2016/17 Impact £'000	2017/18 Impact £'000
ETE	HCI	Reactive highway maintenance	452	
ETE	HCI	Cyclic highway maintenance	217	
ETE	HCI	Mobile libraries	55	105
ETE	EE	Fenland Learning Centres		90
ETE	EE	Reduction in Passenger Transport Services	694	
Total			1,418	195

The following savings are also proposed to be removed:

Directorate	Committee	Proposal	2016/17 Impact £'000	2017/18 Impact £'000
CFA	CYP	Post-16 home to school transport saving for disadvantaged students	250	
CFA	CYP	Assistant Locality Manager posts in highest need areas	80	
CFA	Adults	Voluntary sector adult mental health contracts	134	
CFA	Adults	Community Equipment	100	
CFA	CYP	Personal budgets for children with disabilities	200	
CFA	CYP	NEET post to partly offset planned reductions	40	
PH	Health	Tobacco control: engagement with at risk groups	50	
PH	Health	Joint health intelligence unit with NHS/ reduced JSNA work	50	
PH	Health	Health visiting/family nurse partnership	100	
CST	GPC/Health	Time-banking and contact centre public health activities	35	
CFA	Adults/Health	Older people's day services £150k	150	
ETE	EE/Health	Market town transport strategy – public health impact	40	
Total			1,229	0

3. OVERVIEW OF ECONOMY, TRANSPORT AND ENVIRONMENT'S DRAFT REVENUE PROGRAMME

- 3.1 In addition to the changes recommended by Committees and included in section 2 of this report, ongoing reviews of the business plan proposals by officers have resulted in further proposed changes. These are detailed in the table below and are also included in the budget tables at Appendix 2:

Ref	Title	Previous figures	Change
B/R.6.100	Replace traffic route and accrued streetlights with LEDs	2016/17 – £50k 2017/18 – £50k	Further analysis has shown that the original savings figures are unachievable and so these have been reduced by £13k to £37k in 2016/17 and by £36k to £14k in 2017/18
B/R.6.106	Downscale the team managing the streetlighting PFI contract	2016/17 - £70k	Reduced by £26k to £44k
B/R.6.114	Withdraw County Council funding for school crossing patrols	2016/17 - £202k	Further analysis has shown that it may not be possible to withdraw from all of the crossing patrols so this has been reduced by £80k to £122k
B/R.6.123	Remove RECAP Funding	2016/17 – £37k	Further analysis has shown that continuing funding the RECAP Partnership but at a reduced level could give significant future savings in waste disposal costs for the Council so the saving has been reduced by £19k to £18k
B/R.6.125	Highways Reactive Maintenance	2016/17 – £364k	Increased by £88k to £452k to return the figure to that originally proposed
B/R.6.127	Replace traffic route and accrued streetlights with LEDs – Repayment of Financing costs	2016/17 £0k	£47k. The overall cash limit has been adjusted to take account of this adjustment.
B/R.6.128	Road Safety projects & campaigns – savings required due	2016/17 £0k	£36k. This funding will be reduced from the Public Health grant

	to change in Public Health Grant		and the activity will reduce by a corresponding amount.
B/R.6.129	Review Trading Standards Public Health Activities – savings required due to change in Public Health Grant	2016/17 £0k	£15k
B/R.6.205	Remove one planning enforcement post	2016/17 - £30k	Further analysis of planning enforcement activity has shown that reducing capacity by one post will present significant risks to the Council so it is proposed that this proposal is removed.
B/R.6.213	Market Town Transport Strategy – savings required due to change in Public Health Grant	2016/17 £0k	£40k
B/R.6.214	Fenland Learning Service – Savings required due to change in Public Health Grant	2017/18 £0k	£90k
B/R.7.118	Review of charges across ETE	2016/17 £45k	Increased by £80k to £125k to fund the shortfall in B/R.6.114 Withdrawal of funding for school crossing patrols.

4. CAPITAL PROGRAMME UPDATE

- 4.1 The draft capital programme was reviewed individually by service committees in September and was subsequently reviewed in its entirety, along with the prioritisation of schemes, by General Purposes Committee in October. No changes were made as a result of these reviews, though work has been ongoing to revise and update the programme in light of changes to overall funding or to individual schemes. Any changes, if required, were presented to service committees in December.
- 4.2 The Council is still awaiting funding announcements regarding various capital grants which are expected to be made during January, plus the ongoing nature of the capital programme inevitably means that circumstances are continual changing. Therefore Services will continue to make any necessary updates in the lead up to the GPC meeting at which the full draft Business Plan is considered.

- 4.3 The Capital Programme Board is to review the phasing of the capital programme, which may also result in changes to the programme and consequently changes to the revenue costs of the capital programme.
- 4.4 New proposal added, B/C.3.109 Replacement of accrued streetlights with LEDs. The cost of this scheme is £705k and is funded by repayable borrowing. This investment is linked to revenue savings proposals B/R.6.100 and B/R.6.127.

5. NEXT STEPS

January	General Purposes Committee meets to consider the impacts of the Local Government Finance Settlement
February	General Purposes Committee meets to consider the full Business Plan and recommend it to Full Council
February	Draft Business Plan for 2016/17 discussed by Full Council.
March	Publication of final CCC Business Plan for 2016/17. Ongoing work to deliver savings proposals.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

The services discussed in this report play a significant role in enabling the Council to achieve this priority. If services are cut then the impact on communities across Cambridgeshire could be severe. Further details are contained in the CIAs that are being considered at the meeting.

6.2 Helping people live healthy and independent lives

The services discussed in this report play a significant role in enabling the Council to achieve this priority. If services are cut then the impact on communities across Cambridgeshire could be severe. Further details are contained in the CIAs that are being considered at the meeting.

6.3 Supporting and protecting vulnerable people

The services discussed in this report play a significant role in enabling the Council to achieve this priority. If services are cut then the impact on communities across Cambridgeshire could be severe. Further details are contained in the CIAs that are being considered at the meeting.

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

There are significant resource implications associated with the proposals set out in the current Business Plan and that we are considering for future years. Our proposals seek to ensure that we are making the most effective use of available resources across the range of ETE services. The implications of the proposals will be considered throughout the Business Planning process and the Committee will be fully informed of progress.

7.2 Statutory, Risk and Legal Implications

The proposals set out in this report respond to the statutory duty on the Local Authority to deliver a balanced budget.

7.3 Equality and Diversity Implications

The size of the financial challenge means that services will need to continue to seek to improve their effectiveness, but the level and range of services that can be provided is generally reducing. The scale of the savings requires a fundamental review and change of service provision that will lead to very different way of working across ETE Services compared to current arrangements. Further details are contained in the CIAs that are being considered at the meeting.

7.4 Engagement and Consultation Implications

Our Business Planning proposals are informed by our knowledge of what communities want and need. They will also be informed by the County Council public consultation on the Business Plan and will be discussed with a wide range of partners throughout the process (some of which has begun already). Community Impact Assessments (CIAs) on those 2016/17 proposals where they are needed are being considered at the meeting.

7.5 Localism and Local Member Involvement

The proposals set out in this report are predicated on empowering communities (both geographical and of interest) to do more for themselves, as we shift our focus from meeting the needs of individuals to supporting communities and families. As the proposals develop, we will have detailed conversations with Members about the impact of the proposals on their localities. Communities will have varying degrees of capacity to address these issues and this will require further consideration. As part of this we will have detailed conversations with members about the implications of these proposals for specific localities.

7.6 Public Health Implications

A number of the proposals within this report will have potential implications for public health. We are working closely with Public Health colleagues to ensure our emerging Business Planning proposals are aligned.

Source Documents	Location
The 2015/16 Business Plan	http://www.cambridgeshire.gov.uk/info/20043/finance_and_budget/90/business_plan_2015_to_2016

CAMBRIDGESHIRE COUNTY COUNCIL 2015 BUSINESS PLANNING CONSULTATION

FINAL RESULTS

DEC 2015

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EXECUTIVE SUMMARY

INTRODUCTION AND METHODOLOGY

There has been a shift in emphasis for this years' Business Planning Consultation. Councillors have advocated a longer term approach that seeks to both inform and engage with the public around the issues and challenges that the organisation faces. In particular the Council has moved away from asking a core set of questions about priorities towards questions that focus on the community's capacity to mitigate against some of the worst impact of the cuts being made to services as well as support the Council in its long term aim to prevent or delay people from requiring support.

In line with this approach the council has ceased to commission a 'paid for' doorstep survey, where a market research company was employed to gain the views of a representative sample of Cambridgeshire residents. Instead a significantly smaller sum of money was spent on a more enduring budget challenge animation which could be used throughout the next eighteen months to explain to people what the pressures on local government budgets were and how the County Council was responding to them. The animation was posted to YouTube and at the time of writing this has been viewed over 1,700 times.

The animation was supported by an on-line survey and together both items were publicised through various media channels. In total, 668 members of the public responded to the survey.

In addition to the on-line survey there were four direct engagement events with the community. The communication material from these was based upon the messages within the animation. These events were led by the Community Engagement Team and a range of staff from across County Council services took part. Overall this engagement directly reached over 350 people.

An engagement exercise was also carried out with the business community. The target audience were small and medium sized enterprises (SME). This was facilitated by the Cambridgeshire Chambers of Commerce who invited County Council representatives to local chamber committee meetings. There was also a County Council presence at the Chamber's regular 'B2B' event (that allows local businesses to network and communicate business to business services). Overall direct discussions were held with the representatives of 75 businesses through these methods.

SUMMARY RESULTS

ONLINE CONSULTATION

The results of the survey represent a 'self-selecting' audience of 668 members of the public. By the nature of the methodology the sample only includes those who have access to the internet either at home or through public access points. The sample also includes 10% more women than men and significantly fewer people under the age of twenty-five than expected given the demography of the County.

Response to the challenge and service priorities

- 83% of respondents agreed that the YouTube Animation left them with a good understanding of the challenges faced by the County Council and over 90% of respondents felt concerned by these challenges.
- Concerns were raised about the effect of reducing essential services, ranging from care support to wider services such as libraries or children's centres, described as *"a vital lifeline to many vulnerable, lonely, isolatedpeople"*.
- Looking across three broad categories of service respondents preferred to look for savings against universal services that everyone used (69% selecting the service area for a lower level of spending)

compared to cutting targeted services (50%) or care packages (39%).

- There was a similar level of strong support amongst respondents for all of the County Council's seven priorities.

Increased Community Involvement

- Respondents were asked how realistic different messages in the animation were. The majority of respondents felt that all of the messages were realistic in at least some communities.

'Seeking greater involvement in services' by town or parish councils or by businesses was considered to be most realistic (over 90% saying this was realistic in at least some communities). Whereas 'encouraging communities to get involved in delivering our services' was considered to be least realistic (79%).

However 79% of all respondents did feel that it was appropriate to ask residents to become more involved in their own communities.

- Just under three quarters of respondents identified that 'time' was the biggest barrier against people getting more involved in their local community. 46% identified that 'unwillingness' on behalf of some community members was a problem and 44% identified 'understanding what is expected' as a barrier.
- Over a third of respondents indicated that did not 'volunteer' at all. This rises to over half of all respondents if added to those who said that they volunteered for less than five hours in an average month. A small proportion of respondents (12%) volunteered for over 20 hours per month.
- 41% of respondents were prepared to give more of their time to their local community. Of the volunteering options presented supporting older people was the most popular (37% interest) but there was also strong interest in a number of other volunteering possibilities.
- Female respondents were more inclined to express an interest in getting involved in their local community, with a higher proportions indicating interest in getting involved with their local library, assisting vulnerable older people, supporting children in need of fostering. Male respondents expressed a markedly greater interest in getting involved in local democracy and local politics.

Council Tax

- When asked how far they agreed with the idea of increasing Council Tax to reduce the cuts to services, 60% of respondents either strongly agreed or tended to agree. This is a marked increase from last year, where less than 50% of respondents felt this way.
- There was a greater willingness to accept some sort of an increase to council tax compared to previous years. 81% were willing to accept an increase, compared to 78% last year.
- Overall, 19% of respondents opted for no increase, 32.4% opted for an increase of between 0.5 and 1.99 percent and 48.6% opted for an increase of over 1.99 percent.

COMMUNITY EVENTS

Council Members and officers talked with over 350 people at four separate events in Wisbech, Cherry Hinton, Ramsey and Ely (with 217 feedback forms being completed as some talked as a couple or group). People were shown information about the County Council's budget challenge and were asked about their level of awareness, their initial reaction to the savings and what they thought of the Council's current plans to cope with the savings. People were also asked if they supported an increase in Council Tax.

Awareness and reaction to the savings challenge

- Overall, general awareness of the budget challenge faced by the County Council was good with approximately two-thirds having an understanding.
- The main gap in people's knowledge was around the scale of savings to be made over the next five years.
- People expressed their reaction to the scale of the cuts in one of two ways; either expressing shock, or that the cuts are an unfortunate reality, particularly in light of the national budget situation.

Increased community action to support services

- The vast majority of people felt that increased community action to support services was a good idea.
- During each event there were many stories of the extensive amount of volunteering and other forms of community action that were taking place.
- People did discuss the challenges involved including inspiring people to get involved for the first time, particularly when there were a range of work / time pressures.

Council Tax

- The proportion of people opposed to paying more council tax varied according to location and the type of event attended.
- Overall, the majority of people fell into a group who were willing to accept an increase providing certain conditions were met. These conditions were either that a particular service area received additional funding or was protected and/or there was some sort of means testing for the rise so people struggling to pay wouldn't be penalised.

BUSINESS CONSULTATION

In total, 75 businesses were engaged with 33 of these were through in-depth discussions through the Chambers of Commerce Local Committees, with a further 42 individual discussions at the B2B event.

Engagement with the Community

- Representatives were asked about their engagement as businesses with the local community. Key examples cited included, taking on apprenticeships and work experience placements and direct engagement with schools and colleges, providing support to develop 'soft skills' such as CV-writing and interview preparation.
- Apprenticeships were viewed very positively as they gave significant benefit to businesses and young people. Representatives noted some difficulty in schools engaging with businesses; sometimes this was down to a general lack of awareness of local business, but there was also a concern that more often it was due to a stigma being associated progressing to work in a local business compared to following a route through to university.

- Business representatives also referred to supporting the promotion of appropriate waste disposal and recycling and their role in engaging with providers / councils to seek improvement to local transport options (this was recognised as a significant block to development particularly within rural areas).

Transport and infrastructure

- This was a theme common to all representatives, and was also a major part of the feedback received from businesses last year. It was recognised that improvements are taking place, and things are slowly progressing in the right direction, but that there was a lot more work to be done. It was noted that *'poor road structure stunts business growth'*. Specific topics included the A14, A10, public transport, the electrification of railways and road/roadside maintenance.

Broadband

- Feedback this year was much more positive than last year. Many commented they had seen an improvement in broadband speeds, but concerns were also raised about the way in which the rollout was taking place, and the results achieved (for example, the reach of provision, and the speeds promised).

Skills and Staffing

- Business representatives raised concerns about staffing shortages, especially in the skilled manual labour or customer service industries. They highlighted a need for schools to provide students with a full view of all potential options for their future.

The role and structure of local government

- Representatives from some committees discussed the role and structure of local government, and the repetitious nature of policy and planning processes. Cambridge City and South Cambridgeshire representatives identified issues where they felt that local government organisations regularly “buck-pass” questions and issues. It was noted that there needs to be a joined up approach between different parts of local government so this doesn’t happen.
- Many felt that it was currently unclear what the County Council does to support businesses (beyond the obvious maintenance of roads and other universal services).
- Communication processes within the Council were also discussed. It was felt that communication both with businesses and with the public was often not as strong as it could be, with a need for greater clarity and consistency of messages.

ONLINE CONSULTATION

The online survey remained open from early October to early December so that people wishing to respond to the consultation in response to news of budget proposals could have the chance to do so.

METHODOLOGY DESIGN AND DELIVERY

CHANGE OF APPROACH

In the past the County Council has employed a market research company to carry out a doorstep survey to ensure that a robust sample of the resident population in terms of age, gender, economic status and location took part. An on-line survey has then been posted as an accompaniment to this exercise. Over the years the following approaches have been used:

- 2014: A doorstep 'Priorities' survey with accompanying on-line version.
- 2013: A doorstep survey using the YouChoose interactive budget model with accompanying on-line version.
- 2012: A Spring 'priorities' survey, commissioned focus groups and a doorstep survey using the YouChoose interactive budget model with accompanying on-line version.
- 2011: Use of the Simalto budget prioritisation tool and workshops with key users of County Council services.

There has been a considerable shift in emphasis for this years' Business Planning Consultation. Councillors have advocated a longer term approach that seeks to both **inform** and **engage** with the public around the issues and challenges that the organisation faces. In particular the Council has moved away from asking a core set of questions about priorities or budgets towards questions that focus on the community's capacity to mitigate against some of the worst impact of the cuts being made to services as well as support the Council in its long term aim to prevent or delay people from requiring support.

In line with this approach the council ceased to commission a 'paid for' doorstep survey. Instead a significantly smaller sum of money was spent on a more enduring budget challenge animation (accessed by [clicking here](http://www.cambridgeshire.gov.uk/challenge)¹) which could be used throughout the next eighteen months to explain to people what the pressures on local government budgets were and how the County Council was responding to them. The animation was posted to YouTube and at the time of writing this has been viewed over 1,700 times.

¹ <http://www.cambridgeshire.gov.uk/challenge>

Figure 1: A sample view of the YouTube animation



The animation was based on a video first developed by Oldham Council, and since has been adopted as ‘best practice’ by a number of other Councils. It outlines the pressures on the Council and the severity of future service cuts which must be made. It explains how residents could help save money through small changes, such as recycling more waste correctly, engaging with their community (for example supporting an elderly neighbour), and accessing Council services online.

SOCIAL MEDIA ENGAGEMENT

The social media campaign that accompanied the survey had the broader aim of raising awareness of the County Council’s situation; the on-line survey should be viewed as a supporting product to this campaign, gathering people’s reaction to its key messages. The campaign was built around propagating the key messages that the County Council wished to communicate; encouraging people to watch the YouTube animation to gain a further understanding of the situation and finally encouraging people to give their views.

Figure 2: Key messages of the social media campaign



Key messages and questions raised by the social media campaign are shown above. As well as social media the campaign was supported by a series of press releases which gained positive headlines throughout local media. Information also went direct to County Council libraries, parish councils and key mailing groups. The types of social media used included:

- Internet: The budget consultation has featured continually on the front page of the County Council's website and was featured favourably on the pages of local news outlets.
- Twitter: Regular tweets through the County Council's account and accompanying retweets by Cllrs and other key influencers.
- Facebook: Regular features on the County Council's account with the additional purchase of specific side-bar advertising targeting local Facebook users.
- E-Mails: Targeted mail to previous consultation respondents and specific mailing groups.

Twitter impressions for relevant tweets hit over 20,000 impressions during November (with a twitter campaign reach of 130,000²). One Tweet appeared as a 'Great UK Government Tweet' (This means it was one of the top performing government tweets of that day) and had 2,104 impressions and a reach of 21,820).

The Facebook campaign yielded figures of over 25,000 impressions with nearly 45,000 unique people reached via a paid-for Facebook advert. The County Council's budget webpage itself has had more than 3,900 visits. The number of views of the budget challenge animation is growing steadily (and will continue to grow as it becomes a feature of other consultation exercises. So far there have been over 1,700 views.

QUESTIONS AND CAVEATS

Questions were designed to be neutral as possible, with regular opportunities for respondents to give further comments. Where used grid questions presented possible answers on a Likert scale³, with the option to say "don't know". The software used enable questions with listed options to be randomised for each respondent, thereby eliminating behavioural bias.

An online engagement, whilst in theory available to all residents, does have an opt-in bias towards those people who have easy access to the internet, and those who actively want to answer online surveys about local government cuts. The survey was available in other formats, however none were requested. Therefore the results should not be considered to be fully representative of the views of all residents (the community events and other associated activities were commissioned so as to take steps to engage with those less likely to take part in an on-line survey).

Specific bias noted for the sample of those answering the survey included more women than men were responding to the survey and fewer people from Fenland or within the under-twenty-five age range responding.

² Impressions are the number of times people saw a tweet or a post. This includes people seeing a post multiple times. Reach is the number of people who saw the post 'organically'; as it is shared or appeared on twitter.

³ A likert scale is where respondents are asked to rate their views of something against a scale, usually something like satisfaction with a service; 'Very satisfied', 'Satisfied' and so on to 'Very dissatisfied', or on a numeric scale, usually 1 to 5.
<http://www.socialresearchmethods.net/kb/scallik.php>

ONLINE CONSULTATION: FINDINGS

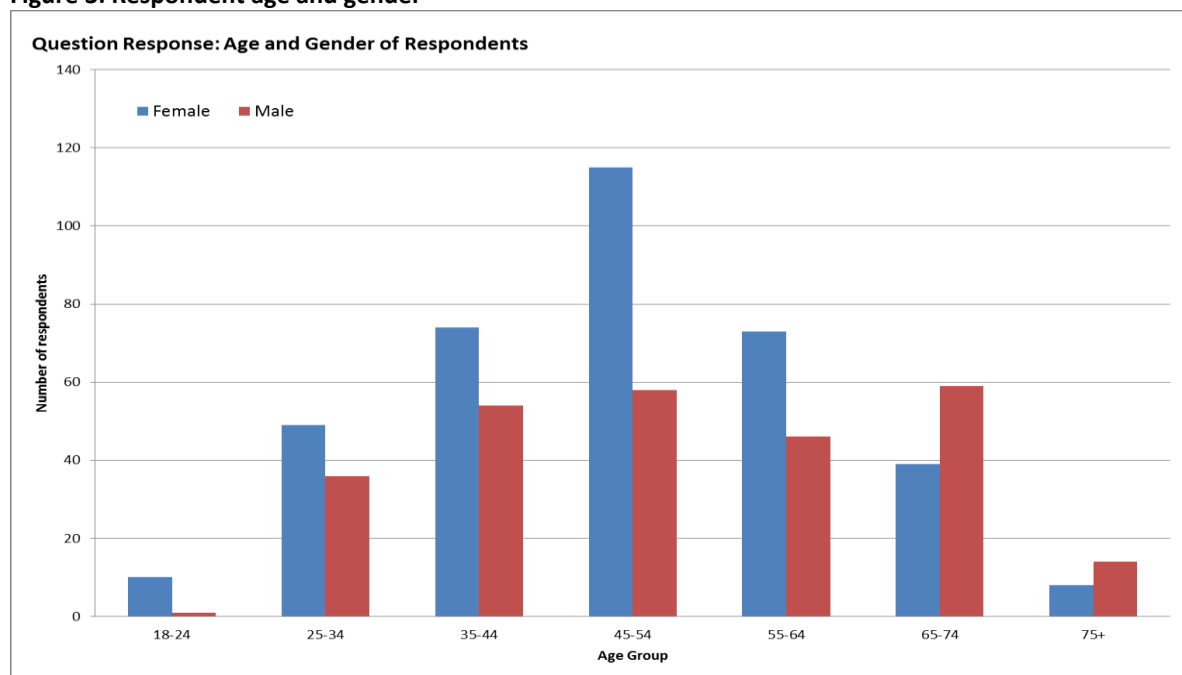
In total, 668 members of the public responded to the survey. Based on a total population of 635,100 (County Council Population Estimate 2013) this number of respondents would in theory give results that are accurate to $\pm 3.79\%$ at the 95% confidence interval. For example, this means with a result of 50%, we can be 95% confident that if we interviewed all residents then the result would be between 46.21% and 53.79%.

RESPONDENT PROFILE

Within the survey, respondents were asked for some details about themselves. This information assists in analysing some of the context to the answers people gave. The information is only used to help us understand how different groups of residents feel and whether there are specific concerns by, for example, age group or resident location.

40.7% of respondents indicated they were male, with 55.4% female and 0.6% other. When asked their age, a greater proportion of respondents indicated they were aged between 45 and 54 years. 1.7% indicated they were under 25 years, and 18.3% over 65 years. This age breakdown differs to those figures from the 2011 Census, where 33.6% of residents were aged over 65. The following chart outlines respondents broken down by age and gender.

Figure 3: Respondent age and gender



86.8% of respondents indicated their ethnicity as being white British, with smaller proportions from a range of different backgrounds. 77.3% of respondents stated they did not have a health problem or disability which limited their day-to-day activities, with 16.3% stating they did. Of those that did, 60.6% were female.

When asked about working status, 72.2% indicated they were in full or part time employment, with a further 17.5% stating they were retired. This is consistent with employment figures for Great Britain as produced by the ONS APS⁴, 77.5% of people in employment for July 2014-June 2015 (figures for Cambridgeshire are slightly higher, at 82.4%).

⁴ <http://www.nomisweb.co.uk/reports/lmp/la/1941962832/report.aspx#tabempunemp>

The following table breaks down responses to this question in full:

Table 1: Occupational status of survey respondents

Occupation Status	Count	% Respondents
In education (full or part time)	5	0.75%
In employment (full or part time)	421	63.02%
Self-employed (full or part time)	61	9.13%
Retired	117	17.51%
Stay at home parent / carer or similar	24	3.59%
Other	40	5.99%
Total	668	-

Of those 24 who stated 'other', responses included those registered as disabled, some with combined employment and education status, scholars, and those who are generally unemployed.

In total, of the 668 members of the public who responded to the survey, over 80% left an identifiable postcode. By district, the survey had a higher rate of respondents from South Cambridgeshire compared to other districts. Huntingdonshire and Fenland had the lowest rate of response.

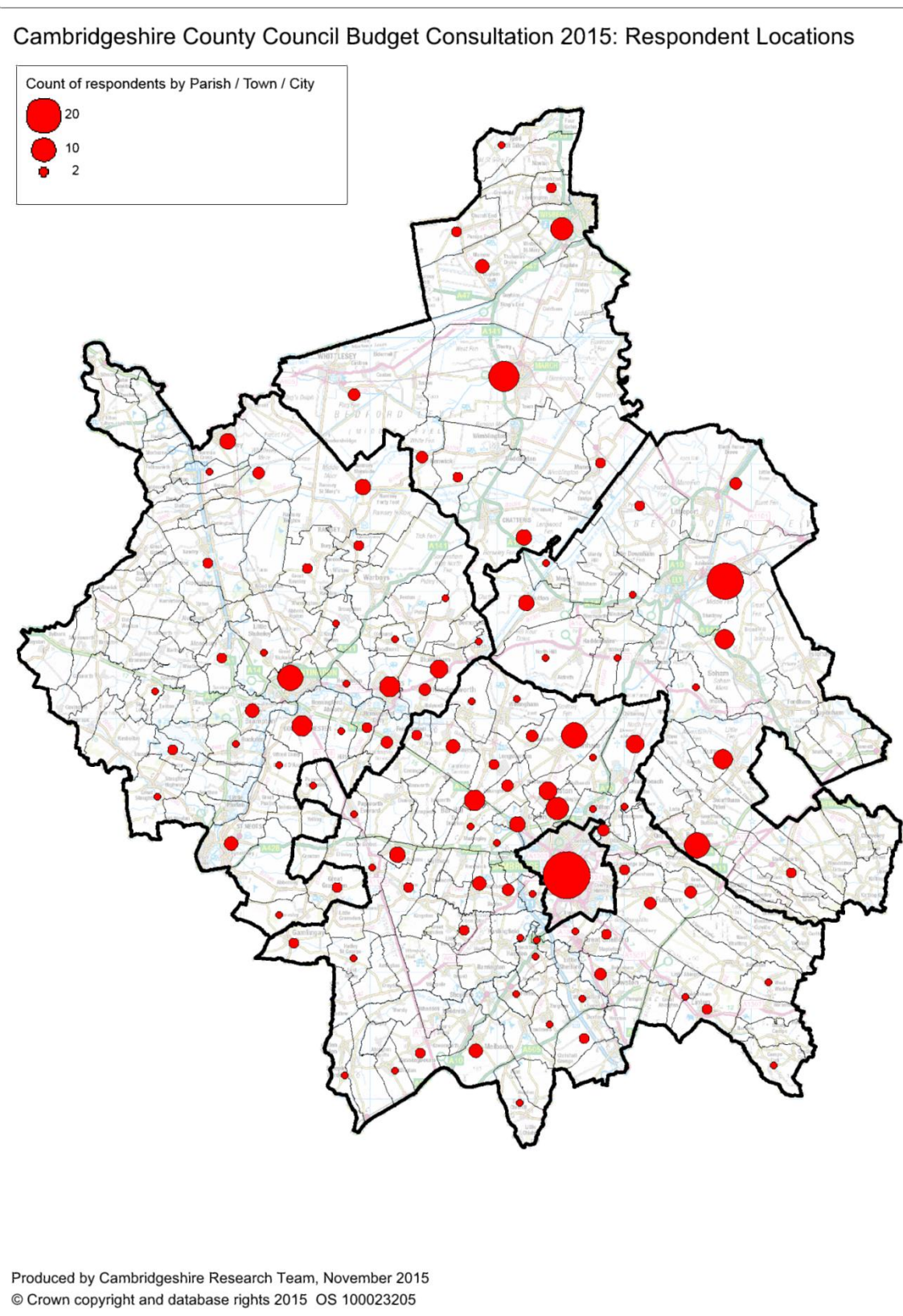
Table 2: Count and Rate of Respondents by district (*November 9th data extract)

District	Count	Respondents against District Population: Rate per 10,000
Cambridge City	83	6.5
East Cambridgeshire	63	7.4
Fenland	48	5.0
Huntingdonshire	87	5.0
South Cambridgeshire	128	8.5
ALL CAMBRIDGESHIRE	409*	6.4

Table based on those respondents leaving valid postcodes

The approximate location of respondents by parish / town / city is shown in the map overleaf.

Figure 4: Approximate location of respondents

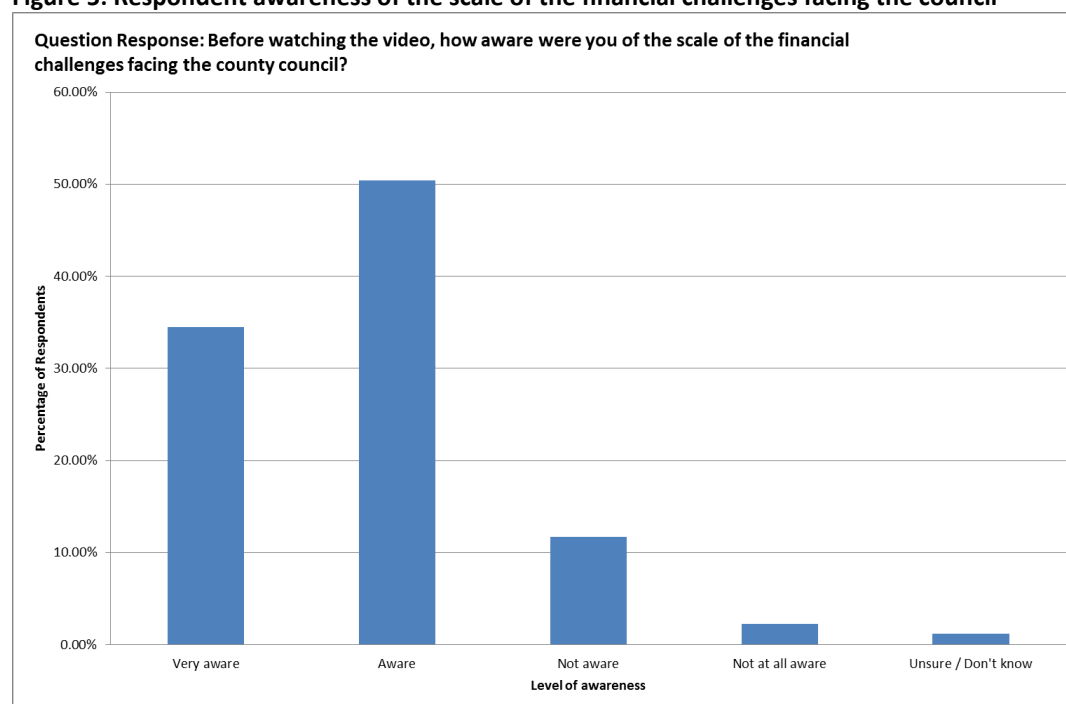


SECTION 1: OUR BUDGET CHALLENGE: VIDEO

On the first page of the survey, the YouTube Video (which can be accessed by [clicking here](#)) was displayed. In total, 95.6% of respondents indicated they had watched the video prior to completing the survey.

83.1% of respondents agreed that the video left them with a good understanding of the challenges faced by the County Council. Prior to watching the video 84.9% of respondents indicated they were either aware or very aware of the scale of the financial challenges facing the County Council. The following chart outlines responses to this question:

Figure 5: Respondent awareness of the scale of the financial challenges facing the council



In total, 165 respondents left initial comments as an immediate reaction to the video, these generally related to the following thematic areas:

- **Concern about the loss essential services and the general impact of austerity**
It was noted that cuts should not always be blamed on local public services, with a number discussing the issues of responsibility at all layers of government, and the need for local government representatives (specifically chief executives and county councillors lobbying parliament)
- **Concern about the impact of the service cuts on vulnerable people**
Services were described as “a vital lifeline to many vulnerable, lonely, isolatedpeople” or as extremely valuable “I am aware there are fabulous services the council offer to the public and many guises. However I believe there is so much more to be done, rather than less. That is why I have grave concerns about how the most vulnerable people will continue to access services required.”

Concern for vulnerable people was raised in a generic way “the cut in so many services will lead to vulnerable families being left in crisis and that those who are already finding it very hard to cope with less support will be expected to fend more for themselves.” Or people referred to very specific circumstances. “My son has severe special needs which are growing as he is. I struggle to get the help in Direct payments I do get now. I am worried this will be cut.” Or “I have little hope that good outcomes for my son will be reached. His quality of life has been severely impacted. There are no safe settings that he can access in order to have good social experiences and cannot take part in normal life due to his disability.”

- Challenges about the current level of efficiency of the County Council**

Some questioned whether the *“financial challenges [were] quite as dire as portrayed”* and the point was raised about if the Council was getting increasing income as the population increases.

Questions were also raised around the use of business rates, and potential savings made through either complete devolution or the amalgam of services across the various layers of local government. Focusing on the video, it was suggested that the *“challenge is over-stated, mixing up annual and total savings or costs and understating proposed... efficiency gains”*.

- Specific comments about the content and use of the video for consultation**

With regards to the video, questions were raised about the cost of the video; *“Stop wasting money on expensive information videos and the media budget. This could have been done a lot cheaper by someone speaking to the camera”*. Others questioned the accuracy of figures provided and the related visuals⁵. Whilst some felt that the video was patronising, others did suggest the video was a helpful guide.

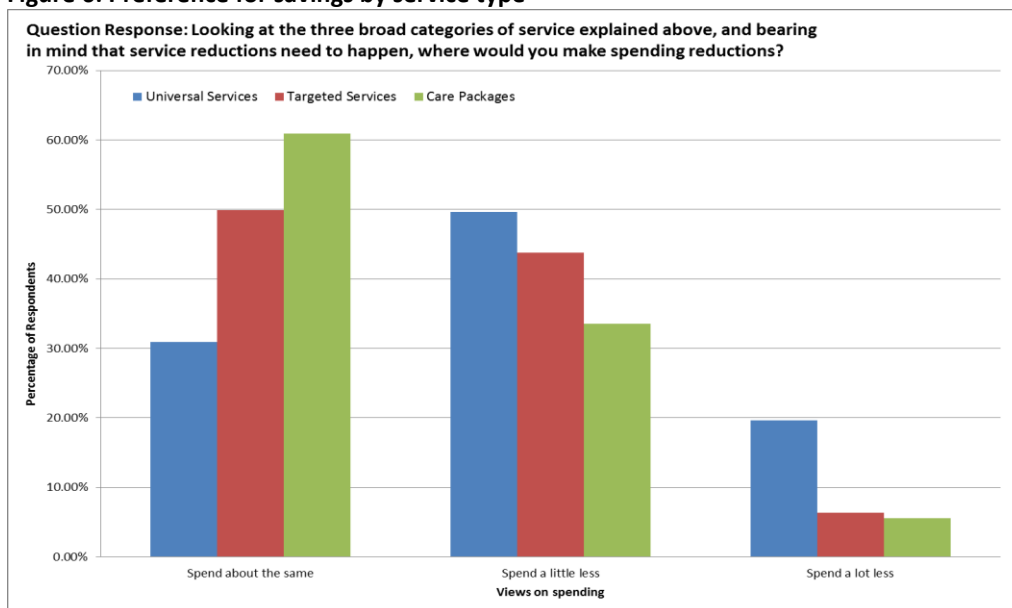
SECTION 2: LOOKING FORWARD

Within the survey, we separated out the types of services we provide into three broad ‘top level’ groupings:

- Universal services: By this we mean for use by everyone - such as repairing potholes, libraries and providing school transport;
- Targeted services: For example support for children with special educational needs, mental health services, and children’s centres;
- Individually: Focused services. For example, care packages for those people with the greatest need.

Respondents were asked to consider these three broad categories (given the understanding that savings had to be made) and to identify where they would spend less. Overall, when looking at the three groupings opinion was clearly more in favour of spending less on universal services as compared to reducing spend on specialized care packages.

Figure 6: Preference for savings by service type



⁵ Due to an editing error, at one point in the video the shape of a pie chart didn’t reflect the figures quoted.

260 respondents left further comments to this section, where they were specifically asked about which services could or should be reduced. Comments were varied, with some expressing concern about the future impact of the reduction in services. Some discussed the future impact on services if early intervention was to be cut back or cease altogether. Some services were mentioned by way of example for the different service types e.g. Universal services included repairing potholes, libraries and school transport so naturally the public's comments tended to focus around these.

Many points were raised in relation to school transport. Some questioned the benefit or reasoning behind the extensive funding of more expensive means of transport such as taxi services. One commented that *"the council needs to look at how and why it transports children with special needs miles away to remote special schools instead of educating them in their immediate community because the budget for their transport is substantial."* Questions were also raised in relation to the efficiency of school route planning and it was asked whether the costs involved in schools transport had increased as knock-on effect of the reduction in subsidised bus routes, especially in rural areas of the county.

The second most commented issue was on 'roads and pavements' as an area of concern. Concerns were raised that reductions in spending in these areas were a *"false economy, ... not repairing potholes, gritting roads etc. could result in serious accidents, again increasing burden on emergency services, NHS, and potential liability claims"*. There was a significant sentiment expressed that this was an area of 'universal' service that needed to be protected as it benefited everyone. There was also scepticism around 'targeted' services *"Reduce the part of the council that does 'parenting' of residents. Mainly because this is not the bit that it does particularly well....Instead focus on infrastructure, waste, building schools etc. i.e. all the things that we really, truly, can't do ourselves (or with help from local charities)."*

The third most commonly commented issue focused on those more vulnerable and "hard to reach" people in society. Concerns were raised that these reductions in services could mean that further families and individuals needing support will be left in crisis. One commented that *"To severely cut targeted services would not only impact immediately on families/individuals in need of these services but would put additional pressure on services such as social care as difficulties would escalate."*

SECTION 3: COUNTY COUNCIL PRIORITIES

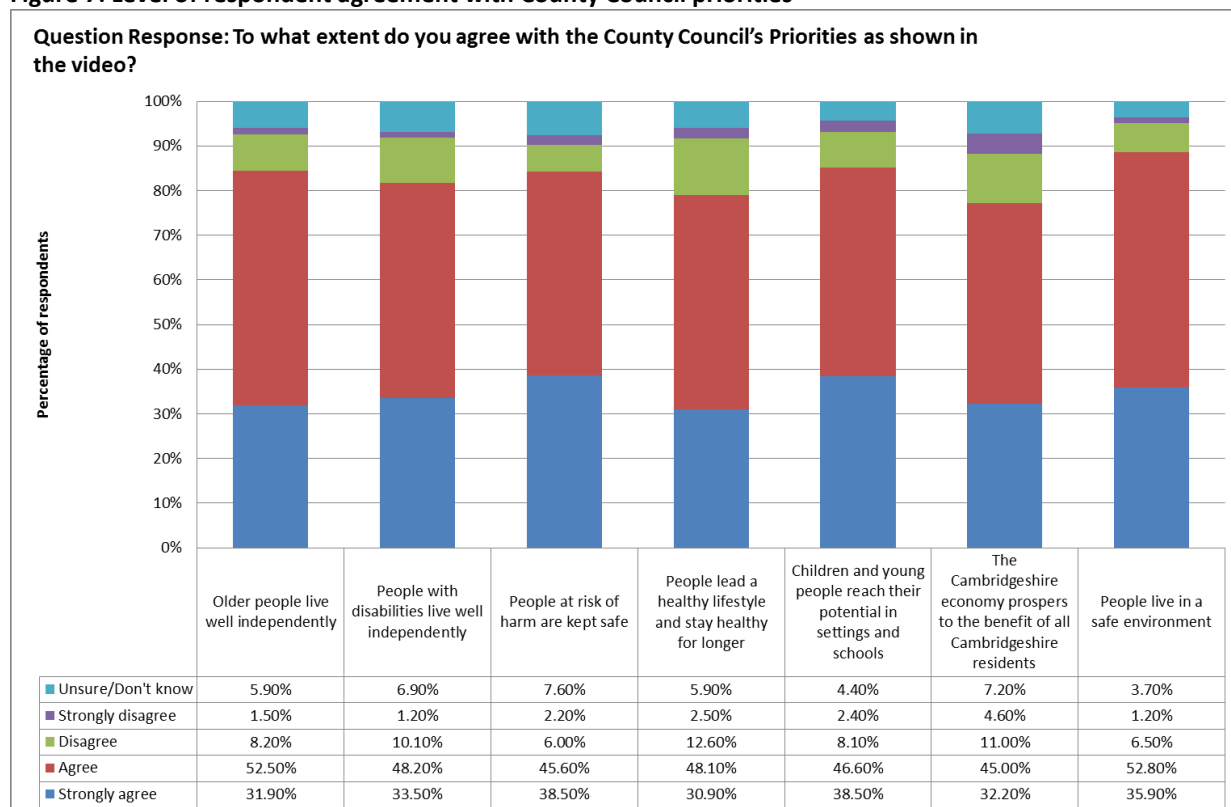
The County Council has developed seven draft priorities as part of its revised strategic framework:

- Older people live well independently
- People with disabilities live well independently
- People at risk of harm are kept safe
- People lead a healthy lifestyle and stay healthy for longer
- Children and young people reach their potential in settings and schools
- The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents
- People live in a safe environment

Respondents were asked to consider these priorities, and define how far they agreed with each of them. Overall, there was very little difference in the public response to each priority; all were supported to a similar level. By a small margin the top three priorities that respondents most agreed with are as follows:

- People live in a safe environment (88.7%)
- Children and young people reach their potential in settings and schools (85.1%)
- Older people live well independently (84.4%)

Figure 7: Level of respondent agreement with County Council priorities



Respondents were then invited to discuss anything that is particularly important that they felt we had missed. In total, 158 left further comments, this ranged from suggesting alternative priorities to concerns around state parenting versus personal responsibility. People also discussed the substance of the priorities *“These priorities are too general, who could disagree with them? Maybe some specific policies aimed at these priorities could be re-evaluated to save money. - It should also be a priority to balance the budget and avoid the temptation to take on loans.”*

Respondents commented on the importance of transport and roads mainly because these are specifically mentioned within the wording of the priorities.

Mental health was also raised as an issue potentially overlooked within the priorities. Concerns were raised about the impact of mental health at all ages, with one stating that *“There is massive underfunding in preventative mental health services and early intervention - people can only reach their full potential and live a healthy life if they are emotionally healthy and stable”*. Other raised concerns about older peoples’ mental health, with a specific focus on illnesses such as Alzheimer’s and general dementia.

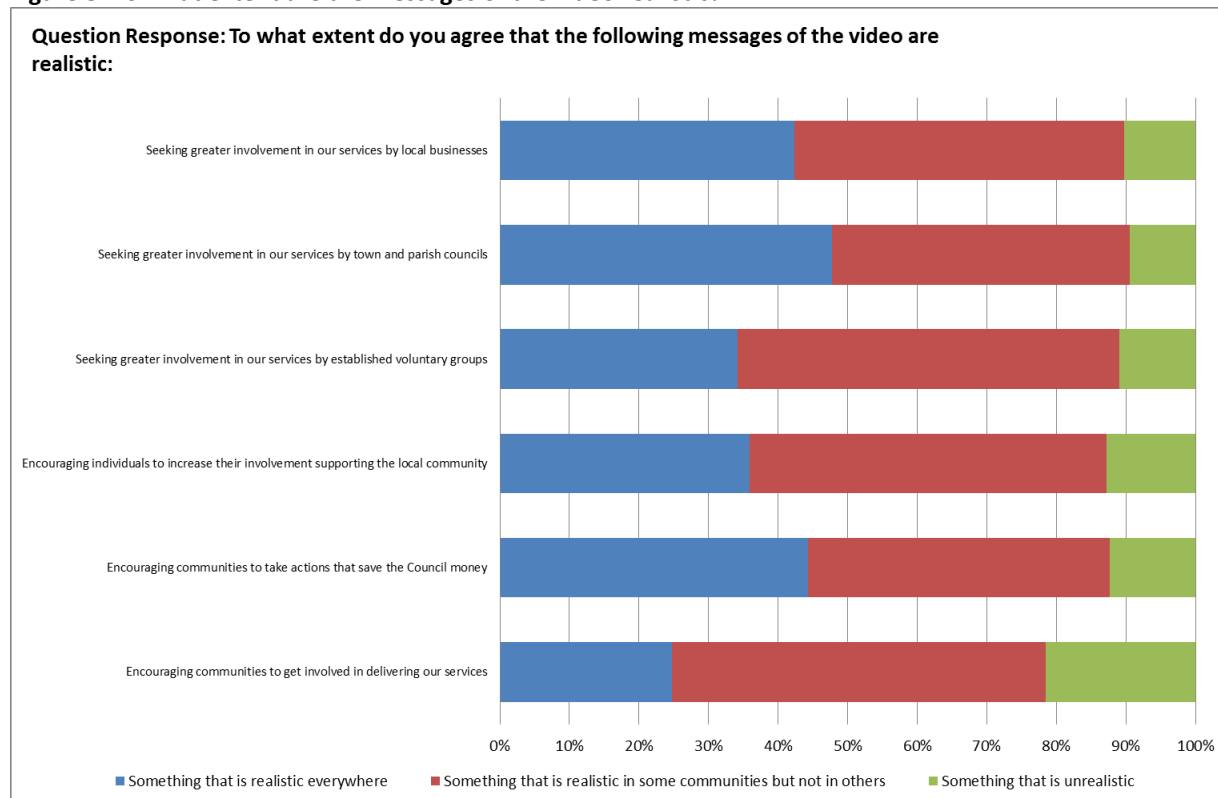
SECTION 4: THE ROLE OF THE COMMUNITY IN CAMBRIDGESHIRE’S FUTURE

This section took respondents back to consider the video, and its key messages. Six were outlined, as follows, and respondents were asked to consider how realistic they felt each was:

- Encouraging communities to take actions that save the Council money;
- Seeking greater involvement in our services by established voluntary groups;
- Seeking greater involvement in our services by local businesses;
- Encouraging individuals to increase their involvement supporting the local community;
- Seeking greater involvement in our services by town and parish councils;
- Encouraging communities to get involved in delivering our services

It was most strongly felt that the aim of seeking greater involvement in services by town and parish councils was most realistic with over 47% of people thinking that this could happen everywhere. For all of the messages, at least three quarters of respondents felt they were realistic to some degree, however views were mixed as to whether this was the same for all communities or just some. The following chart summarises responses to this question:

Figure 8: To what extent are the messages of the video realistic?



The question was then posed whether these ideas will enable the Council to continue to help people whilst having significantly less funding – and the responses were very mixed, with just 36.6% feeling they would. 36.3% were unsure, and 27% felt they would not.

198 respondents left further comments for this section. As with earlier comments, concerns were raised about the knock-on effect changes would have for the future. Three key areas of discussion rose above the rest:

- The overall plan of the County Council not being realistic or achievable
- Success would only be achieved in some communities not everywhere
- Skill development and funding would be required to achieve these ambitions

A number of respondents stated they did not believe the messages of the video were realistic. One stated that *“individual people are at breaking point, unable to give more volunteer time unless they know they can pay their mortgage/rent and put food on the table first.”* This reflected the view of a number of other respondents, who expressed concerns about individual capacity, and for the capacity of businesses to help, when their incomes are also a priority. Concerns were also raised that the *“voluntary sector is already struggling under the strain of having to make up the gaps left by public funding reductions”*, and the capacity to expect further involvement in service delivery was unrealistic.

Of those who indicated that some communities would be more receptive than others, comments focused on the sense of community spirit already existing in an area, and the importance of building on this. Additional respondents commented on the need to build up the sense of community in some areas, raising concerns that for some, the *“Community ethos will have to fundamentally change from that of ‘there is help for us from the county council’ to ‘we have to do it ourselves as there is no help from the council’*. Another stated that *“People*

can easily get involved in their local communities, save money and increase their sense of participation in the area where they live. Getting the message out AND understood will be problematic though because people have got used to having things done for them”.

Respondents commented on the need for specific skills and training to be provided for some if they were to get involved in services (this included the individual as well as organisations). This ranged from the basic need for DBS checks for those getting involved with vulnerable people to more in-depth qualifications for those taking on more specific roles. It was also noted that *“the untrained cannot replace the trained”* and a number of respondents indicated that they would be more willing to support services if they did not feel it would directly result in a paid member of staff losing their position.

Further comments also included the need to push people to get involved – sometimes with rewards, but sometimes by simply removing service provision. IT was also mooted that there should be stronger lobbying of national government, to increase funding and boost support: *“The Council, in association with other local government authorities, should lobby central government for reinstatement of council funding, scaled up, pro rata, in line with inflation since it was originally cut”.*

SECTION 5: TAKING PART IN YOUR LOCAL COMMUNITY

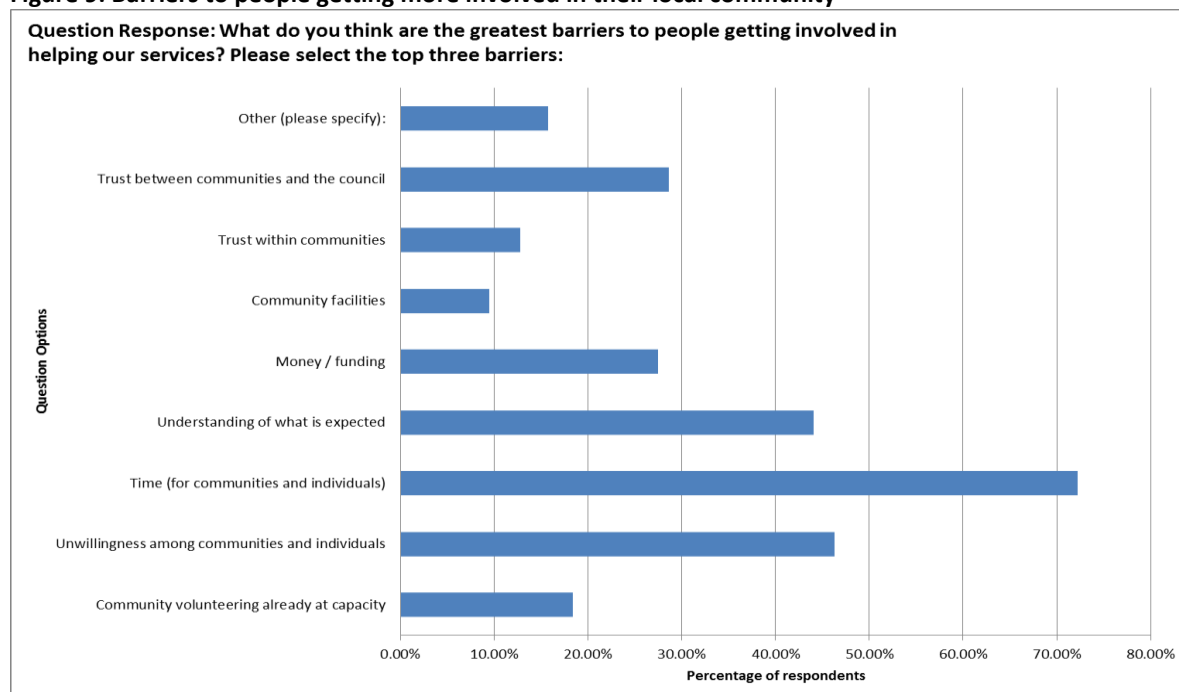
Within this section, respondents were asked to consider whether it was appropriate to ask residents to become more involved in their communities and to support the Council to provide services, 79.4% felt it was a good idea.

261 respondents left further comments. Of these, the most common comment noted that this could only be appropriate for certain services and only then typically with the support of a paid, skilled, member of staff. It was also noted that *“Highly skilled roles should not be included”*, and that the Council should clearly outline services that could welcome involvement: *“It [CCC] should specifically list services where local help is needed”.*

Respondents also commented that it was likely that only specific communities would find residents willing and able to engage with their community, which sometimes works to a benefit, but sometimes serves as a deterrent to others wanting to get involved when there was, for example, a *“range of community services being run by cliques and interest groups”*. One noted that typically only specific sections of society could afford to take time out to get involved, and as such there was a risk of only certain areas being represented. It was also noted that those communities most in need were also likely to consist of those least able to get involved.

Respondents were then asked to consider what barriers there might be to people getting involved in helping the Council provide services. Eight closed options were provided, with the option for respondents to add an additional ‘other’ response. 72% of people identified that ‘time’ was the biggest barrier to getting involved and around 45% of people identified either ‘unwillingness amongst some communities’ or ‘understanding what is expected’ as a barrier.

Figure 9: Barriers to people getting more involved in their local community



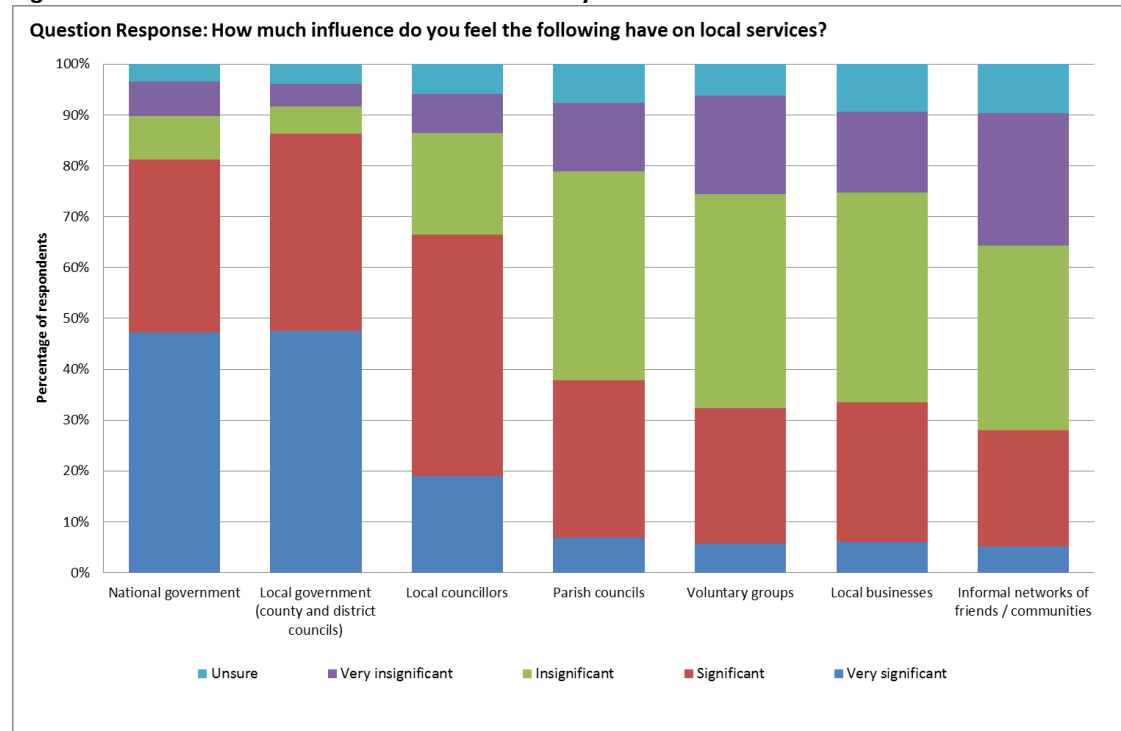
106 respondents left further comments, which focused on the general reluctance of people to engage, sometimes due to general apathy, but sometimes due to a lack of awareness of how and where to get involved, and frustrations around the degrees of bureaucracy involved in volunteering to support some services. People reflected on the general lack of awareness of what to do and of the impact: *“People are not [a]ware that they could/should get involved and what this would mean to them, their community and the council”*. It was noted that consistent communication from the Council was needed, with one stating that there was a *“lack of communication. Social media publicity is free but under used by the council”*. 8.3% commented on the need for a sense of reward, with stories of success to push for involvement in schemes.

The actual or the perceived level of bureaucracy faced by volunteers was also raised. One commented on *“crazy health and safety legislation”* as a barrier, another commented that *“Individuals simply do not have the institutional support to deal in a coherent and consistent way with service delivery. Setting up ad hoc and individual dependant alternatives to current services leaves councils and individuals open to legal challenge”*.

SECTION 6: LOCAL DECISION-MAKING

Within this section, respondents were asked to consider how much influence they felt certain groups / organisations had on local services and local decision-making. The following bar chart summarises the responses provided to this question.

Figure 10: Perceived level of influence on services by different institutions



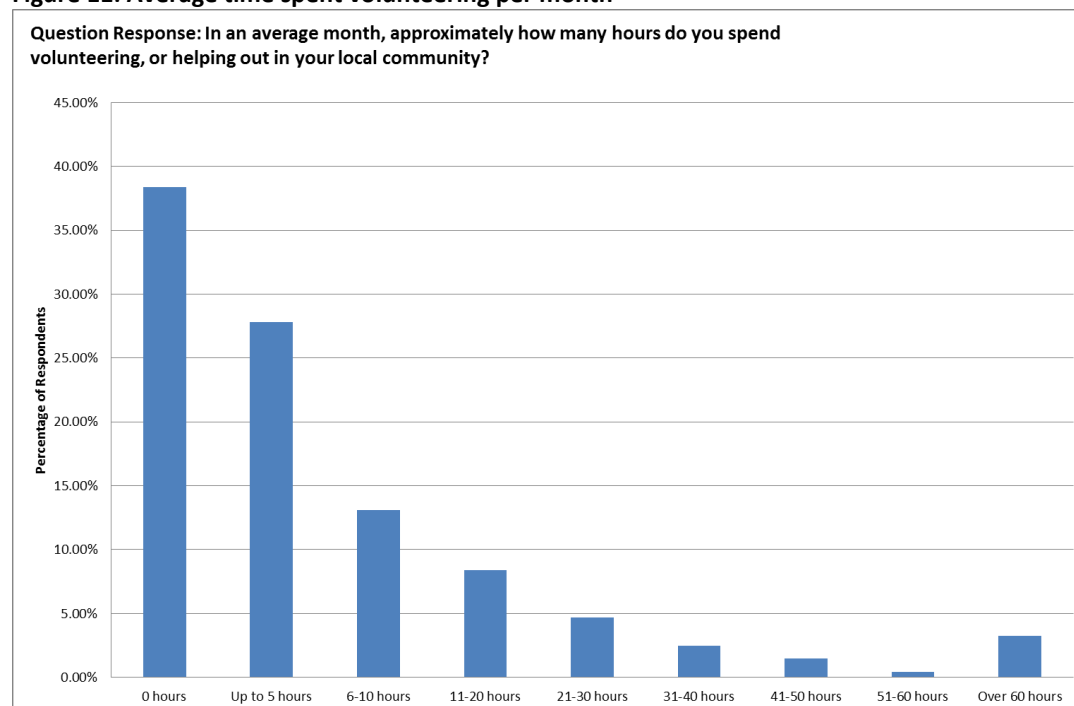
There was a greater sense that national and local government had the greatest impact on local services. Parish Councils were considered to be no more influential than voluntary groups, local businesses and Informal networks.

SECTION 7: CURRENT INVOLVEMENT IN YOUR COMMUNITY

This section of the survey focused on respondents' current experiences getting involved in their local community, such as direct volunteering or supporting others.

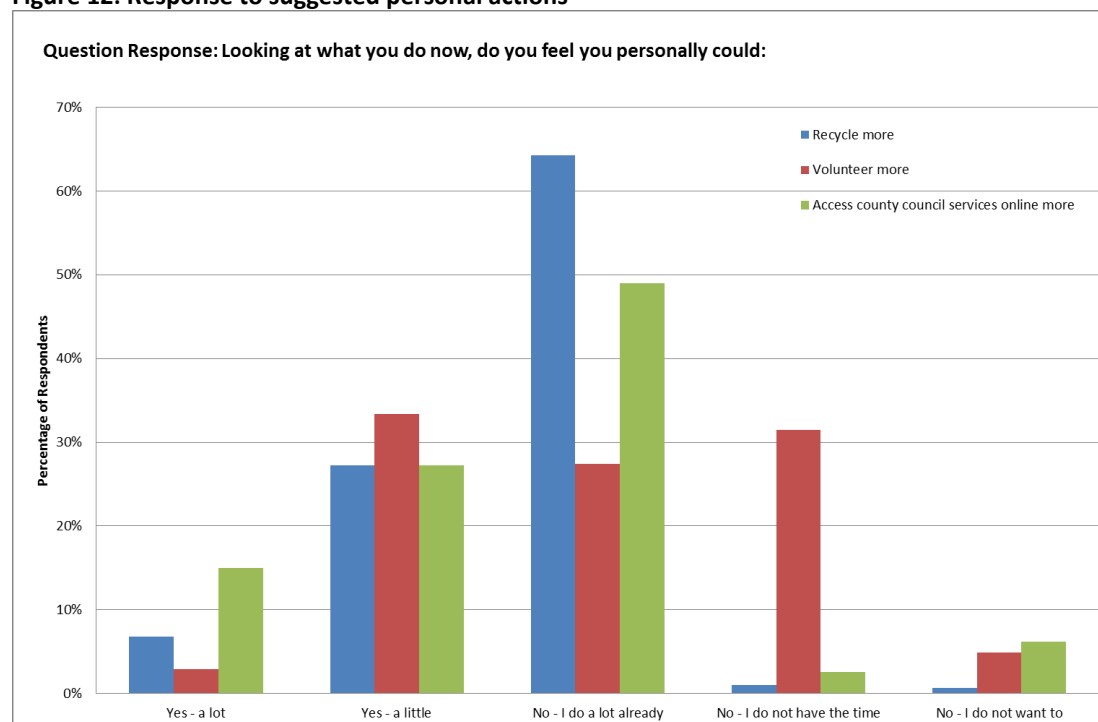
Over a third of respondents stated that they did not volunteer or help out in their community at all with an addition 28% saying that they volunteered less than five hours a month (overall 66% volunteering five hours or less).

Figure 11: Average time spent volunteering per month



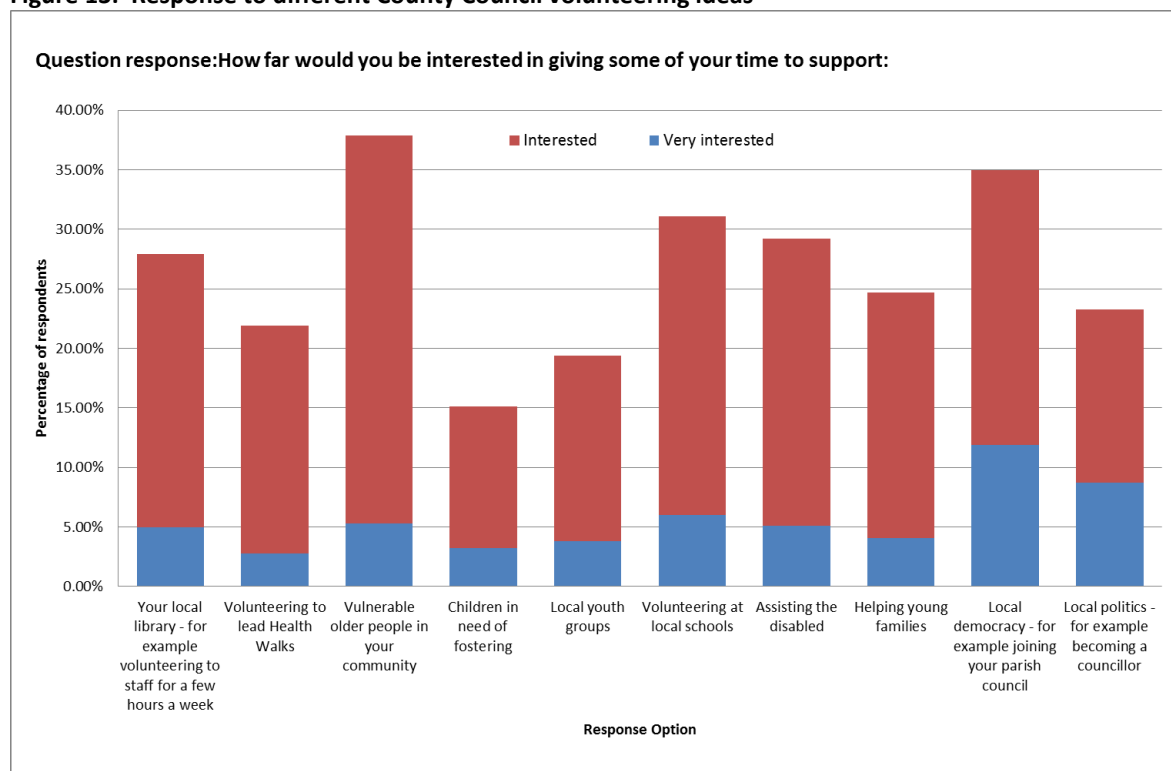
Respondents were asked to consider their current ability to recycle more, volunteer more and access more services online. 15% felt that they could do a lot more to access County Council services on-line compared to what they did at the moment. Opinions regarding the ability to volunteer more were more mixed, with a higher proportion indicating they could do a little more – but an almost equal proportion indicated they did not have the time.

Figure 12: Response to suggested personal actions



Respondents were then provided with the following ten ideas, and asked how far they would be interested in giving some of their time to support each. For all proposed options, the majority of respondents were either not at all interested or not interested in taking part, with over 60% of respondents selecting these in each suggestion (for some, over 85% selected this).

Figure 13: Response to different County Council volunteering ideas



The following bullets break down each of the ten options separately, completing them against other questions in the survey.

- **Your local library - for example volunteering to staff for a few hours a week**
27.9% of all respondents indicated they would be interested or very interested in getting involved in their local library. Females and males showed an equal interest in this activity.
- **Volunteering to lead Health Walks**
21.9% of respondents indicated they would be interested or very interested in volunteering to lead health walks. There was no significant difference by gender.
- **Vulnerable older people in your community**
37.9% of respondents were either interested or very interested in working with vulnerable over people in their community. This was the highest proportion for any of the ten suggestions. Females were more interested in this activity, with 43.2% expressing an interest, compared to 30.1% of males.
- **Children in need of fostering**
15.1% of respondents indicated they would be interested or very interested in giving some of their time to support children in need of fostering. Again, females expressed more interest in engaging with this, with 17.4% expressing interest compared to 11.8% of males.
- **Local youth groups**
19.4% of respondents indicated they were interested or very interested in engaging with local youth groups. By gender, there was no significant difference in engagement levels.

- Volunteering at local schools
31.1% of respondents indicated they were interested or very interested in volunteering at local schools. Females were significantly more interested in getting involved, with 34.3% indicating interest, compared to 25.7% of males.
- Assisting the disabled
29.2% of respondents indicated they were interested or very interested in assisting the disabled. There was no significant difference by gender.
- Helping young families
In total, 24.7% of respondents indicated they were interested or very interested in helping young families. By gender, again females expressed more interest, at 29.7%, compared to 18% of males.
- Local democracy - for example joining your parish council
35% of all respondents indicated they were interested or very interested in engaging with local democracy. Males were significantly more likely to want to get involved, with 46.3%% expressing some degree of interest, compared to 27.3% of females.
- Local politics - for example becoming a councillor
23.3% of respondents stated they were interested or very interested in getting involved in local politics (for example becoming a councillor). Again, males were significantly more interested, with 31.9% expressing interest, compared to 16.3% of females.

255 respondents provided further comments on this; with the key messages being that they had no time due to non-voluntary commitments or that they did a lot already.

Of those indicating time as a restricting factor, comments related to the pressure to make ends meet or existing care responsibilities *"already have to work two jobs (1 full time 1 part time and have three elderly relatives to care for) spare time!!!! What spare time!!!!"* or *"I a single breadwinning parent of a young child. So I don't have very much spare time."* Some indicated a lack of support from employers as a barrier, citing issues such as inflexibility in time off. Other noted the considerable amount of time dedicated to care-giver roles, typically for close family members, and cited frustration that these were not treated with more value. There was however recognition that the Council does have little option but to reduce support.

Of those who indicated they specifically volunteered a lot already, a number commented on the strain that the current financial situation was placing on local voluntary organisations and informal groups. Respondents provided a variety of examples of services they were involved in, including those services highlighted above, food banks, visiting the local prison, supporting local football clubs and volunteering at local museums.

SECTION 8: COUNCIL TAX

This section was identical to a set of questions asked the previous year so comparisons can be drawn.

Respondents were asked to identify which Council Tax band their property was in. The web survey form then highlighted for them how much council tax they paid per year to the County Council. There were then asked a series of questions about taxation. Of the sample, a quarter indicated they were in Council Tax band D (25.2%) with a fairly even distribution around this point.

When asked how far they agreed with the idea of increasing Council Tax to reduce the cuts to services the Council has to make, 60% of respondents either strongly agreed or tended to agree. This is a marked increase from last year, where 48.1% of respondents felt this way. Opinions were consistent across all tax bands.

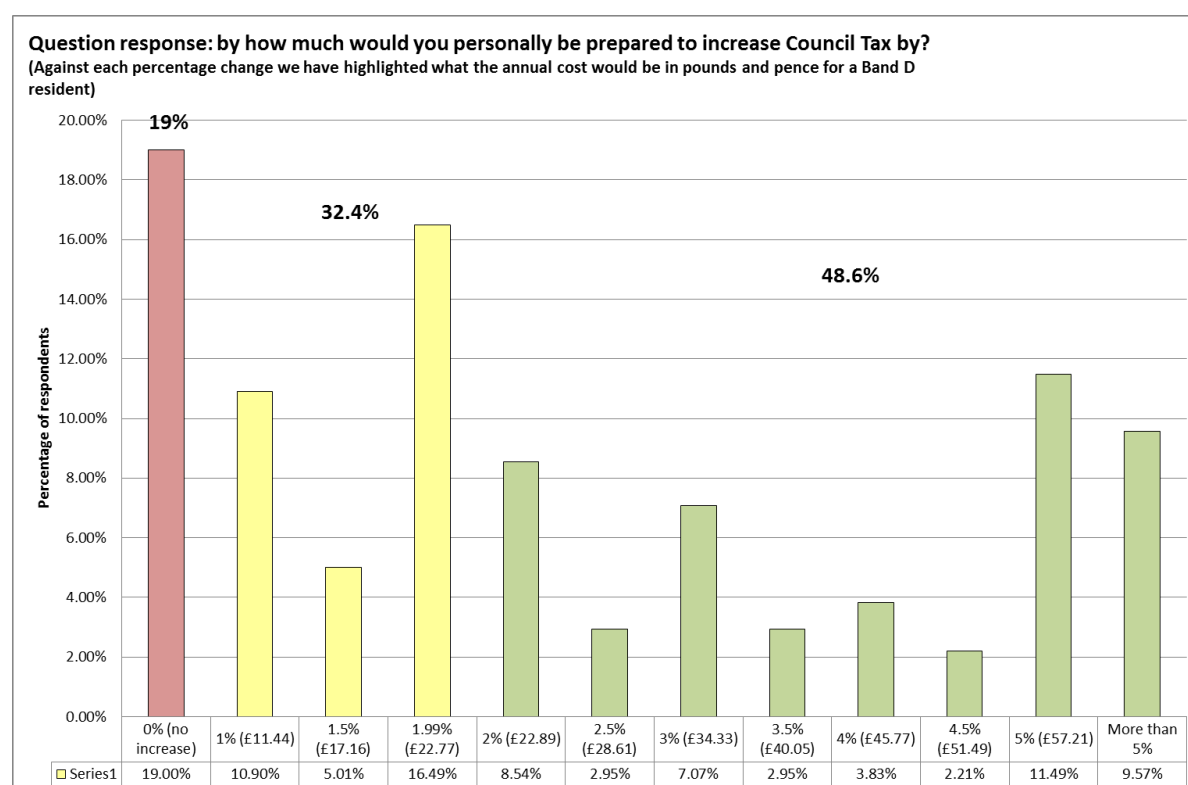
Respondents were then asked by how much they would personally be prepared to increase Council Tax by, taking into account the savings required, and that an increase of over 1.99% would require a public referendum to be held.

19% of respondents felt they would not be prepared to see any increase, with 32.4% opting for an increase of between 1% and 1.99%. 48.6% of respondents felt they could take an increase of over 2%. Again these differ from last year, with a higher proportion of respondents being open to the idea of a tax increase. Last year, 78.3% were open to some level of increase, compared to 81% this year. The following table compares this year's responses with those from 2014.

Table 3: Willingness to increase council tax

% Tax increase	2015	2014
0 (no increase)	19.0%	21.7%
1 – 1.99	32.4%	23.9%
> 2	48.6%	54.4%

Figure 14: Willingness to increase council tax



COMMUNITY EVENTS

INTRODUCTION

In addition to the on-line survey there were four direct engagement events with the community. The events attended were in Wisbech, Cherry Hinton, Ramsey and Ely (with the choice of location being limited to suitable community events being run during the consultation period. The communication material from these was based upon the messages within the animation. These events were led by the Community Engagement Team and a range of staff from across County Council services took part. Local elected members were also invited to attend.

Overall this engagement directly reached over 350 people with well over 200 contact forms being completed (people participated in couple or groups). Each write-up was circulated to those officers who had been present for confirmation and a further 'feedback' meeting was held, with all facilitator invited, to establish the key themes arising from the consultation.

RESULTS FROM COMMUNITY EVENTS

CAMBRIDGESHIRE'S BUDGET CHALLENGE: WISBECH

Sunday 13th September 10-3 Wisbech Heritage Craft Market & Car Boot

Members of County Council staff and a local councillor talked with over 100 people at the Heritage Craft Market (with 61 feedback forms being completed as some talked as a couple or group). People were shown information about the County Council's budget challenge and were asked about their level of awareness, their initial reaction to the budget cuts and what they thought of the County Council's plans to cope with the cuts. People were also asked if they supported an increase in Council tax. Conversations were wide ranging and people commented on local issues as well as the County Council's budget. There were many positive examples of people volunteering to support the community. Thirty people gave their e-mails in order to participate in the on-line survey when it became available.

Awareness of the Budget Challenge

- Almost half the people we talked to were unaware of the budget challenge faced by the County Council. In total 46% were unaware of the issue prior to meeting County Council staff and a further 11% only had a little awareness of the issue.
- Some people expressed '*surprise*' at the scale of the cuts needed over the next five years whilst others found them '*A bit shocking / worrying*'. One person indicated that they were '*saddened and appalled*' and another said that £100million was too much.
- Within some people's minds the scale of the cuts were combined with what they considered to be a history of underinvestment in Wisbech. Several referred to Wisbech being '*underfunded*' and money being spent in other parts of the County.

Suggestions for Savings

- Savings suggestions from members of the public included cutting Councillors expenses 'you don't need £7,000 to be a Councillor', cutting senior pay ('*cuts should not come from services. Why do high end Council employees get paid so much - cut their salary*') and not spending money on consultants
- A few people pointed to expenditure on translation fees as an area where money could be saved and one person suggested that this was where volunteers could help.
- There were suggestions that street lights could be turned off late at night; although more people mentioned this as a negative idea saying that Wisbech was not safe enough for this to happen. These

people went on to say that local policing was inadequate or needed protecting from cuts.

- Some suggested that money could be spent in a more efficient or targeted way and there were suggestions that different parts of government could be merged. A couple questioned spending money on proposals to reopen the Wisbech to March railway line.
- There was general support expressed for charging more for some services if people could afford the additional amount.

Community Action to support services

- Generally there was a very positive response to the suggestion that increased community action and volunteering could help to support local services. For example people thought that it was possible for libraries to be staffed by volunteers (*'Volunteering is a good idea as it increases feelings of wellbeing and helps the community'*)
- There were many examples of people doing a considerable amount within their local communities. There was a positive story about the benefits of 'Wisbech in Bloom' in maintaining the built environment of the town. Another person was involved with the University of the Third Age (the 43 separate groups/activities in the March area) and the additional informal support that had grown out of this. There were also more personal examples *'I look after my brother who is mentally ill. We come under Norfolk NHS and their mental health team are always at the end of the phone in an emergency - they support me to support him'*. Generally existing volunteers were able to point to further opportunities for collaboration.
- When asked if they personally would be willing to volunteer more there was a mixed response. Some people felt that they already did what they could and cited work / family commitments as a barrier for example one person said that *'they already visit three people'*.
- There was considerable discussion about where new volunteers would be drawn from. The people we spoke to identified the young as well as the recently retired as being groups to target. One person recognised the skills amongst recently retired people. Several mentioned the unemployed and suggested that an element of service should be linked to benefit entitlement.
- There was a mixed response regarding community spirit. Those who regularly volunteered felt that the community spirit in Wisbech was really strong and cited many positive examples. Others thought that there wasn't a strong spirit and a small number linked this issue to migration.
- It was positive that a number of people provided their e-mail addresses in order to hear more about volunteering opportunities.

Paying more Council Tax

- Of those who gave a direct answer to this question (50 people) 52% said that Council tax should not be increased. A small number argued for a decrease. For those who said it shouldn't go up *'Feels like we pay enough already and get little for it'* was a common comment.
- 48% of people said that they would pay more but for over half of these people this was a conditional statement. There were three common conditions; the first was that the increase should not be too high; the second was that it was inevitable; the third was that it should be clearly demonstrated what the additional money was for *'target services that need protecting'*, *'depends on services'* and *'yes – for direct delivery of priorities'* are example comments.
- Some people highlighted that taxes should be means tested with some groups (older people, those on a low income) paying less than those who are better off.

CAMBRIDGESHIRE'S BUDGET CHALLENGE: CHERRY HINTON

Saturday 19th September Cherry Hinton Festival, Cherry Hinton

Members of County Council staff talked with over 100 people at the Cherry Hinton Festival with 59 feedback forms being completed as some talked as a couple or group). People were shown information about the County Council's budget challenge and were asked about their level of awareness, their initial reaction to the budget cuts and what they thought of the County Council's plans to cope with the cuts. People were also asked if they supported an increase in Council tax. Conversations were wide ranging and people commented on local issues as well as the County Council's budget. There were many positive examples of people volunteering to support the community. Thirty-six people gave their e-mails in order to participate in the on-line survey when it became available.

Awareness of the Budget Challenge

- The level of awareness about the cuts was very good. Of the people who specifically answered this questions (50) 62% were very aware and a further 22% were broadly aware. It should be noted that a proportion attributed this awareness to being public sector workers e.g. from the NHS.
- Five people linked their awareness to the scale and scope of the cuts to the proposals to turn off streetlights between midnight and 6am.
- Of the minority who did not have much awareness there was some shock expressed as to the scale of the cuts that needed to be made over the next few years; one person admitted turning off the news because it was all *'too depressing'*.

Suggestions for Savings

- There were not many savings suggestions from members of the public. Rather they found it easier to list services that they valued. These included Mental Health Services, Transport (Bus passes being described as a *'life-line'*) and *'Concern about the impact on children from low income families and older people'*.
- Bus passes were also raised by an additional two people in relation to the ability of some to pay for bus services that they currently got for free. One thought was that bus passes should be means tested. One person wrote *"Understand it's very challenging. Important to protect transport - although not necessarily as it is at the moment - it could be increasing community transport and decreasing bus subsidy"*. One person also mentioned *'pay to use'* library services.
- Making increased use of the internet was mentioned. *"Should do more digitally. Stop posting stuff, only use online. And equip people so that they can engage digitally - training, providing tablets, etc."*

Community Action to support services

- There were many excellent examples of people already doing an extensive amount of volunteering within the community. *'Community readers' do Saturday morning session each week for children'*; *'I live in a small village and that is already happening - there are lots of elderly volunteers'*. *'I'm 76 and happy to do my bit - I've been part of St John Ambulance most of my life. I've also set up an Old Boy's Club recently'*
- Many people mention the need for signposting for people to be able to help volunteer more *'Yes to volunteering - has volunteered at Cambridge ReUse and Children's Society - would do more if she could find the right opportunities'* also *'people can help but they won't - need a coordinator otherwise people will sit around waiting for others to help'*. Others mentioned how inspiring some individuals are *'Could have lost the library - one person was key to saving it - now things have turned around.'*
- Time pressures were mentioned as one of the reasons people couldn't volunteer more *'Does mowing for old people working / time pressure limits ability to do more'* and *'I'm not sure that they can - they are squeezed too - working longer, raising children and retiring later and looking after parents. Need*

to make more opportunities for working people. Think capacity is declining'

- Another barrier mentioned for volunteering was not being perceived as an official or being allowed to help without running into red tape. *'You run into problems litter picking. I'd get an earful for not being 'official'.*
- Some conversations centred on how to move volunteering on from something that is person or local e.g. *'I know my neighbours we do the odd thing for each other - we just pay our way - that's how it is.'* Or *'Needs to be directly relevant to family - e.g. children's football team.'* To something that is outside someone's normal scope of community involvement; time credit schemes were praised in this regard.

Paying more Council Tax

- Of those who gave a direct answer to this question (44 people) only 20% said that Council tax should not be increased. For those who said it shouldn't go up almost all said that they would struggle to pay the additional amount or they were already struggling to pay.
- As many as 75% of people said that they would pay more but for over half of these people this was a conditional statement.

There common conditions were;

- A specific area of public service work would receive the additional funding or would be protected. The NHS was mentioned in this regard as was children's centres as well as the police.
- That there was some sort of fairness or means test attached to the increase. People mentioned *'big corporates'* paying more and another person suggested that *'students'* should be taxed. *'Only for people who can afford it'* and *'personally wouldn't mind an extra £150 p.a., but concerned about people who can't afford it'* were also two recorded comments.
- Some people also highlighted the transparency in spending and knowing about the sort of things local taxes were spent on.

CAMBRIDGESHIRE'S BUDGET CHALLENGE: RAMSEY

Sunday 27th September, Ramsey Plough Day, Ramsey

Members of County Council staff talked with over 50 people at the Ramsey Plough Day (with 37 feedback forms being completed as some talked as a couple or group).

People were shown information about the County Council's budget challenge and were asked about their level of awareness, their initial reaction to the budget cuts and what they thought of the County Council's plans to cope with the cuts. People were also asked if they supported an increase in Council tax. Conversations were wide ranging and people commented on local issues as well as the County Council's budget. There were many positive examples of people volunteering to support the community. Eighteen people gave their e-mails in order to participate in the on-line survey when it became available.

Awareness of the Budget Challenge

- Well over half the people we talked to were aware of the budget challenge faced by the County Council. In total 63% were aware of the issue prior to meeting County Council staff.
- Some people expressed '*surprise*' at the scale of the cuts '*sounds like a lot more than I thought*' and '*Shocking - couldn't believe the amounts involved*' were two of the comments recorded.
- Others expressed that the cuts were inevitable given the state of the public finances '*everyone's money is squeezed*'. T
- There was some expression that the cuts were either unfairly targeted at local services '*Shame there has to be cuts and sharing the amount around needs to be fair to make up the deficit. Shire Counties are being hit the hardest*'; '*Staggering amount - can understand why we don't see coppers on the beat anymore*' and '*Sounds like a lot more than thought. Noticing run down paths and hedgerows and other things slipping*'
- There was a further comment about the most vulnerable being hit the hardest '*Well as usual it will be the vulnerable people, older people that get hit, suffer as a result. Provision for children with disabilities and social services is in free fall (that's what I've heard). Infrastructure isn't funded appropriately, respite care is underfunded*'.

Suggestions for Savings

- Savings suggestions from members of the public included cutting Councillors and their allowances '*Stop paying councillors -expenses only*'
- A form of local government reorganisation was also mentioned by several people '*District councils not needed. Remove this tier*' and '*Cheaper offices. Fewer Councillors, Shared facilities, commercialise and charge for more services. Reduce levels of government*'
- People were aware of the problem of playing services off against each other; '*difficult to think about how it can be met without removing services that are essential. Cuts to roads rather than youth services*' and '*Spending money where we don't need to i.e. on street lighting. Put it in roads instead*'.
- There was also some concentration on the current quality of services and the current approach to spending. Someone commented '*Can understand there must be savings but don't think CCC is clear about how the money is spent. Also some departments don't seem to do anything i.e. Conservation. Feels things are going back rather than improving*' and also '*Wasted at source before it is ever spent. This needs to be looked at.*'

Community Action to support services

- Unlike the other areas where this consultation has been carried out there was a mixed response to the suggestion that increased community action and volunteering could help to support local services. - There were many examples of people doing a considerable amount within their local communities. People volunteering to run health walks, with the Ramsey Museum (run entirely by volunteers), street

pride initiatives, community gardening and with cancer charities.

- There was also some pessimism that the community would be able to respond with additional effort as services are cut. Someone observed *'Community won't do it. Used to have many more volunteers within communities. Commuters - often not interested / able in volunteering within communities'* whilst another said *'Warboy's community spirit hangs by a thread. Job to get volunteers to run things'*.

- When exploring in more detail why there were problems with volunteering people attributed this to the work pressures placed on the young *'Already do a lot of volunteering. When people are working can be very difficult - if you get a volunteer under fifty then you are very lucky'* and *'It is always the same people volunteering and younger people have more work / financial pressures. Volunteers need support as well. Can't just do it on their own'*.
- It was positive that a number of people provided their e-mail addresses in order to hear more about volunteering opportunities. There was also particular praise for the Ramsey Million project and also for the St Neot's Time Bank as being better ways to engage younger people in the community.

Paying more Council Tax

- Of those who expressed an opinion only 22% said yes to paying for an additional amount of Council tax.
- A much larger proportion of 41% said that they would pay an increase but it was conditional. The main conditions are as follows:
 - The money is spent well and not wasted;
 - That they could be sure that the money was spent on some very specific services *'If the money went to services I used then yes'* or *'Need to know a lot more about what it would be spent on i.e. £20 more council tax ...this is what will be achieved with it.'*
 - That the increase would not be unfairly charged to those on a low income e.g. poorer pensioners or struggling families.
- A few people referred to the quandary of being asked for ever more council tax at the same time as services were being cut, feeling that if this was the case there was little point in paying the increase *'Wouldn't object to paying more council tax if services remained'*.

CAMBRIDGESHIRE'S BUDGET CHALLENGE: ELY

Saturday 16th October, Ely Market

Members of County Council staff and a local councillor talked with over 100 people in (with 60 feedback forms being completed as some talked as a couple or group). People were shown information about the County Council's budget challenge and were asked about their level of awareness, their initial reaction to the budget cuts and what they thought of the County Council's plans to cope with the cuts. People were also asked if they supported an increase in Council tax. Conversations were wide ranging and people commented on local issues as well as the County Council's budget. There were many positive examples of people volunteering to support the community. Thirty one people gave their e-mails in order to participate in the on-line survey when it became available.

Awareness of the Budget Challenge

- Only a quarter of the people we talked to were unaware of the budget challenge faced by the County Council. In total 25% were unaware of the issue prior to meeting County Council staff and a further 23% only had a partial awareness of the issue.
- Just over 50% of people said they were fully aware of the situation. Most attributed put this awareness down to what they've read or seen in the media but a few also reported direct experience of the cuts as either service users or because relatives worked in public services.
- Some people expressed their reaction to the scale of the cuts in one of two ways:
 - shock; *'Shock, that much money is being spent...you have 'open my eyes' to the scale of the cuts needed'; 'Shocking about the amount that needed to be saved'.*
 - The cuts as a necessary evil, particularly in light of the national budget situation; *'Not shocked by the level of the challenge. Deficit has to be cleared. (It's like any household budget). No good living in cloud cuckoo land about it'; 'Pragmatic - do what needs to be done. Start at the top - councillor's expenses'.*

Suggestions for Savings

- Some savings suggestions by members of the public were made in light of a perception that local government was wasteful;
 - *'people at the top get too much. We should start with getting rid of golden handshakes / huge salaries';*
 - *'They find it frustrating that so much is wasted on ideas / planning projects that don't happen. Move on prevention - i.e not leaving road damage until it costs a fortune to repair'*
 - *'Money is wasted on outsourcing'*
- The proposal to reduce street lighting arose and opinion was divided as to this being a good idea or not. One person suggested that the streetlights were one of the few benefits that they got for their council tax (alongside bin collections). Whereas others approved of the measure, particularly in light of other areas that could be cut;
 - *'Happy to see a reduction in street lighting but not older and vulnerable people'.*
 - *'Turn the street lights off and turn libraries into community centres'*
 - *'Yes people should help in their communities would be happy to go without streetlights'*
- Rather than suggest areas for cuts people put forward area that they wanted to see protected.
 - *'It is wrong that the savings might be taken from children and the disabled. The elderly should be properly supported - better support for those who need it. Worry about essential services going even though they are supposed to be protected.'*
 - *'Worried about the impact on care for older people. Children need a good education, felt all services described were important.'*
 - *'Protecting vulnerable people is most important'*
 - *'Shouldn't lose libraries as they offer so much.'*
- People also raised issue of service quality.
 - *'Roads are rubbish, we've only four street lights and I've never seen a bus.'*

- 'I go to London for eye Hospital appointments. Often miss the last bus [there aren't any later ones] when I get home and have to pay £30 for a taxi'

Community Action to support services

- We heard lots of stories about how much volunteering was already taking place in the community.
 - *'Already work within their community - helping a number of elderly people'*.
 - *'Member of Soham Rotary Club so raise money for good causes'*
 - *'Local volunteer / secretary of village centre.... there is community spirit there. Older people pull together'*
 - *'runs a dementia group - finds it difficult to inspire people - runs group herself after funding was cut'*
 - *'School / college do volunteering and also donate to charity'*
- Generally there was strong support for the idea of encouraging more volunteering and other forms of community action but people questioned if it would be a suitable replacement for paid services.
 - *'It's not wrong to be asked. Same people would be happy to be asked. But its not for everybody, depends on the circumstances of the person. Volunteering is brilliant if you are that type of person. Cannot be compulsory'*
 - *'yes it can be right to ask people to help - but the same people want to be paid to deliver services. Not sure about community spirit'*
 - *'This initiative should cover health services as well. People do 'keep an eye' on neighbours but worried this is seen as being nosey'*

Paying more Council Tax

- Of those who gave an opinion only 16% gave an unequivocal yes to increasing council tax. This can be balanced against the 24% who said no to an increase.
- 59% of people gave an answer that amounted to a conditional yes. Agreeing to an increase but placing caveats on that agreement.
 - *'Yes for specific things - i.e. roads. People need to know what the extra money will be spent on.'*
 - *'I don't mind as long as the money goes to the right services.'*
 - *'Yes as long as the Council doesn't waste money.'*
 - *'Yes but it needs to be spent on appropriate things - essential services not bypasses and roads.'*
 - *'Wouldn't mind a slight increase if services improved'*

BUSINESS CONSULTATION

INTRODUCTION

As part of its business planning process, the Council consults with the public, businesses and other interest groups to gain insight into their views about what should be considered priority areas for budget spending. In the case of businesses, the Council wished to develop an insight into their views about what it can do to help local businesses thrive. The Council was also keen to talk with businesses about how they engage with and support their local communities.

In order to develop this engagement, the Council sought to run a series of consultative meetings with businesses across the County. To do this, it was agreed with the Cambridgeshire Chambers of Commerce that County Council research staff should gather views by attending local Chamber committees. Alongside these sessions, individual businesses were consulted at a Chamber of Commerce B2B event. Experience has shown that face to face conversations are the most effective approach to engage with businesses. A decision was made not to run the online consultation this year due to the typically low response rate of this engagement.

This report summarises consultations carried out with 75 businesses through the Cambridgeshire Chambers of Commerce Local Committees in September, October and November 2015 and at the 2015 Cambridgeshire Chambers of Commerce B2B event held at Quay Mill Hotel in September. In its 6th year, the event hosted over 100 exhibitors and 600 visitors.

METHODOLOGY

The consultation sought to gather the views of businesses across the County about what the County Council can and should be doing to develop an environment within which local businesses can thrive, through having a semi-structured discussion. The face to face consultation with businesses had the following objectives:

- Focus predominantly on small to medium enterprises (SME). The Cambridgeshire Chambers of Commerce advise that 68% of businesses in Cambridgeshire employ four people or fewer.
- Gather the views of businesses across the County about what the County Council can and should be doing to develop an environment within which local businesses can thrive.
- Explore the involvement of local businesses in the community through processes such as work experience placement and apprenticeships.

There were two parts to the consultation. The major part was open discussions similar to a focus group with the business representatives on the four local Cambridgeshire Chambers of Commerce committees for Cambridge and South Cambridgeshire, Ely, Fenland, and Huntingdonshire. These were carried out through September to November 2015. In-depth discussions with 33 businesses took place through the Chambers of Commerce local committees in Cambridge and South Cambridgeshire, Ely, Fenland, and Huntingdonshire.

The second part looked beyond the representatives sitting on the Cambridgeshire Chamber of Commerce committees to other businesses involved in the local area. County Council representatives manned a stall at the annual B2B event, held this year at the Quay Mill Hotel in September. Discussions were focused in the same way as for those at the Chambers meetings.

The face to face consultations and the survey were run by the County Council Research Team. Promotion was conducted by the Cambridgeshire Chamber in tandem with the Research Team.

QUESTION DESIGN AND DELIVERY

The questions were designed to be open so as to promote discussion and gather businesses' views without being constrained by any preconceptions.

A short paper was circulated beforehand to the business representatives on the Chambers of Commerce Local Committees which explained the level of savings required from the County Council budget, the main areas of current spending and a summary of progress the Council has made over the past year addressing the key issues raised in our 2014 engagement exercises.

At the B2B event, this was provided alongside presentation of some key facts and figures on the saving we need to undertake. A guide questionnaire was developed, and following a brief run through of the circulated paper to ensure understanding, discussions with business representatives were guided around the following open questions:

- How aware was the person of the scale of the savings challenge. What was their reaction to the savings challenge, and how do they think their business has been affected?
- What does their business value from the County Council – what are the best bits that we are doing currently that supports their business to thrive? (*e.g.: transport links, childcare, broadband, digital first, staff training, qualifications for staff, licensing and rogue traders*).
- What do they feel Cambridgeshire County Council should be doing to help their business thrive that we don't already do. What do we need to do more of to support their business most? (*This also examines the community involvement of the business and how the Council can support a business to do more.*)

The Council Research staff recorded discussions at the Commerce meetings and the B2B event in note form. The discussion points were sorted into themes as presented in this report. In total 75 businesses were engaged with. 33 of these were through in-depth discussions through the Chambers of Commerce Local Committees, with a further 42 individual discussions at the B2B event.

CHAMBER OF COMMERCE RESULTS

During September, October and November, members of the Council's Research Team attended each of the Chamber of Commerce Local Committees: East Cambridgeshire, Fenland, Huntingdonshire, Cambridge City and South Cambridgeshire. In total, 33 representatives were engaged with through these meetings.

ENGAGEMENT WITH LOCAL COMMUNITIES

Within our discussions with business representatives both at the B2B event and the Chamber of Commerce local committees, Research staff questioned respondents on their current degree of engagement with their local communities, from what they do now, to ideas of engagement they could do – and what the barriers were, if any.

A key focus by almost all representatives was around local apprenticeship schemes and work experience placements. Some businesses gave excellent examples of strong engagement with local colleges and schools, including engaging in 'in-house' support on soft skills such as CV-writing and interview preparation. A number of representatives across Cambridgeshire did raise concerns about the difficulties in engaging with some schools, with a number citing examples of the times they had attempted to engage but had no response.

Looking at transport and environmental issues, some did note the promotion of appropriate waste disposal (including recycling) on their premises. Others discussed supporting roadside maintenance. One example was given by a local company wishing to engage in promotion on roundabouts, with a willingness to pay and to

assist in the maintenance / beautification of the area. They highlighted difficulties in engaging with the local council and questioned why more roundabouts were not available for sponsorship. A best practice example for this would be Milton Keynes.

Transport was discussed as a blocking issue for staff and for engaging with local communities. Some funded taxis to enable potential work experience students and apprentices to get to work.

TRANSPORT AND INFRASTRUCTURE

This came up as a key topic in 2014, and again has been raised by all Chamber of Commerce meetings. For some, positive statements arose, for others concerns were raised about the accessibility to their services by other businesses and customers. It was recognised that improvements are taking place, and things are progressing in the right direction, but that there was a lot more work to be done. It was noted that *'poor road structure stunts business growth'*.

Specific topics included:

- The A14
- The A10
- Electrification of railways
- Public transport
- Road and roadside maintenance

Two key issues about poor transport and infrastructure were discussed, focusing on how it stunted a business from developing. Firstly, that customers could not easily access and engage with a business. Secondly, that recruitment could be hindered, with the staffing and apprentice pool becoming limited to local residents.

Developments on the A14 were noted by the Cambridge & South Cambridgeshire and East Cambridgeshire meetings as being generally positive, with some improvements identified around traffic flow. It was however recognised that these developments are some way off completion, so further developments might still result in marked improvements. The A10 was noted as being a barrier to businesses, especially when seeking to expand their customer base. This mirrors feedback from 2014.

Representatives from Cambridge and South Cambridgeshire noted the degree of delay that took place when planning projects, and that this often meant that improvement only took place slowly. This reflects back on another common point of discussion around the repetitious nature of government, especially around policy and project planning.

Road maintenance was discussed as an issue, especially in rural areas. It was noted that there was a need for local communities to take on verge-side maintenance, with residents performing simple tasks such as mowing the grass directly outside their property. It was noted that Councils need to positively recognise that behaviour, however.

Developments around the train station in Ely were discussed positively by the East Cambridgeshire business representatives. Access to businesses and customers would be significantly improved. Concerns around parking and taxi ranks within the station were discussed.

Further electrification of railways was discussed specifically by business representatives from Fenland, as a requirement to boost reliability of services and production. The cost of HS2 was noted as being possibly better-placed in investing in local train services across the country.

BROADBAND

The rollout of super-fast broadband has been recognised and was applauded; however concerns were raised about the methodology behind the achievement of “95% coverage”. It was suggested that this might be far from the case in more rural areas. Concerns were raised that in some areas, boxes were installed but that they did not cover a full village – hence they were recording as having coverage incorrectly⁶.

Broadband and connectivity is still viewed as a significant issue in rural areas – especially so in Fenland, with businesses suffering as a result. Access speeds were also discussed, with many representatives expressing scepticism that the pledged speeds matched actual speed. One example was provided by a local business owner who still had difficulty with simple requirements such as processing card payments.

Business representatives stressed the need for good broadband access and described the lack of broadband access for households and for businesses as a deprivation indicator. It was noted that poor coverage impacted not only on businesses but also on families and schools and education. The benefits of the roll out were discussed, where better broadband might have an indirect positive impact in other areas – for example reductions in traffic, improving road and rail links, and boost business productivity, labour markets and increase potential cost-saving methods.

SKILLS AND STAFFING

Business representatives raised concerns about staffing shortages, especially in the skilled manual labour or customer service industries.

Difficulties in recruiting staff were linked to skills gaps, but also to the pool of workers to hand. As above, poor transport and infrastructure can act as a block for staff, and as such the pool of potential employees can be drastically reduced. Housing affordability was also noted as a block, specifically for Cambridge City.

The EDGE Jobs and Skills Service was discussed by representatives at the Huntingdonshire meeting, and it was noted that adult learning and education departments are engaged with the service. Job application skills development required improvement, and should be integral to education in schools.

SCHOOLS AND APPRENTICESHIPS

Each Committee discussed how positive apprenticeships were and the significant benefit they gave businesses. The majority of representatives (including those from the B2B event) had taken on apprentices, and found them to be a very positive resource. The introduction of the Living Wage and its impact was discussed, with recognition that this was pushing businesses to reconsider employment and apprenticeship processes, re-examining the age profiles of staff to plan for the future.

There was a general sense from representatives that the demand for apprentices and work experience outweighs the candidates currently available. Difficulties in getting potential apprentices to work was also discussed – again with regards to transport provision, and the limited local pool of candidates.

Representatives noted difficulty in schools engaging with businesses – sometimes this was down to a general lack of awareness of local business, but there was concern that more often it was due to the stigma associated to progressing down alternative routes to university.

It was recognised that some schools fully engage with businesses, in a very rewarding fashion, but for the most part the feedback was that there was a need to push schools to engage with trades and local business

⁶ Although expressed as a view this is probably not the case. The details published at <http://www.connectingcambridgeshire.co.uk/my-area/> do reflect coverage details of this sort.

opportunities. Typically, communications to schools received no response, and this was a point where the Council should play a lead role in transforming how schools link with local businesses.

THE ROLE AND STRUCTURE OF LOCAL GOVERNMENT

Representatives from some committees discussed the role and structure of local government, and the repetitious nature of policy and planning processes. Cambridge City and South Cambridgeshire representatives identified issues where they felt that local government organisations regularly “buck-pass” questions and issues. It was noted that there needs to be a joined up approach between different parts of local government so this doesn’t happen. Many felt that it was currently unclear what the County Council does to support businesses (beyond the obvious maintenance of roads and other universal services).

Communication processes within the Council were also discussed, with similar reflections as those engaged with at the B2B exhibition. It was felt that communication both with businesses and with the public was often not as strong as it could be, with a need for greater clarity and consistency of messages. In the view of some businesses Councils appear to communicate only from a defensive point of view, responding to an issue or a problem raised in the press. It was felt that there was a need for the council to better communicate its successes, and that *‘there are probably some very good news stories that the Council are simply not raising awareness of’*.

The potential of devolution was raised, with mixed opinions around accountability, and the inevitable cost of the process in the form of meetings, debates, and repetitious discussions across the organisations in question.

It was emphasised that Councils need to *‘be more business-like’* in both its management and decision-making processes, drawing similar teams together and being more forceful with partner organisations.

COMMENTS FROM BUSINESSES AT THE B2B EVENT

In its sixth year, the B2B event at Quy hosted over 100 exhibitors and 600 visitors. The day was a great success for many, providing numerous networking opportunities as well as the chance to learn through the inspiring seminar programme. Cambridgeshire County Council manned a stall at the event and through this and walking through the event engaged with a high number of businesses.

The majority of businesses were aware of the financial pressures faced by the County Council. For some this was due to having relatives working in the public sector, whilst for others it was due to their business’ historical involvement with local groups. In general, those questioned were less concerned about the impact this might have on their businesses, but did reflect on wider impact this might have— for example degradation of road networks and reductions in free parking. Concerns about the focus on SMEs were raised, with some suggesting that the council could do more to engage with and support smaller business.

The majority of comments focused on the accessibility of their business to their customers – for many this focused on road and rail networks, for others concern around a lack of suitable office space and broadband was raised. Key issues raised include:

- **Advice and Support.** Some felt that little support was provided directly from the County Council to assist businesses in promoting their brand. This ranged from a need for more business advisors to a willingness to let out land (e.g. roundabouts) for promotion. Guidance on how smaller businesses can bid for projects was also requested.
- **Communication.** It was felt that engagement between the County Council and the SMEs needed improvement, with some commenting that it reflected a wider communication issue. This is a similar issue to that raised last year. There was a sense that many positive activities run by the council were not widely communicated and hence not recognised.

- **Transport Infrastructure.** Respondents spoke positively about improvements that have taken place over the last year across the county. Some noted that their selection of business location was specifically guided by the fact that some key roads become blocked – specifically referencing the A14 and the A10.
- **Travel and congestion.** Whilst it was recognised that roads have improved, there was a concern that congestion had not. Some reflected positively on the A14 developments, but added concern that this had not led to the improvement in travel time that had been hoped for. Concerns were expressed that this was limiting their customer pool as well as their access to skilled staff.
- **Availability of office space.** Businesses questioned felt that a lack of availability of affordable office space was a significant issue, specifically with regards to Cambridge City. One smaller business explained they were being pushed out of their premises in Cambridge for a new housing development, but could find nowhere else to move to.
- **Broadband.** In contrast to last year, feedback on broadband and the availability of super-fast connections was spoken of very positively. Whilst concerns were raised about the continuing existence of small areas with no access (typically more remote rural locations) feedback was positive and reflected on the improvements seen over the past year. Questions were raised about the promised connection speeds compared to the actual speed provided.

Businesses were asked about how they get involved in their local community, with a specific focus on work experience placements and apprenticeships.

Businesses also made the following points:



- **Infrastructure provision** to support housing developments – *“it is okay to build homes but if there is no surrounding infrastructure to support it you will have difficulties.”*
- **Apprenticeships / work experience placements** also need to be sought out by schools: *“Expectation by colleges to have people come to them ... Used to get direct work experience requests - doesn't seem to happen in Cambridgeshire.”*
- **Congestion** is a challenge and things are worsening, especially around in **Cambridge City**. There is a need to invest in public transport – *“busway is fantastic”* and cycleways - *“Lack of safe cycling paths, lack of interest from CCC in cycling⁷”*.
- Concern over **procurement support**: *“SMEs find it very difficult to negotiate the public sector procurement system, [they need] more support on how to get into the system.”*
- The implementation of the **living wage**. Views were mixed – some (typically larger businesses) felt it was a very positive move, whilst others expressed concern that it might destabilise their business and that even now it stopping them from hiring new staff.




⁷ When the respondent was then advised about cycling initiatives across the City, they were impressed, but questioned why the Council did not promote it more.






APPENDICES




On-line Survey Summary


2. Our Budget Challenge

Have you watched the video? (If not, you can continue with this survey but it will not be possible to answer a number of the questions):						Response Percent	Response Total
1	Yes					95.59%	650
2	No					4.41%	30
Analysis	Mean:	1.04	Std. Deviation:	0.21	Satisfaction Rate:	4.41	answered 680
	Variance:	0.04	Std. Error:	0.01			skipped 1

Did the video leave you with a good understanding of the challenges that the County Council faces?						Response Percent	Response Total
1	Yes					83.09%	565
2	No					4.41%	30
3	Unsure					12.50%	85
Analysis	Mean:	1.29	Std. Deviation:	0.68	Satisfaction Rate:	14.71	answered 680
	Variance:	0.46	Std. Error:	0.03			skipped 1

Before watching the video, how aware were you of the scale of the financial challenges facing the county council?						Response Percent	Response Total
1	Very aware					34.47%	233
2	Aware					50.44%	341
3	Not aware					11.69%	79
4	Not at all aware					2.22%	15
5	Unsure / Don't know					1.18%	8
Analysis	Mean:	1.85	Std. Deviation:	0.8	Satisfaction Rate:	21.3	answered 676
	Variance:	0.63	Std. Error:	0.03			skipped 5

How concerned are you about the financial challenges faced by the County Council?						Response Percent	Response Total
1	Very concerned					51.26%	347
2	Concerned					40.92%	277
3	Not concerned					5.47%	37

How concerned are you about the financial challenges faced by the County Council?				
			Response Percent	Response Total
4	Not at all concerned		1.03%	7

3. Looking forward

Looking at the three broad categories of service explained above, and bearing in mind that service reductions need to happen, where would you make spending reductions?				
	Spend about the same	Spend a little less	Spend a lot less	Response Total
Universal services which anyone can access	30.9% (210)	49.6% (337)	19.6% (133)	680
Targeted services	49.9% (339)	43.8% (298)	6.3% (43)	680
Care packages for people with the greatest need	60.9% (414)	33.5% (228)	5.6% (38)	680
			answered	680
			skipped	1

Matrix Charts

5.1. Universal services which anyone can access							Response Percent	Response Total
1	Spend about the same			<div></div>			30.9%	210
2	Spend a little less			<div></div>			49.6%	337
3	Spend a lot less			<div></div>			19.6%	133
Analysis	Mean:	1.89	Std. Deviation:	0.7	Satisfaction Rate:	44.34	answered	680
	Variance:	0.49	Std. Error:	0.03				

5.2. Targeted services							Response Percent	Response Total
1	Spend about the same			<div><div></div></div>			49.9%	339
2	Spend a little less			<div><div></div></div>			43.8%	298
3	Spend a lot less			<div><div></div></div>			6.3%	43
Analysis	Mean:	1.56	Std. Deviation:	0.61	Satisfaction Rate:	28.24	answered	680
	Variance:	0.37	Std. Error:	0.02				

5.3. Care packages for people with the greatest need							Response Percent	Response Total
1	Spend about the same				<div><div></div></div>		60.9%	414
2	Spend a little less				<div><div></div></div>		33.5%	228
3	Spend a lot less				<div><div></div></div>		5.6%	38
Analysis	Mean:	1.45	Std. Deviation:	0.6	Satisfaction Rate:	22.35	answered	680
	Variance:	0.37	Std. Error:	0.02				

5.3. Care packages for people with the greatest need					Response Percent	Response Total
Variance:	0.36	Std. Error:	0.02			






4. Our Priorities






To what extent do you agree with the County Council's Priorities as shown in the video?						
	Strongly agree	Agree	Disagree	Strongly disagree	Unsure/Don't know	Response Total
Older people live well independently	31.9% (217)	52.5% (357)	8.2% (56)	1.5% (10)	5.9% (40)	680
People with disabilities live well independently	33.5% (228)	48.2% (328)	10.1% (69)	1.2% (8)	6.9% (47)	680
People at risk of harm are kept safe	38.5% (262)	45.6% (310)	6.0% (41)	2.2% (15)	7.6% (52)	680
People lead a healthy lifestyle and stay healthy for longer	30.9% (210)	48.1% (327)	12.6% (86)	2.5% (17)	5.9% (40)	680
Children and young people reach their potential in settings and schools	38.5% (262)	46.6% (317)	8.1% (55)	2.4% (16)	4.4% (30)	680
The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents	32.2% (219)	45.0% (306)	11.0% (75)	4.6% (31)	7.2% (49)	680
People live in a safe environment	35.9% (244)	52.8% (359)	6.5% (44)	1.2% (8)	3.7% (25)	680
					answered	680
					skipped	1






Matrix Charts






7.1. Older people live well independently						Response Percent	Response Total	
1	Strongly agree			<div><div></div></div>		31.9%	217	
2	Agree			<div><div></div></div>		52.5%	357	
3	Disagree			<div><div></div></div>		8.2%	56	
4	Strongly disagree			<div><div></div></div>		1.5%	10	
5	Unsure/Don't know			<div><div></div></div>		5.9%	40	
Analysis	Mean:	1.97	Std. Deviation:	0.99	Satisfaction Rate:	24.23	answered	680
	Variance:	0.99	Std. Error:	0.04				

7.2. People with disabilities live well independently							Response Percent	Response Total
1	Strongly agree			<div><div></div></div>			33.5%	228
2	Agree			<div><div></div></div>			48.2%	328
3	Disagree			<div><div></div></div>			10.1%	69
4	Strongly disagree			<div><div></div></div>			1.2%	8
5	Unsure/Don't know			<div><div></div></div>			6.9%	47
Analysis	Mean:	2	Std. Deviation:	1.05	Satisfaction Rate:	24.93	answered	680
	Variance:	1.11	Std. Error:	0.04				

7.3. People at risk of harm are kept safe						Response Percent	Response Total
1	Strongly agree					38.5%	262
2	Agree					45.6%	310
3	Disagree					6.0%	41
4	Strongly disagree					2.2%	15
5	Unsure/Don't know					7.6%	52
Analysis		Mean:	1.95	Std. Deviation:	1.1	Satisfaction Rate:	23.71
		Variance:	1.22	Std. Error:	0.04		
						answered	680

7.4. People lead a healthy lifestyle and stay healthy for longer						Response Percent	Response Total
1	Strongly agree					30.9%	210
2	Agree					48.1%	327
3	Disagree					12.6%	86
4	Strongly disagree					2.5%	17
5	Unsure/Don't know					5.9%	40
Analysis		Mean:	2.04	Std. Deviation:	1.03	Satisfaction Rate:	26.1
		Variance:	1.06	Std. Error:	0.04		
						answered	680

7.5. Children and young people reach their potential in settings and schools						Response Percent	Response Total
1	Strongly agree					38.5%	262
2	Agree					46.6%	317
3	Disagree					8.1%	55
4	Strongly disagree					2.4%	16
5	Unsure/Don't know					4.4%	30
Analysis		Mean:	1.88	Std. Deviation:	0.97	Satisfaction Rate:	21.88
		Variance:	0.94	Std. Error:	0.04		
						answered	680

7.6. The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents						Response Percent	Response Total
1	Strongly agree					32.2%	219
2	Agree					45.0%	306
3	Disagree					11.0%	75
4	Strongly disagree					4.6%	31
5	Unsure/Don't know					7.2%	49
Analysis		Mean:	2.1	Std. Deviation:	1.12	Satisfaction Rate:	27.39
		Variance:	1.25	Std. Error:	0.04		
						answered	680


7.7. People live in a safe environment						Response Percent	Response Total	
1	Strongly agree		<div></div>			35.9%	244	
2	Agree		<div></div>			52.8%	359	
3	Disagree		<div></div>			6.5%	44	
4	Strongly disagree		<div></div>			1.2%	8	
5	Unsure/Don't know		<div></div>			3.7%	25	
Analysis	Mean:	1.84	Std. Deviation:	0.88	Satisfaction Rate:	20.99	answered	680
	Variance:	0.78	Std. Error:	0.03				



5. The role of the community in Cambridgeshire's future




To what extent do you agree that the following messages of the video are realistic:				
	Something that is realistic everywhere	Something that is realistic in some communities but not in others	Something that is unrealistic	Response Total
Encouraging communities to get involved in delivering our services	24.7% (166)	53.8% (362)	21.5% (145)	673
Encouraging communities to take actions that save the Council money	44.3% (296)	43.4% (290)	12.3% (82)	668
Encouraging individuals to increase their involvement supporting the local community	35.9% (241)	51.3% (345)	12.8% (86)	672
Seeking greater involvement in our services by established voluntary groups	34.2% (228)	54.9% (366)	10.9% (73)	667
Seeking greater involvement in our services by town and parish councils	47.7% (318)	42.9% (286)	9.4% (63)	667
Seeking greater involvement in our services by local businesses	42.3% (283)	47.5% (318)	10.2% (68)	669
			answered	675
			skipped	6




Matrix Charts




9.1. Encouraging communities to get involved in delivering our services							Response Percent	Response Total
1	Something that is realistic everywhere			<div></div>			24.7%	166
2	Something that is realistic in some communities but not in others			<div></div>			53.8%	362
3	Something that is unrealistic			<div></div>			21.5%	145
Analysis	Mean:	1.97	Std. Deviation:	0.68	Satisfaction Rate:	48.44	answered	673
	Variance:	0.46	Std. Error:	0.03				

9.2. Encouraging communities to take actions that save the Council money						Response Percent	Response Total
1	Something that is realistic everywhere					44.3%	296


9.2. Encouraging communities to take actions that save the Council money						Response Percent	Response Total
2	Something that is realistic in some communities but not in others					43.4%	290
3	Something that is unrealistic					12.3%	82
Analysis	Mean:	1.68	Std. Deviation:	0.68	Satisfaction Rate:	answered	668
	Variance:	0.46	Std. Error:	0.03			

9.3. Encouraging individuals to increase their involvement supporting the local community						Response Percent	Response Total
1	Something that is realistic everywhere					35.9%	241
2	Something that is realistic in some communities but not in others					51.3%	345
3	Something that is unrealistic					12.8%	86
Analysis	Mean:	1.77	Std. Deviation:	0.66	Satisfaction Rate:	answered	672
	Variance:	0.43	Std. Error:	0.03			

9.4. Seeking greater involvement in our services by established voluntary groups						Response Percent	Response Total
1	Something that is realistic everywhere					34.2%	228
2	Something that is realistic in some communities but not in others					54.9%	366
3	Something that is unrealistic					10.9%	73
Analysis	Mean:	1.77	Std. Deviation:	0.63	Satisfaction Rate:	answered	667
	Variance:	0.4	Std. Error:	0.02			










9.5. Seeking greater involvement in our services by town and parish councils						Response Percent	Response Total
1	Something that is realistic everywhere					47.7%	318
2	Something that is realistic in some communities but not in others					42.9%	286
3	Something that is unrealistic					9.4%	63
Analysis	Mean:	1.62	Std. Deviation:	0.65	Satisfaction Rate:	answered	667
	Variance:	0.43	Std. Error:	0.03			

9.6. Seeking greater involvement in our services by local businesses						Response Percent	Response Total
1	Something that is realistic everywhere					42.3%	283
2	Something that is realistic in some communities but not in others					47.5%	318
3	Something that is unrealistic					10.2%	68
Analysis	Mean:	1.68	Std. Deviation:	0.65	Satisfaction Rate:	answered	669
	Variance:	0.42	Std. Error:	0.03			

Do you think these ideas will enable us to continue to help people whilst having significantly less funding?							Response Percent	Response Total
1	Yes						36.62%	249
2	No						27.06%	184
3	Unsure						36.32%	247
Analysis	Mean:	2	Std. Deviation:	0.85	Satisfaction Rate:	49.85	answered	680
	Variance:	0.73	Std. Error:	0.03			skipped	1

6. Taking Part in your Local Community

Do you think it is a good idea asking residents to become more involved in their local community to help us to provide council services?				
			Response Percent	Response Total
1	Yes	<div></div>	79.41%	540
2	No	<div></div>	20.59%	140
			skipped	1

What do you think are the greatest barriers to people getting involved in helping our services? Please select the top three barriers:							Response Percent	Response Total
1	Community volunteering already at capacity						18.40%	124
2	Unwillingness among communities and individuals						46.29%	312
3	Time (for communities and individuals)						72.26%	487
4	Understanding of what is expected						44.07%	297
5	Money / funding						27.45%	185
6	Community facilities						9.50%	64
7	Trust within communities						12.76%	86
8	Trust between communities and the council						28.64%	193
9	Other (please specify):						15.73%	106
Analysis	Mean:	11.58	Std. Deviation:	12.8	Satisfaction Rate:	110.39	answered	674
	Variance:	163.89	Std. Error:	0.49			skipped	7

7. Local decision-making

How much influence do you feel the following have on local services?							Response Total
	Very significant	Significant	Insignificant	Very insignificant	Unsure		
National government	47.2% (321)	34.1% (232)	8.5% (58)	6.8% (46)	3.4% (23)		680



How much influence do you feel the following have on local services?						
	Very significant	Significant	Insignificant	Very insignificant	Unsure	Response Total
Local government (county and district councils)	47.5% (323)	38.8% (264)	5.3% (36)	4.6% (31)	3.8% (26)	680
Local councillors	19.0% (129)	47.5% (323)	20.0% (136)	7.6% (52)	5.9% (40)	680
Parish councils	6.8% (46)	31.0% (211)	41.0% (279)	13.5% (92)	7.6% (52)	680
Voluntary groups	5.7% (39)	26.6% (181)	42.1% (286)	19.4% (132)	6.2% (42)	680
Local businesses	6.0% (41)	27.5% (187)	41.3% (281)	15.9% (108)	9.3% (63)	680
Informal networks of friends / communities	5.1% (35)	22.9% (156)	36.3% (247)	26.0% (177)	9.6% (65)	680
					answered	680
					skipped	1






Matrix Charts






13.1. National government						Response Percent	Response Total	
1	Very significant		<div><div></div></div>			47.2%	321	
2	Significant		<div><div></div></div>			34.1%	232	
3	Insignificant		<div><div></div></div>			8.5%	58	
4	Very insignificant		<div><div></div></div>			6.8%	46	
5	Unsure		<div><div></div></div>			3.4%	23	
Analysis	Mean:	1.85	Std. Deviation:	1.05	Satisfaction Rate:	21.25	answered	680
	Variance:	1.11	Std. Error:	0.04				






13.2. Local government (county and district councils)						Response Percent	Response Total	
1	Very significant				<div><div></div></div>	47.5%	323	
2	Significant				<div><div></div></div>	38.8%	264	
3	Insignificant				<div><div></div></div>	5.3%	36	
4	Very insignificant				<div><div></div></div>	4.6%	31	
5	Unsure				<div><div></div></div>	3.8%	26	
Analysis	Mean:	1.78	Std. Deviation:	1	Satisfaction Rate:	19.6	answered	680
	Variance:	1.01	Std. Error:	0.04				



13.3. Local councillors						Response Percent	Response Total
1	Very significant					19.0%	129
2	Significant					47.5%	323
3	Insignificant					20.0%	136




13.3. Local councillors						Response Percent	Response Total
4	Very insignificant					7.6%	52
5	Unsure					5.9%	40
Analysis	Mean:	2.34	Std. Deviation:	1.05	Satisfaction Rate:	33.49	answered 680
	Variance:	1.11	Std. Error:	0.04			

13.4. Parish councils						Response Percent	Response Total
1	Very significant					6.8%	46
2	Significant					31.0%	211
3	Insignificant					41.0%	279
4	Very insignificant					13.5%	92
5	Unsure					7.6%	52
Analysis	Mean:	2.84	Std. Deviation:	1	Satisfaction Rate:	46.07	answered 680
	Variance:	1	Std. Error:	0.04			




13.5. Voluntary groups						Response Percent	Response Total
1	Very significant					5.7%	39
2	Significant					26.6%	181
3	Insignificant					42.1%	286
4	Very insignificant					19.4%	132
5	Unsure					6.2%	42
Analysis	Mean:	2.94	Std. Deviation:	0.97	Satisfaction Rate:	48.42	answered 680
	Variance:	0.93	Std. Error:	0.04			



13.6. Local businesses						Response Percent	Response Total
1	Very significant					6.0%	41
2	Significant					27.5%	187
3	Insignificant					41.3%	281
4	Very insignificant					15.9%	108
5	Unsure					9.3%	63
Analysis	Mean:	2.95	Std. Deviation:	1.02	Satisfaction Rate:	48.71	answered 680
	Variance:	1.04	Std. Error:	0.04			



13.7. Informal networks of friends / communities						Response Percent	Response Total
1	Very significant					5.1%	35
2	Significant					22.9%	156

13.7. Informal networks of friends / communities						Response Percent	Response Total
3	Insignificant					36.3%	247
4	Very insignificant					26.0%	177
5	Unsure					9.6%	65
Analysis	Mean:	3.12	Std. Deviation:	1.03	Satisfaction Rate:	answered	680
	Variance:	1.06	Std. Error:	0.04			

8. Your Current Involvement in your Community

In an average month, approximately how many hours do you spend volunteering, or helping out in your local community?							
						Response Percent	Response Total
1	0					38.38%	261
2	Up to 5 hours					27.79%	189
3	6-10 hours					13.09%	89
4	11-20 hours					8.38%	57
5	21-30 hours					4.71%	32
6	31-40 hours					2.50%	17
7	41-50 hours					1.47%	10
8	51-60 hours					0.44%	3
9	Over 60 hours					3.24%	22
Analysis	Mean:	2.48	Std. Deviation:	1.88	Satisfaction Rate:	answered	680
	Variance:	3.55	Std. Error:	0.07		skipped	1

Are you involved in your local community?							
						Response Percent	Response Total
1	Yes					61.91%	421
2	No					38.09%	259
Analysis	Mean:	1.38	Std. Deviation:	0.49	Satisfaction Rate:	answered	680
	Variance:	0.24	Std. Error:	0.02		skipped	1

Would you be willing/ able to provide more of your time to support your local community in Cambridgeshire?							
						Response Percent	Response Total
1	Yes					40.88%	278
2	No					59.12%	402
Analysis	Mean:	1.59	Std. Deviation:	0.49	Satisfaction Rate:	answered	680
	Variance:	0.24	Std. Error:	0.02		skipped	1

Looking at what you do now, do you feel you personally could:

	Yes - a lot	Yes - a little	No - I do a lot already	No - I do not have the time	No - I do not want to	Response Total
Recycle more	6.8% (46)	27.2% (185)	64.3% (437)	1.0% (7)	0.7% (5)	680
Volunteer more	2.9% (20)	33.4% (227)	27.4% (186)	31.5% (214)	4.9% (33)	680
Access county council services online more	15.0% (102)	27.2% (185)	49.0% (333)	2.6% (18)	6.2% (42)	680
						answered 680
						skipped 1

Matrix Charts

17.1. Recycle more						Response Percent	Response Total
1	Yes - a lot					6.8%	46
2	Yes - a little					27.2%	185
3	No - I do a lot already					64.3%	437
4	No - I do not have the time					1.0%	7
5	No - I do not want to					0.7%	5
Analysis	Mean:	2.62	Std. Deviation:	0.66	Satisfaction Rate:	40.44	answered 680
	Variance:	0.44	Std. Error:	0.03			

17.2. Volunteer more						Response Percent	Response Total
1	Yes - a lot					2.9%	20
2	Yes - a little					33.4%	227
3	No - I do a lot already					27.4%	186
4	No - I do not have the time					31.5%	214
5	No - I do not want to					4.9%	33
Analysis	Mean:	3.02	Std. Deviation:	0.98	Satisfaction Rate:	50.48	answered 680
	Variance:	0.96	Std. Error:	0.04			

17.3. Access county council services online more						Response Percent	Response Total
1	Yes - a lot					15.0%	102
2	Yes - a little					27.2%	185
3	No - I do a lot already					49.0%	333
4	No - I do not have the time					2.6%	18
5	No - I do not want to					6.2%	42
Analysis	Mean:	2.58	Std. Deviation:	0.98	Satisfaction Rate:	39.45	answered 680
	Variance:	0.97	Std. Error:	0.04			

How far would you be interested in giving some of your time to support:					
	Very interested	Interested	Not interested	Not at all interested	Response Total
Your local library - for example volunteering to staff for a few hours a week	5.0% (34)	22.9% (156)	46.8% (318)	25.3% (172)	680
Volunteering to lead Health Walks	2.8% (19)	19.1% (130)	49.3% (335)	28.8% (196)	680
Vulnerable older people in your community	5.3% (36)	32.6% (222)	40.9% (278)	21.2% (144)	680
Children in need of fostering	3.2% (22)	11.9% (81)	46.9% (319)	37.9% (258)	680
Local youth groups	3.8% (26)	15.6% (106)	48.7% (331)	31.9% (217)	680
Volunteering at local schools	6.0% (41)	25.1% (171)	41.8% (284)	27.1% (184)	680
Assisting the disabled	5.1% (35)	24.1% (164)	46.2% (314)	24.6% (167)	680
Helping young families	4.1% (28)	20.6% (140)	46.9% (319)	28.4% (193)	680
Local democracy - for example joining your parish council	11.9% (81)	23.1% (157)	38.1% (259)	26.9% (183)	680
Local politics - for example becoming a councillor	8.7% (59)	14.6% (99)	43.5% (296)	33.2% (226)	680
				answered	680
				skipped	1

Matrix Charts

18.1. Your local library - for example volunteering to staff for a few hours a week							Response Percent	Response Total
1	Very interested			<div><div></div></div>			5.0%	34
2	Interested			<div><div></div></div>			22.9%	156
3	Not interested			<div><div></div></div>			46.8%	318
4	Not at all interested			<div><div></div></div>			25.3%	172
Analysis	Mean:	2.92	Std. Deviation:	0.82	Satisfaction Rate:	64.12	answered	680
	Variance:	0.68	Std. Error:	0.03				

18.2. Volunteering to lead Health Walks							Response Percent	Response Total
1	Very interested			<div><div></div></div>			2.8%	19
2	Interested			<div><div></div></div>			19.1%	130
3	Not interested			<div><div></div></div>			49.3%	335
4	Not at all interested			<div><div></div></div>			28.8%	196
Analysis	Mean:	3.04	Std. Deviation:	0.77	Satisfaction Rate:	68.04	answered	680
	Variance:	0.59	Std. Error:	0.03				


18.3. Vulnerable older people in your community						Response Percent	Response Total
1	Very interested					5.3%	36
2	Interested					32.6%	222
3	Not interested					40.9%	278
4	Not at all interested					21.2%	144
Analysis	Mean:	2.78	Std. Deviation:	0.84	Satisfaction Rate:	59.31	answered 680
	Variance:	0.7	Std. Error:	0.03			





18.4. Children in need of fostering						Response Percent	Response Total
1	Very interested					3.2%	22
2	Interested					11.9%	81
3	Not interested					46.9%	319
4	Not at all interested					37.9%	258
Analysis	Mean:	3.2	Std. Deviation:	0.77	Satisfaction Rate:	73.19	answered 680
	Variance:	0.59	Std. Error:	0.03			





18.5. Local youth groups						Response Percent	Response Total
1	Very interested					3.8%	26
2	Interested					15.6%	106
3	Not interested					48.7%	331
4	Not at all interested					31.9%	217
Analysis	Mean:	3.09	Std. Deviation:	0.79	Satisfaction Rate:	69.56	answered 680
	Variance:	0.62	Std. Error:	0.03			





18.6. Volunteering at local schools						Response Percent	Response Total
1	Very interested					6.0%	41
2	Interested					25.1%	171
3	Not interested					41.8%	284
4	Not at all interested					27.1%	184
Analysis	Mean:	2.9	Std. Deviation:	0.87	Satisfaction Rate:	63.28	answered 680
	Variance:	0.75	Std. Error:	0.03			

18.7. Assisting the disabled						Response Percent	Response Total
1	Very interested					5.1%	35
2	Interested					24.1%	164
3	Not interested					46.2%	314




18.7. Assisting the disabled						Response Percent	Response Total
4	Not at all interested					24.6%	167
Analysis	Mean:	2.9	Std. Deviation:	0.83	Satisfaction Rate:	answered	680
	Variance:	0.68	Std. Error:	0.03	63.38		

18.8. Helping young families						Response Percent	Response Total
1	Very interested					4.1%	28
2	Interested					20.6%	140
3	Not interested					46.9%	319
4	Not at all interested					28.4%	193
Analysis	Mean:	3	Std. Deviation:	0.81	Satisfaction Rate:	answered	680
	Variance:	0.65	Std. Error:	0.03	66.52		

18.9. Local democracy - for example joining your parish council						Response Percent	Response Total
1	Very interested					11.9%	81
2	Interested					23.1%	157
3	Not interested					38.1%	259
4	Not at all interested					26.9%	183
Analysis	Mean:	2.8	Std. Deviation:	0.97	Satisfaction Rate:	answered	680
	Variance:	0.94	Std. Error:	0.04	60		

18.10. Local politics - for example becoming a councillor						Response Percent	Response Total
1	Very interested					8.7%	59
2	Interested					14.6%	99
3	Not interested					43.5%	296
4	Not at all interested					33.2%	226
Analysis	Mean:	3.01	Std. Deviation:	0.91	Satisfaction Rate:	answered	680
	Variance:	0.82	Std. Error:	0.03	67.11		

9. Council Tax

Which Tax Band are you in? If you don't know what Band you are in, you can look up your property here. Alongside your tax band, we have highlighted how much of your money went to the Council for 2015/16.						Response Percent	Response Total
1	Band A (£762.84)					5.74%	39
2	Band B (£889.98)					9.28%	63
3	Band C (£1,017.12)					21.65%	147

Which Tax Band are you in? If you don't know what Band you are in, you can look up your property here. Alongside your tax band, we have highlighted how much of your money went to the Council for 2015/16.

			Response Percent	Response Total
4	Band D (£1,144.26)		25.18%	171
5	Band E (£1,398.54)		16.20%	110
6	Band F (£1,652.82)		10.01%	68
7	Band G (£1,907.10)		7.51%	51
8	Band H (£2,288.52)		1.33%	9
9	Don't know		1.91%	13
10	I don't pay Council Tax		1.18%	8
Analysis			answered	679
	Mean: 4.23	Std. Deviation: 1.84	Satisfaction Rate: 35.92	
	Variance: 3.4	Std. Error: 0.07	skipped	2

How far do you agree with the idea of increasing Council Tax to reduce the cuts to services we need to make?

			Response Percent	Response Total
1	Strongly agree		26.36%	179
2	Tend to agree		33.58%	228
3	Indifferent		7.07%	48
4	Tend to disagree		13.99%	95
5	Strongly disagree		17.53%	119
6	Don't know		1.47%	10
Analysis			answered	679
	Mean: 2.67	Std. Deviation: 1.5	Satisfaction Rate: 33.43	
	Variance: 2.26	Std. Error: 0.06	skipped	2

Considering the above, by how much would you personally be prepared to increase Council Tax by? Against each percentage change we have highlighted what the annual cost would be in pounds and pence for a Band D resident.

			Response Percent	Response Total
1	0% (no increase)		19.00%	129
2	1% (£11.44)		10.90%	74
3	1.5% (£17.16)		5.01%	34
4	1.99% (£22.77)		16.49%	112
5	2% (£22.89)		8.54%	58
6	2.5% (£28.61)		2.95%	20
7	3% (£34.33)		7.07%	48
8	3.5% (£40.05)		2.95%	20
9	4% (£45.77)		3.83%	26
10	4.5% (£51.49)		2.21%	15
11	5% (£57.21)		11.49%	78

Considering the above, by how much would you personally be prepared to increase Council Tax by? Against each percentage change we have highlighted what the annual cost would be in pounds and pence for a Band D resident.

						Response Percent	Response Total
12	More than 5%					9.57%	65
Analysis	Mean:	5.53	Std. Deviation:	3.83	Satisfaction Rate:	41.18	answered 679
	Variance:	14.67	Std. Error:	0.15			skipped 2

10. Section 1: About You

Are you...

						Response Percent	Response Total
1	Male					40.72%	272
2	Female					55.84%	373
3	Other					0.60%	4
4	Prefer not to say					2.84%	19
Analysis	Mean:	1.66	Std. Deviation:	0.64	Satisfaction Rate:	21.86	answered 668
	Variance:	0.41	Std. Error:	0.02			skipped 13

Please provide your age:

						Response Percent	Response Total
1	Under 18					0.30%	2
2	18-24					1.65%	11
3	25-34					12.87%	86
4	35-44					19.46%	130
5	45-54					26.50%	177
6	55-64					18.26%	122
7	65-74					14.97%	100
8	75+					3.29%	22
9	Prefer not to say					2.69%	18
Analysis	Mean:	5.18	Std. Deviation:	1.54	Satisfaction Rate:	52.19	answered 668
	Variance:	2.38	Std. Error:	0.06			skipped 13

How would you describe your ethnic background?

						Response Percent	Response Total
1	British					86.83%	580
2	Irish					1.05%	7
3	Gypsy & Traveller					0.00%	0

How would you describe your ethnic background?

							Response Percent	Response Total
4	Eastern European						0.60%	4
5	Other						4.34%	29
6	African						0.30%	2
7	Caribbean						0.00%	0
8	Other						0.45%	3
9	White and Black African						0.15%	1
10	White and Black Caribbean						0.00%	0
11	White and Asian						0.60%	4
12	Other						0.15%	1
13	Indian						0.60%	4
14	Pakistani						0.15%	1
15	Bangladeshi						0.00%	0
16	Chinese						0.15%	1
17	Other						0.00%	0
18	Any other Ethnic Group						0.00%	0
19	Prefer not to say						4.64%	31
Analysis							answered	668
	Mean:	3.52	Std. Deviation:	4.98	Satisfaction Rate:	10.97	skipped	13
	Variance:	24.77	Std. Error:	0.19				

Are you..

							Response Percent	Response Total
1	In education (full or part time)						0.75%	5
2	In employment (full or part time)						63.02%	421
3	Self-employed (full or part time)						9.13%	61
4	Retired						17.51%	117
5	Stay at home parent / carer or similar						3.59%	24
6	Other (please specify):						5.99%	40
Analysis							answered	668
	Mean:	2.78	Std. Deviation:	1.21	Satisfaction Rate:	35.63	skipped	13
	Variance:	1.47	Std. Error:	0.05				

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About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

For more details please see our website:

www.cambridgeshireinsight.org.uk

Finance Tables

Introduction

There are six types of finance table: tables 1-3 relate to all Service Areas, while only some Service Areas have tables 4, 5 and/or 6. Tables 1, 2, 3 and 6 show a Service Area’s revenue budget in different presentations. Tables 3 and 6 detail all the changes to the budget. Table 2 shows the impact of the changes in year 1 on each policy line. Table 1 shows the combined impact on each policy line over the 5 year period. Some changes listed in Table 3 impact on just one policy line in Tables 1 and 2, but other changes in Table 3 are split across various policy lines in Tables 1 and 2. Tables 4 and 5 outline a Service Area’s capital budget, with table 4 detailing capital expenditure for individual proposals, and funding of the overall programme, by year and table 5 showing how individual capital proposals are funded.

TABLE 1 presents the net budget split by policy line for each of the five years of the Business Plan. It also shows the revised opening budget and the gross budget, together with fees, charges and ring-fenced grant income, for 2016-17 split by policy line. Policy lines are specific areas within a service on which we report, monitor and control the budget. The purpose of this table is to show how the net budget for a Service Area changes over the period of the Business Plan.

TABLE 2 presents additional detail on the net budget for 2016-17 split by policy line. The purpose of the table is to show how the budget for each policy line has been constructed: inflation, demography and demand, pressures, investments and savings are added to the opening budget to give the closing budget.

TABLE 3 explains in detail the changes to the previous year’s budget over the period of the Business Plan, in the form of individual proposals. At the top it takes the previous year’s gross budget and then adjusts for proposals, grouped together in sections, covering inflation, demography and demand, pressures, investments and savings to give the new gross budget. The gross budget is reconciled to the net budget in Section 7. Finally, the sources of funding are listed in Section 8. An explanation of each section is given below.

- **Opening Gross Expenditure:** The amount of money available to spend at the start of the financial year and before any adjustments are made. This reflects the final budget for the previous year.
- **Revised Opening Gross Expenditure:** Adjustments that are made to the base budget to reflect permanent changes in a Service Area. This is usually to reflect a transfer of services from one area to another.
- **Inflation:** Additional budget provided to allow for pressures created by inflation. These inflationary pressures are particular to the activities covered by the Service Area.
- **Demography and Demand:** Additional budget provided to allow for pressures created by demography and increased demand. These demographic pressures are particular to the activities covered by the Service Area. Demographic changes are backed up by a robust programme to challenge and verify requests for additional budget.
- **Pressures:** These are specific additional pressures identified that require further budget to support.
- **Investments:** These are investment proposals where additional budget is sought, often as a one-off request for financial support in a given year and therefore shown as a reversal where the funding is time limited (a one-off investment is not a permanent addition to base budget).
- **Savings:** These are savings proposals that indicate services that will be reduced, stopped or delivered differently to reduce the costs of the service. They could be one-off entries or span several years.
- **Total Gross Expenditure:** The newly calculated gross budget allocated to the Service Area after allowing for all the changes indicated above. This becomes the Opening Gross Expenditure for the following year.
- **Fees, Charges & Ring-fenced Grants:** This lists the fees, charges and grants that offset the Service Area's gross budget. The section starts with the carried forward figure from the previous year and then lists changes applicable in the current year.
- **Total Net Expenditure:** The net budget for the Service Area after deducting fees, charges and ring-fenced grants from the gross budget.
- **Funding Sources:** How the gross budget is funded – funding sources include cash limit funding (central Council funding from Council Tax, business rates and government grants), fees and charges, and individually listed ring-fenced grants.

TABLE 4 presents a Service Area's capital schemes, across the ten-year period of the capital programme. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table. The third table

identifies the funding sources used to fund the programme. These sources include prudential borrowing, which has a revenue impact for the Council.

TABLE 5 lists a Service Area's capital schemes and shows how each scheme is funded. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table.

TABLE 6 follows the same format and purpose as table 3 for Service Areas where there is a rationale for splitting table 3 in two.

Section 4 - B: Economy, Transport and Environment Services

Table 1: Revenue - Summary of Net Budget by Operational Division

Budget Period: 2016-17 to 2020-21

Net Revised Opening Budget 2016-17 £000	Policy Line	Gross Budget 2016-17 £000	Fees, Charges & Ring-fenced Grants 2015-16 £000	Net Budget 2016-17 £000	Net Budget 2017-18 £000	Net Budget 2018-19 £000	Net Budget 2019-20 £000	Net Budget 2020-21 £000
	Executive Director							
1,600	Executive Director	345	-130	215	195	195	195	195
473	Business Support	457	-58	399	399	399	399	399
2,073	Subtotal Executive Director	802	-188	613	593	593	593	593
	Infrastructure Management & Operations							
136	Director of Infrastructure Management and Operations	139	-	139	139	139	139	139
	<i>Assets & Commissioning</i>							
5,059	Street Lighting	9,465	-4,066	5,400	5,416	5,493	5,570	5,647
30,211	Waste Disposal Including PFI	35,352	-4,282	31,070	31,289	31,513	31,745	31,982
842	Asset Management	1,303	-484	819	819	819	819	819
	<i>Local Infrastructure & Street Management</i>							
458	Road Safety	522	-258	264	164	353	353	353
-507	Traffic Manager	879	-1,666	-787	-882	-882	-882	-882
1,236	Network Management	1,043	-21	1,021	1,021	1,021	1,021	1,021
3,736	Local Infrastructure & Streets	2,905	-	2,905	2,605	2,105	2,105	2,105
-	Parking Enforcement	3,833	-4,328	-495	-595	-595	-595	-595
1,910	Winter Maintenance	1,277	-	1,277	1,277	1,277	1,277	1,277
2,536	Local Infrastructure & Street Management Other	2,978	-818	2,159	2,292	2,459	2,631	2,807
	<i>Supporting Business & Communities</i>							
1,451	Communities & Business	1,479	-366	1,114	1,014	1,062	1,062	1,062
-	Recycling for Cambridgeshire & Peterborough	-	-	-	-	-	-	-
	<i>Community & Cultural Services</i>							
4,018	Libraries	4,257	-702	3,556	3,111	3,146	3,146	3,195
603	Archives	431	-39	392	292	292	292	292
-468	Registrars	928	-1,487	-559	-552	-546	-541	-536
751	Coroners	811	-46	765	765	765	765	765
51,971	Subtotal Infrastructure Management & Operations	67,601	-18,562	49,039	48,174	48,420	48,906	49,450
	Strategy & Development							
135	Director of Strategy and Development	138	-	138	138	138	138	138
110	Transport & Infrastructure Policy & Funding	175	-115	60	10	10	10	10
	<i>Growth & Economy</i>							
587	Growth & Development	738	-136	602	527	527	527	527
341	County Planning, Minerals & Waste	508	-182	326	251	251	251	251
106	Enterprise & Economy	4	-4	0	0	0	0	0
-	MLEI	257	-257	-	-	-	-	-

Section 4 - B: Economy, Transport and Environment Services

Table 1: Revenue - Summary of Net Budget by Operational Division

Budget Period: 2016-17 to 2020-21

Net Revised Opening Budget 2016-17 £000	Policy Line	Gross Budget 2016-17 £000	Fees, Charges & Ring-fenced Grants 2015-16 £000	Net Budget 2016-17 £000	Net Budget 2017-18 £000	Net Budget 2018-19 £000	Net Budget 2019-20 £000	Net Budget 2020-21 £000
542	Growth & Economy Other	916	-456	461	461	461	461	461
-	Major Infrastructure Delivery	258	-258	-	-	-	-	-
169	Passenger Transport	2,233	-2,076	157	157	157	157	157
5,477	Park & Ride	5,510	-15	5,494	5,494	5,494	5,494	5,494
2,261	Concessionary Fares	2,279	-766	1,514	730	730	730	730
200	Passenger Transport Other	2,394	-2,394	-	-	-	-	-
87	Adult Learning & Skills	737	-647	90	-	-	-	-
-	Learning Centres	406	-406	-	-	-	-	-
-	National Careers							
10,015	Subtotal Strategy & Development	16,552	-7,710	8,842	7,768	7,768	7,768	7,768
	Future Years							
-	Inflation	-	-	-	1,594	3,378	5,151	6,950
-	Savings	-	-	-	-1,135	-3,526	-5,567	-6,549
64,059	ETE BUDGET TOTAL	84,955	-26,461	58,494	56,994	56,633	56,851	58,212

Section 4 - B: Economy, Transport and Environment Services

Table 2: Revenue - Net Budget Changes by Operational Division

Budget Period: 2016-17

Policy Line	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Investments £000	Savings & Income Adjustments £000	Net Budget £000
Executive Director							
Executive Director	1,600	16	-	381	-	-1,783	215
Business Support	473	11	-	-	-	-85	399
Subtotal Executive Director	2,073	28	-	381	-	-1,868	613
Infrastructure Management & Operations							
Director of Infrastructure Management and Operations	136	3	-	-	-	-	139
<i>Assets & Commissioning</i>							
Street Lighting	5,059	178	49	-	274	-160	5,400
Waste Disposal Including PFI	30,211	803	55	-	-	-	31,070
Asset Management	842	21	-	-	-	-44	819
<i>Local Infrastructure & Street Management</i>							
Road Safety	458	16	-	-	-	-210	264
Traffic Manager	-507	0	-	-	-	-280	-787
Network Management	1,236	2	-	-	-	-217	1,021
Local Infrastructure & Streets	3,736	5	-	-	-	-836	2,905
Parking Enforcement	-	-	-	-	-	-495	-495
Winter Maintenance	1,910	18	-	-	-	-650	1,277
Local Infrastructure & Street Management Other	2,536	31	159	-	-	-566	2,159
<i>Supporting Business & Communities</i>							
Communities & Business	1,451	37	-	-	-	-375	1,114
Recycling for Cambridgeshire & Peterborough	-	-	-	-	-	-	-
<i>Community & Cultural Services</i>							
Libraries	4,018	93	-	-	-	-555	3,556
Archives	603	14	-	-	-	-225	392
Registrars	-468	5	3	-	-	-100	-559
Coroners	751	14	-	-	-	-	765
Subtotal Infrastructure Management & Operations	51,971	1,241	266	-	274	-4,713	49,039
Strategy & Development							
Director of Strategy and Development	135	3	-	-	-	-	138
Transport & Infrastructure Policy & Funding	110	10	-	-	-584	524	60
<i>Growth & Economy</i>							
Growth & Development	587	15	-	-	-	-	602
County Planning, Minerals & Waste	341	10	-	-	-	-25	326
Enterprise & Economy	106	3	-	-	-	-109	0
MLEI	-	-	-	-	-	-	-

Section 4 - B: Economy, Transport and Environment Services

Table 2: Revenue - Net Budget Changes by Operational Division

Budget Period: 2016-17

Policy Line	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Investments £000	Savings & Income Adjustments £000	Net Budget £000
Growth & Economy Other	542	12	-	-	-218	124	461
Major Infrastructure Delivery	-	-	-	-	-198	198	-
Passenger Transport	169	9	-	-	-	-20	157
Park & Ride	5,477	202	-	-	-	-185	5,494
Concessionary Fares	2,261	36	-	-	-	-784	1,514
Passenger Transport Other	200	-	-	-	-	-200	-
Adult Learning & Skills	87	3	-	-	-	-	90
Adult Learning & Skills	-	-	-	-	-	-	-
Learning Centres							
National Careers							
Subtotal Strategy & Development	10,015	303	-	-	-1,000	-477	8,842
ETE BUDGET TOTAL	64,059	1,572	266	381	-726	-7,058	58,494

Section 4 - B: Economy, Transport and Environment Services

Table 3: Revenue - Overview

Budget Period: 2016-17 to 2020-21

Detailed Plans	Outline Plans
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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
1	OPENING GROSS EXPENDITURE	89,105	84,955	83,386	82,852	83,174			
B/R.1.001	Base adjustments	-667	-	-	-	-	Existing	City Deal revenue budgets moved to Corporate Services. Transfer of Travellers and Open Spaces budgets to ETE.	E&E, H&CI
B/R.1.005	Increased expenditure funded by additional income	553	-	-	-	-	Existing	Adjustment for permanent changes to base budget from decisions made in 2015-16.	E&E, H&CI
B/R.1.007	Transfer of Function - Responsibility for Bus Service Operators Grant	-	-273	-	-	-	Existing	Devolution from the Department for Transport of budget associated with Bus Service Operators Grant for bus services run under local authority contract.	E&E
1.999	REVISED OPENING GROSS EXPENDITURE	88,991	84,682	83,386	82,852	83,174			
2	INFLATION								
B/R.2.001	Inflation	1,678	1,688	1,881	1,873	1,894	Existing	Forecast pressure from inflation, based on detailed analysis incorporating national economic forecasts, specific contract inflation and other forecast inflationary pressures.	E&E, H&CI
B/R.2.002	Inflation - Impact of National Living Wage on CCC Employee Costs	-	-	2	4	14	New	The cost impact of the introduction of the National Living Wage (NLW) on directly employed CCC staff is minimal, due to a low number of staff being paid below the proposed NLW rates.	E&E, H&CI
2.999	Subtotal Inflation	1,678	1,688	1,883	1,877	1,908			
3	DEMOGRAPHY AND DEMAND								
B/R.3.001	Maintaining our infrastructure	159	163	167	172	176	Existing	Population increase leads to more infrastructure being built, as well as increased use of existing infrastructure, requiring more maintenance.	H&CI
B/R.3.002	Street Lighting	49	77	77	77	77	Existing	Additional energy and maintenance costs for streetlighting in new developments adopted by the County Council in the financial year and accrued into the PFI contract	H&CI
B/R.3.003	Recycling Credits	19	52	51	51	51	Existing	Increased payments to District Councils to match increasing amounts of recycling.	H&CI
B/R.3.004	Growth in demand for Registration & Coroner Services	3	7	6	5	5	Existing	Predicted increase in cost resulting from customer demand for Registration and Coroner services linked to population increase.	H&CI
B/R.3.005	Impact of population growth on libraries and community hubs	-	-	-	-	49	Existing	Increased running costs arising from the provision of a new community facility in response to housing development and population growth. This cost relates to the establishment cost of the Darwin Green Library.	H&CI
B/R.3.006	Residual Waste	2	96	104	113	119	Existing	Extra cost of landfilling additional waste produced by an increasing population.	H&CI
B/R.3.007	PFI Contract Waste	34	71	69	68	67	Existing	Additional cost as part of the waste PFI contract to cover the cost of handling additional waste produced by an increasing population.	H&CI
3.999	Subtotal Demography and Demand	266	466	474	486	544			
4	PRESSURES								
B/R.4.004	Single-tier State Pension	331	-	-	-	-	Modified	The Government plans to abolish the State Second Pension on 1st April 2015. The Council currently receives a rebate on the amount of National Insurance contributions it pays as an employer because it has "contracted out" of the State Second Pension. This rebate will cease when the State Second Pension is abolished, resulting in an increase in the cost of National Insurance contributions which the Council is required to pay.	E&E

Section 4 - B: Economy, Transport and Environment Services

Table 3: Revenue - Overview

Budget Period: 2016-17 to 2020-21

Detailed Plans	Outline Plans
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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
B/R.4.006	Local Enterprise Partnership subscription	50	-	-	-	-	New	County Council subscription to the LEP	E&E
4.999	Subtotal Pressures	381	-	-	-	-			
5	INVESTMENTS								
B/R.5.003	Street Lighting PFI	274	13	-	-	-	Existing	As part of the Street Lighting PFI contract, there is a stepped increase in payments to the contractor over the first five years of the contract when all of the street lights are being replaced. This year on year increase reflects the number of new street lights completed in each year. Under the PFI, from the end of the fifth year, there is a steady annual payment to the contractor for the remainder of the contract period.	H&CI
B/R.5.009	Local Sustainable Transport Funding (LSTF)	-1,000	-	-	-	-	Existing	Additional LSTF grant funding was made available from the Department of transport for 2015-16 only and was added into the base budget for that year. This negative figure removes an equivalent sum from the base budget for subsequent years, as the funding was for one year only.	E&E, H&CI
5.999	Subtotal Investments	-726	13	-	-	-			
6	SAVINGS								
	ETE Cross-Directorate								
B/R.6.000	Employment Review costs	-165	-	-	-	-	Existing	This relates to a corporate decision to reduce employee support costs including through an annual leave purchase scheme. Savings are allocated across directorates and then Services on a pro rata basis.	E&E, H&CI
B/R.6.001	Review operating costs across ETE, including subscriptions	-50	-	-	-	-	New	All non staff-related budgets have been reviewed and all unnecessary costs such as subscriptions will be removed.	E&E
B/R.6.002	Centralise business support posts across ETE	-25	-20	-	-	-	New	This option involves the development of a centralised model of business support delivery across services in ETE rather than in individual services.	H&CI
	Executive Director								
B/R.6.003	Self-fund the Performance and Information Team	-85	-	-	-	-	New	This would mean that traffic monitoring and performance monitoring and reporting activity would all be self-funding. Charging for services will make the service cost neutral on the revenue budget but will also reduce the quantity of monitoring on both.	E&E
	Infrastructure Management & Operations								
B/R.6.100	Replace traffic route and accrued streetlights with LEDs - Surplus to Repayment of Financing costs	-37	-14	-	-	-	New	County Council owned traffic route and accrued streetlights will be replaced with LEDs. This generates a saving as these lights are not being dimmed and so the differential between conventional and LED lanterns is sufficient to make a saving. There is no impact on statutory provision of streetlighting. Links to capital proposal B/C.3.109.	H&CI
B/R.6.101	Transfer Cromwell Museum to a charitable trust	-30	-	-	-	-	Existing	Implement transfer to a new charitable organisation to secure long-term future.	H&CI
B/R.6.102	Rationalise business support in highways depots to a shared service	-25	-25	-	-	-	New	Move to shared service business support across the highway depots.	H&CI
B/R.6.103	Implementation of a self-funding model and rationalisation of management bands to increase road safety efficiency	-88	-100	-	-	-	New	There is only a statutory requirement to investigate the causes of accidents, not to provide road safety education. The proposal would see only this statutory requirement funded and all education and other activities would have to become self-funding or not be provided. This will be developed through the existing Cambridgeshire and Peterborough Road Safety Partnership by charging for non-statutory services.	H&CI

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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
B/R.6.104	Replace rising bollards with cameras	-50	-25	-	-	-	New	The rising bollards in Cambridge are old and becoming increasingly expensive to maintain. This will save the annual maintenance cost of the bollards and some income will be raised through enforcement. An initial capital investment will be required.	H&CI
B/R.6.105	Restructure and transform Supporting Businesses and Communities Service	-292	-	-	-	-	New	The Head of Service post for Supporting Businesses and Communities will be deleted and there will be further reductions in the number of management posts across the service.. The proposed savings also include for much reduced, focussed and streamlined community services (as detailed in B/R 6.122). Functional delivery will be fully aligned with the Operating Model and where appropriate, joining service delivery with other teams to provide further efficiencies and develop community resilience. This proposal also reduces the Council's trading standards service to its absolute minimum, reducing flexibility to respond to demand, however, the overall impact on the Council's outcomes would be low.	H&CI
B/R.6.106	Downscale the team managing the streetlighting PFI contract	-44	-30	-	-	-	New	This downscaling will be possible as the capital investment period for the new street lights ends in June 2016 and after that, less resource will be required to oversee the on going maintenance of lights.	H&CI
B/R.6.107	Capitalise appropriate bridge maintenance and inspection costs	-347	-	-	-	-	New	As these works add to the Council's capital asset, it is appropriate to capitalise them. However, doing this will reduce the amount of capital the Council has for other activities so there is an opportunity cost.	H&CI
B/R.6.108	Capitalise road patching repairs	-129	-	-	-	-	Existing	As these works add to the Council's capital asset, it is appropriate to capitalise them. However, doing this will reduce the amount of capital the Council has for other activities so there is an opportunity cost.	H&CI
B/R.6.109	Switch off streetlights in residential areas between at least midnight and 6am	-56	-30	-	-	-	Existing	This approach is now widely adopted across England and research has shown that there is has been no significant impact on crime or safety. This figure is in addition to the £174k of savings for the street lighting switch-off that was included in 15-16. Due to the need for further consultation the full proposal will be implemented at the start of 2016.	H&CI
B/R.6.110	Reduce Rights of Way provision	-84	-	-	-	-	New	Reduction in staffing to manage and maintain the Rights of Way network. The statutory minimum level of service is to keep rights of way clear. This reduction would allow no additional activity beyond the statutory requirement.	H&CI
B/R.6.111	Remove funding for Cambridge Business Improvement District (BID)	-15	-	-	-	-	New	This is a discretionary contribution on top of the Council's BID levy for properties in the BID area in central Cambridge. There is no statutory requirement and the Council is one of only a few organisations that make additional contributions.	H&CI
B/R.6.112	Reduce service levels in Archives	-195	-75	-	-	-	New	Funding reduced to this level would see reduced opening hours and consolidation of the archive and is considered the lowest level of funding to avoid challenge from the National Archive and others. The statutory minimum level of service is to maintain the Council's historic record and make it available to the public.	H&CI
B/R.6.113	Remove arts fund and seek other funders	-15	-	-	-	-	New	This would remove the Arts Rural Touring Funds which aims to develop a virtual arts centre and commissioning and presenting high quality arts activity. As an alternative to this, narrowing the cultural gap is now being approached through community resilience.	H&CI
B/R.6.114	Withdraw County Council funding for school crossing patrols	-122	-	-	-	-	New	This would see all funding for school crossing patrols removed. Other sources (schools, local communities) will be given the opportunity to take the function on. There is no statutory requirement for this function and a wider approach to road safety education would bring greater benefits than a single point crossing.	H&CI
B/R.6.115	Remove funding for Shopmobility	-50	-	-	-	-	New	This is funded jointly with Cambridge City Council and for the service to continue, and with this reduction, alternative funding or a charging system would be required.	H&CI

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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
B/R.6.116	Remove community grants	-15	-15	-	-	-	- Existing	These are grants given to a variety of local voluntary groups, which have previously been reduced. It is proposed that these should be removed completely which will have an impact on voluntary services dependent on public sector finance.	H&CI
B/R.6.117	Highways Services Transformation	-	-300	-500	-	-	- New	Efficiencies to be achieved through the provision of a strategic partnership approach to the new Highways Services Contract.	H&CI
B/R.6.118	Reduce winter maintenance	-650	-	-	-	-	- New	Reduction in gritting of roads from the 45% of the network currently treated to 30%. The statutory requirement is to keep the roads free of ice and snow. 30% coverage is considered to be the absolute minimum level. Risks are associated with road safety, impacts on services and increased isolation of rural communities during winter.	H&CI
B/R.6.119	Reduce the opening hours at larger libraries and look to transfer a number of smaller community libraries to community control. Reduce staffing numbers accordingly	-145	-230	-	-	-	- New	The Library Transformation Strategy identifies a new approach that increases community involvement to reduce costs. The proposal is for a reduction in the number of libraries funded by the Council and a corresponding increase in community-led libraries through transfer to local groups. Savings would also reduce adult and children's activities within the libraries, reduce opening hours and maximise income generation. The statutory requirement is to provide a comprehensive library service including a good range of books and the promotion of reading to children and adults. The proposal could have a significant impact on the Council's overall objectives, although increased community involvement could improve local resilience. This needs to be seen in conjunction with the following two library savings proposals.	H&CI
B/R.6.120	Reduce library management and systems support and stock (book) fund	-355	-110	-	-	-	- New	Reduction of library stock, deliveries, IT, management of the service. £80k of system support savings could be achieved but any further would impact the ability of communities to take on their libraries. A reduction in management costs of £100k would reflect the scaled down service.	H&CI
B/R.6.121	Withdraw funding for the four mobile libraries	-55	-105	-	-	-	- New	Removal of the mobile service entirely. This is not a statutory requirement but will impact on the most isolated communities particularly following the reduction in static libraries as set out above.	H&CI
B/R.6.122	Reduce Community Service work	-35	-85	-	-	-	- New	Further reduction of the budget related to community services, in particular the development, embedding and delivery of community resilience across the preventative/protection agenda and supporting integrated community participation. There is no statutory requirement to deliver these functions however there are risks associated with reduction of the prevention work for vulnerable people their carers and communities, and there would be a significant impact on community resilience through ceasing the development of community led projects and networks to deliver local priorities. This will be mitigated where possible with the re-purposing of the whole of C&CS (along with this team) to focus on early prevention and community resilience work in the context of the operating model.	H&CI
B/R.6.123	Reduce RECAP funding	-18	-	-	-	-	- New	RECAP is the partnership of the County, Peterborough City Council and the Cambridgeshire District Councils to promote recycling. Peterborough has already pulled out of the partnership and this brings forward planned withdrawal of funding for the partnership from this Council. This impact should be low as District Councils already run recycling campaigns.	H&CI
B/R.6.124	Reduce highways cyclic maintenance	-217	-	-	-	-	- New	Reduce grass cutting and weed killing from three to two per year (except visibility splays). This will impact particularly on the amenity value of verges in urban areas. This could partially be offset by greater community involvement in grass cutting.	H&CI

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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
B/R.6.125	Reduce highways reactive maintenance	-452	-	-	-	-	New	This reduction would impact on the following :- Potholes, drains, signs and footway repairs and staffing, this would have a major impact on the condition of the road network and the ability of the Council to respond to faults.	H&CI
B/R.6.126	More local highways work to be covered by funding generated through the on street parking account	-300	-	-	-	-	New	This will not change the amount of work undertaken but the funding source will change and will allow savings on the revenue budget.	H&CI
B/R.6.127	Replace traffic route and accrued streetlights with LEDs - Repayment of Financing Costs	-47	-	-	-	-	New	County Council owned traffic route and accrued streetlights will be replaced with LEDs. This generates a saving as these lights are not being dimmed and so the differential between conventional and LED lanterns is sufficient to make a saving. There is no impact on statutory provision of streetlighting.	H&CI
B/R.6.128	Road Safety projects & campaigns - savings required due to change in Public Health Grant	-36	-	-	-	-	New	Element to repay financing costs. Links to capital proposal B/C.3.109.	H&CI
B/R.6.129	Review Trading Standards Public Health Activities - savings required due to change in Public Health Grant	-15	-	-	-	-	New	Road Safety projects & campaigns - savings required due to change in Public Health Grant	H&CI
	Strategy & Development								
B/R.6.200	Greater Cambridge Skills Service	-200	-	-	-	-	New	Review Trading Standards Public Health Activities - savings required due to change in Public Health Grant	E&E
B/R.6.201	Improve efficiency through shared county planning, minerals and waste service with partners	-	-75	-	-	-	New	Funding for this element of the skills service will now come directly from the City Deal enabling this funding to be removed.	E&E
B/R.6.202	Improve efficiency through shared growth and development service with partners	-	-75	-	-	-	New	This service sets the framework to ensure appropriate minerals and waste development and sufficient aggregates to help serve the growth agenda are available. A well designed shared service with partners should enable the same quality of work with reduced cost due to efficiencies of scale. This would require finding partners willing to agree a shared planning service for the whole county and retaining specialist knowledge.	E&E
B/R.6.203	Remove final economic development officer posts	-109	-	-	-	-	New	The growth and development service helps to ensure contributions for infrastructure and services from new developments. A shared service would allow this work to be done more efficiently and have minimal impact but is outside of the Council's control, it may also be more difficult to represent the County Council's interests in major developments.	E&E
B/R.6.204	Remove non-statutory concessionary fares	-125	-	-	-	-	New	These posts leverage private and public sector investment for economic growth in Cambridgeshire, particularly the less prosperous areas. There is no statutory minimum level of service for this function. The proposal risks having an impact on the Agritech programme and relying on the Local Enterprise Partnership and Districts for economic development. There would be no capacity to seek grant funding and other support for development of businesses and industry in Fenland and other less well-off areas of the County.	E&E
B/R.6.206	Reduce level of flood risk management	-13	-	-	-	-	New	This provides free bus travel for those with a concessionary pass over and above the legal requirement on the Council. This discretionary funding provides concessionary fares for people with a sight impairment to travel before 09:30 (the normal cut off for when concessionary fares can be claimed) and subsidies for concessions on community transport services. Where users cannot afford the increased costs there will be an impact on their health and well being and their ability to live well independently.	E&E
								This function coordinates flood and water management in Cambridgeshire to reduce flood risk to communities including provision of planning advice on surface water and sustainable drainage, watercourse consenting and investigations into the causes of flooding. The proposal reduces this provision to statutory minimum. This could increase flood risk for new developments.	

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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
B/R.6.207	Reduce funding for Fenland Learning Centres	-	-90	-	-	-	New	This proposal would involve the closure of two learning centres in Fenland and loss of public health match funding. There is no statutory minimum level of service for this function. This will reduce employability training in Fenland for those most likely to be in need of support from other services and will impact on these people's ability to live well independently. Alternative funding sources will be investigated to allow the service to continue but the Council to remove its funding.	E&E
B/R.6.208	Reduction in Passenger Transport Services	-694	-694	-	-	-	New	There is no statutory minimum level of service for non-commercial bus services, grants to dial a ride, subsidies for users of community car schemes, or the taxicard scheme. The proposal is to reduce the support for these services concentrating on those services that are essential for those who are most vulnerable and in need. This risks isolating users of these service so they are unable to access education, work and other services. The focus in the future would be on demand responsive an community led services and not regular scheduled services as primarily provided currently through the Cambridgeshire Future Transport programme.	E&E
B/R.6.209	Reduce staff following reduction in provision of passenger transport services	-90	-90	-	-	-	New	This provides the staffing to run the passenger transport services. Reductions in local bus services, community car schemes and taxicard schemes would enable appropriate staff reductions. Some staff would still be needed to administer concessionary fares. Our ability to respond to complaints and concerns would be reduced.	E&E
B/R.6.210	Remove Transport and Infrastructure Policy and Funding services that are not self-funding	-25	-20	-	-	-	New	This services bids for and secures funding for Transport and Infrastructure from external grants, monitors and manages section 106 funding and the ETE capital programme, coordinates input to the Community Infrastructure Levy and provides programme management and support to the LEP growth deal. There is no statutory minimum level of service for this function but measures are in place to make this entirely self funding. There is a risk that less resource will reduce the amount of external grant funding secured.	E&E
B/R.6.211	Remove Transport and Infrastructure Policy and Funding services that are not self-funding	-35	-30	-	-	-	New	This function develops the long-term vision for transport and infrastructure for the county, including local transport plans. There is no statutory minimum level of service for this function, but measures are in place to make this entirely self-funding. There is a risk that less resource will impact on the ability to identify infrastructure requirements.	E&E
B/R.6.212	Re-evaluate Concessionary fare spend	-60	-	-	-	-	New	Given the deregistration of some bus routes recently, a re-evaluation of concessionary fares shows that it is likely the spend will be reduced next year.	E&E
B/R.6.213	Market Town Transport Strategy - savings required due to change in Public Health Grant	-40	-	-	-	-	New	Market Town Transport Strategy - Public Health impact	E&E
B/R.6.214	Fenland Learning Service - Savings required due to change in Public Health Grant	-	-90	-	-	-	New	Fenland Learning Service - Savings required due to change in Public Health Grant	E&E
6.999	Subtotal Savings	-5,635	-2,328	-500	-	-			
	UNIDENTIFIED SAVINGS TO BALANCE BUDGET	-	-1,135	-2,391	-2,041	-982			
	TOTAL GROSS EXPENDITURE	84,955	83,386	82,852	83,174	84,644			

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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
7	FEES, CHARGES & RING-FENCED GRANTS								
B/R.7.001	Previous year's fees, charges & ring-fenced grants	-25,797	-26,461	-26,392	-26,219	-26,323	Existing	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.	E&E, H&CI
B/R.7.002	Fees and charges inflation	-106	-94	-99	-104	-109	Existing	Uplift in external charges to reflect inflation pressures on the costs of services.	E&E, H&CI
B/R.7.004	Additional budgeted income	-553	-	-	-	-	Existing	Adjustment for changes to fees, charges & ring-fenced grants from forecasts and decisions made in 2015-16.	E&E, H&CI
	Changes to fees & charges								
B/R.7.100	Increase income from digital archive services	-	-25	-	-	-	Existing	This service is chargeable and so further income can be raised. Implement as part of a relocated Archives facility.	H&CI
B/R.7.101	Increase charges for Registration services	-100	-	-	-	-	Existing	Increase in fees for discretionary services such as ceremonies, projected statutory fee increases, as well as the timing of collection of fees. This is considered to be the maximum further increase that can be secured.	H&CI
B/R.7.102	Increase County Planning, Minerals and Waste income through renegotiation of Service Level Agreements with District Councils	-25	-	-	-	-	New	This income would be derived from increasing charges for the full survey of the status of planning permissions and housing numbers undertaken for the five District Councils. There is no statutory obligation for the County Council to do this, but it is fully funded through recharging the Districts. Increasing income would increase the costs for District Councils.	E&E
B/R.7.103	Increase Growth and Economy income from Planning Performance Agreements	-20	-	-	-	-	New	Planning Performance Agreements (PPAs) involve the applicant and the Council agreeing on how development proposals should be managed through the planning process. Increasing income will have minimal impacts because a basic service will continue to be provided if developers are unable to resource a higher quality service. Charges need to be reasonable and from experience, there is a limit to what developers will pay.	E&E
B/R.7.104	Fully self-fund Historic Environment Team apart from minerals and waste planning advice	-41	-	-	-	-	New	This covers the statutory planning advice to Districts and County Council waste planners as well as education and transport planners in the County Council. The statutory minimum level of service is to have a qualified archaeologist. This option reflects this with the Historic Environment Team being fully funded apart from this statutory minimum service. There would be a small additional cost which is passed on to schools and transport schemes. All internal and external clients would need to pay for the advice they received if they do not, only minimal advice can be provided.	E&E
B/R.7.105	Increase fees for highways development planning advice	-50	-	-	-	-	New	These fees are charged to developers for the provision of highway planning advice. There is no statutory minimum level of service for this function. However it protects the Council's interests and generates income and it is necessary for the fees to be a fair reflection of costs to the Council. All internal and external clients would need to pay for the advice they receive and if they do not, only minimal advice can be provided.	H&CI
B/R.7.106	Increase income through sponsorship of roundabouts	-10	-	-	-	-	New	£11k per annum of income is currently received through the sponsorship of roundabouts. This proposal is based on the maximum expected to be achievable.	H&CI
B/R.7.107	Increase on street car parking charges in Cambridge	-330	-	-	-	-	New	This proposal is for an increase in certain on street parking charges in Cambridge. Any increases will need to be consistent with regulations governing policy changes.	H&CI

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Ref	Title	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Type	Description	Committee
B/R.7.108	Enforce more bus lanes over a greater time period	-100	-100	-	-	-	New	Camera enforcement of bus lanes currently takes place in Cambridge. Greater enforcement would further improve the operation of bus lanes, assisting buses and cyclists. It would generate additional income from offenders, improve bus punctuality and increase take-up of more sustainable transport modes.	H&CI
B/R.7.109	Introduce a charge for all events using the highway	-50	-30	-	-	-	New	This proposal would introduce a charge for events using the highway, such as Race for Life and Tour of Cambridgeshire, that the Council currently provides free of charge. The statutory function is to ensure the safe and efficient movement of all road users. This includes the management and coordination of works and events that take place across the highway network. There is a risk that fewer of these events will take place across the county. Concessions for small community events could be considered.	H&CI
B/R.7.110	Increase highways charges to cover costs	-5	-5	-	-	-	Existing	This relates to a wide range of charges levied for use of the highway such as skip licences for example. All charges have been reviewed across ETE. Further targeted review and monitoring of charges will continue to ensure they remain relevant.	H&CI
B/R.7.111	Introduce a highways permitting system	-180	-40	-	-	-	New	This proposal would increase the efficiency of how and when utility companies carry out road works through introducing permits. The statutory function of delivering the network management duty includes the day to day monitoring and intervention of the highway network to minimise disruption to all users. Impacts of this proposal on the Council's outcomes are low, although there would be greater management and coordination of works taking place on the highway as well as increased income.	H&CI
B/R.7.112	Further commercialisation of Park and Ride Services	-20	-	-	-	-	Modified	Explore options, including changing the use of the buildings and further commercialisation of the car parks.	E&E
B/R.7.114	Introduce street lighting attachment policy	-20	-	-	-	-	New	This proposal would introduce charges for street lighting attachments. This proposal will have low impact overall on the Council's outcomes, but could impact on communities wishing to use street lights	H&CI
B/R.7.115	Increase income for floods and water management due to greater use of Planning Performance Agreements	-12	-	-	-	-	New	Increasing income through the Council's role as a statutory consultee providing advice on water and sustainable drainage. the Council's statutory role continues to be fulfilled. There is a risk of uncertainty in getting the income through Planning Performance Agreements, Service Level Agreements and pre-planning application fees as these are voluntary. There is a risk of increased flooding from new developments if developers opt for the minimal service level.	E&E
B/R.7.116	Increase income through consenting fees for ordinary watercourses	-8	-	-	-	-	New	Increase fees to developers for consents to change ordinary water courses. This is dependent on a decision from DEFRA which may not be implemented until after 2018.	E&E
B/R.7.117	Section 106 funding for Clay Farm Community Centre	-	-	35	-	-	Existing	Section 106 funding to contribute towards the running costs of the library and other County Council provision as part of the Clay Farm Community Centre in its first three years. The positive figure reflects that this funding stream is coming to an end.	H&CI
B/R.7.118	Review of charges across ETE	-125	-	-	-	-	New	A further review across ETE of all charges has been undertaken and it is considered possible to raise some further income.	E&E, H&CI
Changes to ring-fenced grants									
B/R.7.202	Change in Public Health Grant	91	90	237	-	-	Existing	Change in ring-fenced Public Health grant to reflect change of function and treatment as a corporate grant from 2018-19 due to removal of ring-fence.	E&E, H&CI
B/R.7.204	Change in Bus Service Operators Grant	-	273	-	-	-	Existing	Ending of ring-fenced Bus Service Operators Grant devolved from the Department of Transport for bus services run under local authority contract.	E&E

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B/R.7.205	DfT grant - Local Sustainable Transport funding	1,000	-	-	-	-	Existing	Ending of a grant that was only for one year in 2015/16.	E&E, H&CI
7.999	Subtotal Fees, Charges & Ring-fenced Grants	-26,461	-26,392	-26,219	-26,323	-26,432			
	TOTAL NET EXPENDITURE	58,494	56,994	56,633	56,851	58,212			

FUNDING SOURCES									
8	FUNDING OF GROSS EXPENDITURE								
B/R.8.001	Cash Limit Funding	-58,494	-56,994	-56,633	-56,851	-58,212	Existing	Net spend funded from general grants, business rates and Council Tax.	E&E, H&CI
B/R.8.002	Public Health Grant	-327	-237	-	-	-	Existing	Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.	E&E, H&CI
B/R.8.003	Fees & Charges	-16,142	-16,436	-16,500	-16,604	-16,713	Existing	Fees and charges for the provision of services.	E&E, H&CI
B/R.8.004	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	Existing	PFI Grant from DfT for the life of the project.	H&CI
B/R.8.005	PFI Grant - Waste	-2,691	-2,691	-2,691	-2,691	-2,691	Existing	PFI Grant from DEFRA for the life of the project.	H&CI
B/R.8.008	DfT Grant - Bus Service Operators Grant	-273	-	-	-	-	Existing	Department for Transport funding for bus services run under local authority	E&E
B/R.8.009	DfT Grant - Local Sustainable Transport funding	-	-	-	-	-	Existing	Department for Transport funding for Local Transport projects.	E&E, H&CI
B/R.8.010	Adult Learning & Skills Grants	-2,380	-2,380	-2,380	-2,380	-2,380	Existing	External grant funding for Adult Learning & Skills.	E&E
B/R.8.011	Learning Centre grants	-302	-302	-302	-302	-302	Existing	Learning Centre grant funding.	E&E
B/R.8.012	National Careers grant funding	-402	-402	-402	-402	-402	Existing	Funding for National Careers.	E&E
8.999	TOTAL FUNDING OF GROSS EXPENDITURE	-84,955	-83,386	-82,852	-83,174	-84,644			

MEMORANDUM: SAVINGS / INCREASED INCOME					
Savings	-5,635	-2,328	-500	-	-
Unidentified savings to balance budget	-	-1,135	-2,391	-2,041	-982
Changes to fees & charges	-1,096	-200	35	-	-
TOTAL SAVINGS / INCREASED INCOME	-6,731	-3,663	-2,856	-2,041	-982

MEMORANDUM: NET REVISED OPENING BUDGET					
Revised Opening Gross Expenditure	88,991	84,682	83,386	82,852	83,174
Previous year's fees, charges & ring-fenced grants	-25,797	-26,461	-26,392	-26,219	-26,323
Changes to fees, charges & ring-fenced grants in revised opening budget	-5	163	272	-	-
NET REVISED OPENING BUDGET	63,189	58,384	57,266	56,633	56,851

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2016-17 to 2025-26

Summary of Schemes by Start Date					Total Cost £000	Previous Years £000	2015-16 £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000	
Ongoing					196,962	67,152	-	25,856	24,127	23,112	22,609	22,106	12,000	
Committed Schemes					268,235	185,745	-	45,078	27,156	3,146	1,670	370	5,070	
2016-2017 Starts					705	-	-	705	-	-	-	-	-	
2018-2019 Starts					5,460	-	-	60	60	735	667	581	3,357	
2020-2021 Starts					25,000	-	-	-	-	-	-	1,000	24,000	
TOTAL BUDGET					496,362	252,897	-	71,699	51,343	26,993	24,946	24,057	44,427	

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2015-16 £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000	Committee
B/C.01	Integrated Transport													
B/C.1.002	Air Quality Monitoring	Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the county.		Ongoing	126	23	-	23	20	20	20	20	-	E&E
B/C.1.009	Major Scheme Development & Delivery	Resources to support the development and delivery of major schemes.		Ongoing	2,400	400	-	400	400	400	400	400	-	E&E
B/C.1.011	Local Infrastructure improvements	Provision of the Local Highway Improvement Initiative across the county, providing accessibility works such as disabled parking bays and provision of improvements to the Public Rights of Way network.		Ongoing	2,892	482	-	482	482	482	482	482	-	H&CI
B/C.1.012	Safety Schemes	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.		Ongoing	3,596	626	-	594	594	594	594	594	-	H&CI
B/C.1.015	Strategy and Scheme Development work	Resources to support Transport & Infrastructure strategy and related work across the county, including Long term Strategies and District and Market Town Transport Strategies, as well as funding towards scheme development work.		Ongoing	2,070	345	-	345	345	345	345	345	-	E&E
B/C.1.019	Delivering the Transport Strategy Aims	Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth.		Ongoing	7,216	1,420	-	1,988	1,204	868	868	868	-	H&CI
B/C.1.021	Cambridgeshire Sustainable Transport Improvements (larger scale schemes)	Supporting sustainable transport improvements across the county, including cycling and pedestrian improvements, bus infrastructure and priority measures, and demand management.		Ongoing	2,880	478	-	478	481	481	481	481	-	E&E, H&CI
	Total - Integrated Transport				21,180	3,774	-	4,310	3,526	3,190	3,190	3,190	-	
B/C.02	Operating the Network													
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Allows the highway network throughout the county to be maintained. With the significant backlog of works to our highways well documented, this fund is crucial in ensuring that we are able to maintain our transport links.		Ongoing	61,008	11,564	-	10,652	10,547	9,918	9,415	8,912	-	H&CI

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2016-17 to 2025-26

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2015-16 £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000	Committee
B/C.2.002	Rights of Way	Allows improvements to our Rights of Way network which provides an important local link in our transport network for communities.		Ongoing	840	140	-	140	140	140	140	140	-	H&CI
B/C.2.003	Street Lighting	Budget to implement the Street Lighting Policy changes made by the previous Cabinet in January 2013 to lessen the impact on communities of permanently removing streetlights.		Ongoing	175	140	-	35	-	-	-	-	-	H&CI
B/C.2.004	Bridge strengthening	Bridges form a vital part of the transport network. With many structures to maintain across the county it is important that we continue to ensure that the overall transport network can operate and our bridges are maintained.		Ongoing	15,068	2,248	-	2,564	2,564	2,564	2,564	2,564	-	H&CI
B/C.2.005	Traffic Signal Replacement	Traffic signals are a vital part of managing traffic throughout the county. Many signals require to be upgraded to help improve traffic flow and ensure that all road users are able to safely use the transport network.		Ongoing	5,800	630	-	1,720	900	850	850	850	-	H&CI
B/C.2.006	Smarter Travel Management - Integrated Highways Management Centre	The Integrated Highways Management Centre (IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.		Ongoing	1,174	179	-	195	200	200	200	200	-	H&CI
B/C.2.007	Smarter Travel Management - Real Time Bus Information	Provision of real time passenger information for the bus network.		Ongoing	952	137	-	155	165	165	165	165	-	H&CI
Total - Operating the Network					85,017	15,038	-	15,461	14,516	13,837	13,334	12,831	-	
B/C.03	Infrastructure Management & Operations													
B/C.3.001	Highways Maintenance (carriageways only from 2015/16 onwards)	This fund allows the Council to increase its investment in the transport network throughout the county. With the significant backlog of works to our transport network well documented, this fund is crucial in ensuring that we reduce the rate of deterioration of our highways.		Ongoing	90,000	48,000	-	6,000	6,000	6,000	6,000	6,000	12,000	H&CI
B/C.3.012	Waste - Cambridge Area Growth	To deliver the HRC (Household Waste Recycling Centre) Strategy, by acquiring appropriate sites, gaining planning permission and designing and building the new facilities. New facilities are proposed in the greater Cambridge area, a site to replace the current facility at March and an extension at Wisbech HRC to avoid the need to shut the facility for skip exchanges. The proposal also includes funds to develop the St. Neots Re-use Centre at the current St. Neots HRC facility for use by the third sector.		2018-19	5,120	-	-	60	60	395	667	581	3,357	H&CI

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2016-17 to 2025-26

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2015-16 £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000	Committee
B/C.3.101	Development of Archives Centre premises	Development of fit for purpose premises for Cambridgeshire Archives, to conserve and make available unique historical records of the county as part of an exciting new cultural heritage centre.		Committed	4,200	2,039	-	2,161	-	-	-	-	-	H&CI
B/C.3.103	Library service essential maintenance and infrastructure renewal	This is a rolling programme to update the public PC's in libraries and library learning centres in order to replace equipment that has become obsolete, and ensure continued service delivery. This is particularly important to support people to access learning, skills, transactions and employment online in response to the Digital by Default agenda. There is also an essential requirement to replace the book sortation system at Central Library, which has reached the end of its life, and to plan for renewing self service facilities in 2017/18, which will be coming out of contract and on which we need to make significant revenue savings.		Committed	562	58	-	239	265	-	-	-	-	H&CI
B/C.3.106	New Community Hub / Library Service Provision Cambourne	Contribution to the development of new community hub / library facilities in areas of growth in the county.		Committed	151	151	-	-	-	-	-	-	-	H&CI
B/C.3.107	New Community Hub / Library Provision Clay Farm	Contribution to the development of a community centre / hub in Clay Farm, including library and other community facilities.		Committed	827	630	-	178	19	-	-	-	-	H&CI
B/C.3.108	New Community Hub / Library Service Provision Darwin Green	Contribution to the development of new community hub / library facilities in areas of growth in the county.		2018-19	340	-	-	-	-	340	-	-	-	H&CI
B/C.3.109	Replacement of accrued streetlights with LEDs	Replacement of accrued streetlights with LEDs		2016-17	705	-	-	705	-	-	-	-	-	H&CI
	Total - Infrastructure Management & Operations				101,905	50,878	-	9,343	6,344	6,735	6,667	6,581	15,357	
B/C.04	Strategy & Development													
B/C.4.001	Ely Crossing	The project will alleviate traffic congestion on the A142 at the level crossing adjacent to Ely railway station, which will benefit local businesses and residents. The station area is a gateway to the city. Implementation of the bypass option would remove a significant amount of traffic around the station and enhance the gateway area, making the city more attractive to tourists and improve the local environment.		Committed	36,000	5,047	-	14,750	14,603	300	1,300	-	-	E&E
B/C.4.006	Guided Busway	Guided Busway construction contract retention payments.		Committed	147,694	142,734	-	2,110	1,370	370	370	370	370	E&E
B/C.4.014	Huntingdon West of Town Centre Link Road	The 520 metre link road from Ermine Street to Brampton Road, close to the railway station junction, consists of a single carriageway, with footpaths either side, and new junctions on Ermine Street and Brampton Road. The residual funding is for outstanding land deals for this scheme.		Committed	9,723	8,387	-	1,336	-	-	-	-	-	E&E

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2016-17 to 2025-26

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2015-16 £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000	Committee
B/C.4.017	Cambridge Cycling Infrastructure	Cambridge Cycling Infrastructure.		Committed	5,293	1,767	-	1,670	1,580	276	-	-	-	E&E
B/C.4.021	Abbey - Chesterton Bridge	This cycle route will link together three centres of employment in the city along a North / South axis, including: Addenbrooke's hospital, the CB1 Area and the Science Park. The Trail will reduce levels of congestion by taking vehicles off key city centre roads, including Hills Road and Milton Road and around the Cambridge Science Park Station.		Committed	4,750	300	-	250	2,000	2,200	-	-	-	E&E
B/C.4.022	Cycling City Ambition Fund	Cycling City Ambition Fund		Committed	7,751	4,971	-	2,780	-	-	-	-	-	E&E
B/C.4.023	King's Dyke	The level crossing at King's Dyke between Whittlesey and Peterborough has long been a problem for people using the A605. The downtime of the barriers at the crossing causes traffic to queue for significant periods of time and this situation will get worse as rail traffic increases along the Ely to Peterborough railway line in the future. The issue is also made worse during the winter months as the B1040 at North Brink often floods, leading to its closure and therefore increasing traffic use of the A605 across King's Dyke.		Committed	13,584	1,043	-	12,065	476	-	-	-	-	E&E
B/C.4.024	Soham Station	Proposed new railway station at Soham to support new housing development.		Committed	6,200	61	-	1,439	-	-	-	-	4,700	E&E
B/C.4.028	A14	Improvement of the A14 between Cambridge and Huntingdon. This is a scheme led by the Highways Agency but in order to secure delivery, a local contribution to the total scheme cost, which is in excess of £1bn, is required. The Council element of this local contribution is £25m and it is proposed that it should be paid in equal instalments over a period of 25 years commencing in 2017.		2020-21	25,000	-	-	-	-	-	-	1,000	24,000	E&E
B/C.4.031	Growth Deal - Wisbech Access Strategy	Wisbech Access Strategy		Committed	1,000	500	-	500	-	-	-	-	-	E&E
Total - Strategy & Development					256,995	164,810	-	36,900	20,029	3,146	1,670	1,370	29,070	
B/C.05	Other Schemes													
B/C.5.001	Making Assets Count	This funding is for the programme resource for the Making Assets Count (MAC) Programme, which brings public sector organisations together in a partnership that uses their combined property portfolio in a more efficient and effective manner to deliver better public services and reduce the cost of occupying property.		Ongoing	765	340	-	85	85	85	85	85	-	E&E

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2016-17 to 2025-26

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2015-16 £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000	Committee
B/C.5.002	Investment in Connecting Cambridgeshire	Connecting Cambridgeshire is working to ensure businesses, residents and public services can make the most of opportunities offered by a fast-changing digital world. Led by the Council, this ambitious partnership programme is improving Cambridgeshire's broadband, mobile and Wi-Fi coverage, whilst supporting online skills, business growth and technological innovation to meet future digital challenges.		Committed	30,500	18,057	-	5,600	6,843	-	-	-	-	E&E
	Total - Other Schemes				31,265	18,397	-	5,685	6,928	85	85	85	-	
	TOTAL BUDGET				496,362	252,897	-	71,699	51,343	26,993	24,946	24,057	44,427	

Funding	Total Funding £000	Previous Years £000	2016-17 £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	Later Years £000
Government Approved Funding								
City Deal	-	-	-	-	-	-	-	-
Department for Transport	233,799	118,458	20,463	19,656	17,677	16,524	17,021	24,000
Specific Grants	39,250	12,049	17,401	5,700	4,100	-	-	-
Total - Government Approved Funding	273,049	130,507	37,864	25,356	21,777	16,524	17,021	24,000
Locally Generated Funding								
Agreed Developer Contributions	33,960	17,309	5,491	3,339	4,451	2,017	434	919
Anticipated Developer Contributions	12,330	-	200	200	200	200	200	11,330
Prudential Borrowing	127,604	55,358	16,494	21,712	1,885	6,985	6,032	19,138
Prudential Borrowing (Repayable)	-4,080	6,733	1,661	216	-1,320	-780	370	-10,960
Other Contributions	53,499	42,990	9,989	520	-	-	-	-
Total - Locally Generated Funding	223,313	122,390	33,835	25,987	5,216	8,422	7,036	20,427
TOTAL FUNDING	496,362	252,897	71,699	51,343	26,993	24,946	24,057	44,427

Section 4 - B: Economy, Transport and Environment Services

Table 5: Capital Programme - Funding

Budget Period: 2016-17 to 2025-26

Summary of Schemes by Start Date					Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	
Ongoing					196,962	106,196	2,990	-	-	87,776	
Committed Schemes					268,235	141,853	41,664	53,499	-	31,219	
2016-2017 Starts					705	-	-	-	-	705	
2018-2019 Starts					5,460	-	1,636	-	-	3,824	
2020-2021 Starts					25,000	25,000	-	-	-	-	
TOTAL BUDGET					496,362	273,049	46,290	53,499	-	123,524	

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	Committee
B/C.01	Integrated Transport										
B/C.1.002	Air Quality Monitoring		-	Ongoing	126	126	-	-	-	-	E&E
B/C.1.009	Major Scheme Development & Delivery		-	Ongoing	2,400	2,400	-	-	-	-	E&E
B/C.1.011	Local Infrastructure improvements		-	Ongoing	2,892	2,892	-	-	-	-	H&CI
B/C.1.012	Safety Schemes		-	Ongoing	3,596	3,564	32	-	-	-	H&CI
B/C.1.015	Strategy and Scheme Development work		-	Ongoing	2,070	2,070	-	-	-	-	E&E
B/C.1.019	Delivering the Transport Strategy Aims		-	Ongoing	7,216	5,208	2,008	-	-	-	H&CI
B/C.1.021	Cambridgeshire Sustainable Transport Improvements (larger scale schemes)		-	Ongoing	2,880	2,880	-	-	-	-	E&E, H&CI
	Total - Integrated Transport		-		21,180	19,140	2,040	-	-	-	
B/C.02	Operating the Network										
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths		-	Ongoing	61,008	61,008	-	-	-	-	H&CI
B/C.2.002	Rights of Way		-	Ongoing	840	840	-	-	-	-	H&CI
B/C.2.003	Street Lighting		-	Ongoing	175	175	-	-	-	-	H&CI
B/C.2.004	Bridge strengthening		-	Ongoing	15,068	15,068	-	-	-	-	H&CI
B/C.2.005	Traffic Signal Replacement		-	Ongoing	5,800	4,850	950	-	-	-	H&CI
B/C.2.006	Smarter Travel Management - Integrated Highways Management Centre		-	Ongoing	1,174	1,174	-	-	-	-	H&CI
B/C.2.007	Smarter Travel Management - Real Time Bus Information		-	Ongoing	952	952	-	-	-	-	H&CI
	Total - Operating the Network		-		85,017	84,067	950	-	-	-	
B/C.03	Infrastructure Management & Operations										
B/C.3.001	Highways Maintenance (carriageways only from 2015/16 onwards)		-	Ongoing	90,000	2,989	-	-	-	87,011	H&CI
B/C.3.012	Waste - Cambridge Area Growth		-	2018-19	5,120	-	1,296	-	-	3,824	H&CI
B/C.3.101	Development of Archives Centre premises		-	Committed	4,200	-	-	-	-	4,200	H&CI
B/C.3.103	Library service essential maintenance and infrastructure renewal		-	Committed	562	-	-	-	-	562	H&CI
B/C.3.106	New Community Hub / Library Service Provision Cambourne		-	Committed	151	-	151	-	-	-	H&CI
B/C.3.107	New Community Hub / Library Provision Clay Farm		-	Committed	827	-	566	-	-	261	H&CI
B/C.3.108	New Community Hub / Library Service Provision Darwin Green		-	2018-19	340	-	340	-	-	-	H&CI
B/C.3.109	Replacement of accrued streetlights with LEDs		-	2016-17	705	-	-	-	-	705	H&CI
	Total - Infrastructure Management & Operations		-		101,905	2,989	2,353	-	-	96,563	

Section 4 - B: Economy, Transport and Environment Services

Table 5: Capital Programme - Funding

Budget Period: 2016-17 to 2025-26

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
B/C.04	Strategy & Development									
B/C.4.001	Ely Crossing			- Committed	36,000	22,000	1,000	5,318	-	7,682
B/C.4.006	Guided Busway			- Committed	147,694	92,500	28,085	31,894	-	-4,785
B/C.4.014	Huntingdon West of Town Centre Link Road			- Committed	9,723	-	4,871	4,852	-	-
B/C.4.017	Cambridge Cycling Infrastructure			- Committed	5,293	-	5,293	-	-	-
B/C.4.021	Abbey - Chesterton Bridge			- Committed	4,750	2,700	1,550	500	-	-
B/C.4.022	Cycling City Ambition Fund			- Committed	7,751	7,403	148	200	-	-
B/C.4.023	King's Dyke			- Committed	13,584	8,000	-	3,500	-	2,084
B/C.4.024	Soham Station			- Committed	6,200	1,000	-	500	-	4,700
B/C.4.028	A14			- 2020-21	25,000	25,000	-	-	-	-
B/C.4.031	Growth Deal - Wisbech Access Strategy			- Committed	1,000	-	-	1,000	-	-
	Total - Strategy & Development			-	256,995	158,603	40,947	47,764	-	9,681
B/C.05	Other Schemes									
B/C.5.001	Making Assets Count			- Ongoing	765	-	-	-	-	765
B/C.5.002	Investment in Connecting Cambridgeshire			- Committed	30,500	8,250	-	5,735	-	16,515
	Total - Other Schemes			-	31,265	8,250	-	5,735	-	17,280
	TOTAL BUDGET				496,362	273,049	46,290	53,499	-	123,524

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GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD DELEGATIONS

To: Highways and Community Infrastructure Committee

Meeting Date: 12th January 2016

From: Quentin Baker, LGSS Director of Law and Governance

Electoral division(s): Abbey; Arbury; Bar Hill; Bassingbourn; Bourn; Castle; Cherry Hinton; Coleridge; Cottenham, Histon and Impington; Duxford; East Chesterton; Fulbourn; Gamlingay; Hardwick; King's Hedges; Linton; Market; Melbourn; Newnham; Papworth and Swavesey; Petersfield; Queen Edith's; Romsey; Sawston; Trumpington; Waterbeach; West Chesterton; Willingham.

Forward Plan ref: N/a **Key decision:** No

Purpose: To consider proposals to clarify the delegation of powers to the Greater Cambridge City Deal Executive Board and to recommend that Council makes the appropriate changes to its Constitution to reflect this.

Recommendation: The Committee is recommended to endorse and propose to Council that:

- a) the powers for promoting and exercising Compulsory Purchase Order powers for City Deal infrastructure schemes is confirmed as being delegated to the Greater Cambridge City Deal Executive Board;
- b) the powers for promoting and exercising Side Roads Orders for City Deal infrastructure schemes is confirmed as being delegated to the Greater Cambridge City Deal Executive Board; and
- c) the power to promote Transport and Works Act Orders for City Deal infrastructure schemes is confirmed as being delegated to the Greater Cambridge City Deal Executive Board.

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1. BACKGROUND

1.1 Full Council on 16 December 2014 approved the formation of the Greater Cambridge City Deal Joint Assembly and Executive Board, and agreed to delegate certain functions to the Executive Board as the decision-making body for the Greater Cambridge City Deal.

1.2 The Executive Board Terms of Reference include the following wording in paragraph 4.3, which sets out the scope of the delegated responsibilities:

“The three Councils agree to delegate exercise of their functions to the Executive Board to the extent necessary to enable the Board to pursue and achieve the objectives of the Greater Cambridge City Deal and to undertake any actions necessary, incidental or ancillary to achieving those objectives, and, accordingly, the three Councils shall make the necessary changes to their respective schemes of delegation. The Executive Board may further delegate to officers of the three Councils.”

2. MAIN ISSUES

2.1 In order to ensure the smooth functioning of the Greater Cambridge City Deal governance arrangements, and particularly the delivery of the infrastructure investment programme on a very tight timescale, it is considered necessary to clarify the delegations that are considered to have been made.

2.2 The wording under paragraph 1.2, drawn from the Executive Board Terms of Reference, makes clear that the Executive Board is empowered to undertake any actions necessary, incidental or ancillary to achieving the objectives of the City Deal. Officers have considered the functions that could be considered to be covered by this wording, and have made recommendations in each case to provide clarification. These functions are:

- Traffic Regulation Orders (TROs)
- Compulsory Purchase Orders (CPOs)
- Side Roads Orders (SROs)
- Transport and Works Act Orders (TWAOs)
- Grant of Planning Consent

2.3 Constitution and Ethics Committee on 17th November 2015 considered recommendations to provide clarity in respect of each of the above. The Committee considered that the Highways and Community Infrastructure and Economy and Environment Committees should have the opportunity to consider and comment upon the delegated powers, prior to consideration by full council.

2.4 Economy and Environment Committee are responsible for promoting and implementing Compulsory Purchase Orders, Side Roads Orders, and Transport and Works Act Orders. Note that in each of these cases the decision to grant Orders rests with the Secretary of State.

Definition of City Deal infrastructure schemes

- 2.5 In order to delineate the boundaries of the City Deal Board delegated authority, it is necessary to define what is considered to constitute a 'City Deal infrastructure scheme'. This definition will then be used to determine which body holds the responsibility for making the decision concerned. The following definition is proposed :

"A City Deal infrastructure scheme is one arising from the Greater Cambridge City Deal which has all of the following characteristics:-

- i. Has been and remains designated by the Greater Cambridge City Deal Executive Board as a City Deal infrastructure scheme.*
 - ii. Is, or has been funded in whole or in part by funds received by the County Council under the auspices of the Greater Cambridge City Deal or allocated to the Greater Cambridge City Deal Executive Board by participating Authorities."*
- 2.6 The responsibility for ensuring that the process of preparing and consulting on the proposals, drafting the orders and considering representations also passes to the Board. County officers will be carrying out this work for City Deal schemes as they do for County Council schemes, and will continue to engage with local communities and local members of the three partner authorities, as they do now.
- 2.7 The City Deal Assembly acts as a consultative forum and makes recommendations to the City Deal Board. It is also planned to set up Local Liaison Forum for each project, or a group of projects in a corridor, to engage with local members and other representative groups.

Compulsory Purchase Orders

- 2.8 A CPO is a legal instrument that allows certain bodies (including the partner Councils) to purchase land without the owner's consent. It can be enforced if it is considered necessary in order to deliver public benefit, and can be particularly pertinent for transport infrastructure schemes. It is normal practice to seek CPOs on a contingency basis in parallel with negotiations with landowners to avoid delays to projects. Some City Deal infrastructure schemes will require the use of CPO powers in order to deliver the wider benefits that are expected to be associated with those schemes.
- 2.9 For the purposes of the City Deal, it is the County Council's CPO powers that are most important. Outside of the City Deal arrangements, the County Council's CPO powers are vested in the Economy & Environment Committee, which takes responsibility for promoting and exercising CPOs. The final decision to grant a CPO rests with the Secretary of State.
- 2.10 The decision made by the County Council to delegate responsibilities to the Executive Board is considered to include the power to promote and exercise CPO powers for City Deal infrastructure schemes in Cambridge City and South Cambridgeshire. To ensure that there is clarity around the processes involved in delivering the City Deal infrastructure programme, it is

recommended that the County Council's CPO powers are confirmed as being delegated to the Executive Board.

Side Roads Orders

- 2.11 An SRO is an instrument established under the Highways Act 1980 that allows a Highway Authority (in the local context this refers to the County Council) to alter roads or other highways affected by a major transport infrastructure scheme. This deals with roads that are not specifically along the alignment of the scheme, but are impacted by or impact upon the scheme. It is likely to be the case that SROs are required for several City Deal infrastructure schemes. As with CPOs, the County Council acts as the promoter for SROs but the decision to grant these rests with the Secretary of State.
- 2.12 Outside of the City Deal arrangements, the responsibility for promoting SROs rests with the Economy & Environment Committee. The delegation made to the Executive Board means that this responsibility, where it relates to a City Deal infrastructure scheme, has been delegated to the Executive Board. It is recommended that this is explicitly confirmed by the County Council.

Transport and Works Act Orders

- 2.13 The Transport and Works Act 1992 established TWAOs as the default means of authorising the creation of a new railway, tramway or guided busway scheme, except for "nationally significant rail schemes in England". TWAOs can include within them TROs, CPOs and deemed planning consent. The County Council has the power to promote a TWAO, whilst the decision to grant a TWAO rests with the Secretary of State. As the prioritised City Deal infrastructure schemes are being developed at the moment, it is unclear if the final proposals for those schemes would require the granting of a TWAO.
- 2.14 The delegation made to the Executive Board is considered to include the responsibility for promoting TWAOs for City Deal infrastructure schemes. It is recommended that the County Council explicitly confirms that this delegation has been made.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Statutory, Risk and Legal Implications

The following bullet points set out details of significant implications identified by officers:

- The recommendations made in this report would require some changes to the Council's Scheme of Delegations to clarify and confirm those delegations that are already considered to have been made but are not considered to be sufficiently clear.
- Leaving the responsibilities that are recommended to be confirmed as within the remit of the Greater Cambridge City Deal Executive Board with their 'business as usual' owners risks introducing conflict at several stages between the Executive Board and other bodies, which would substantially harm the delivery of the City Deal programme and reduce the likelihood of securing future City Deal funding (of which up to £400 million is potentially available).
- This would also cause substantial reputational harm, as the business community would see Greater Cambridge as a less attractive place to invest.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The following bullet points set out details of significant implications identified by officers:

- Legal advice and the recommendations made in this report have been subject to discussion among the three partner Councils in the Greater Cambridge City Deal (the County Council, Cambridge City Council and South Cambridgeshire District Council).

4.5 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- The recommendations made in this report would strengthen the ability of the Greater Cambridge City Deal Executive Board to deliver its ambitious infrastructure programme.
- This would empower this body that is acting more locally across Cambridge City and South Cambridgeshire, and would ensure that most decisions affecting the infrastructure programme are being made and controlled within that area, rather than by the wider County.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Constitution & Ethics Committee – Greater Cambridge City Deal: Establishment of Joint Committee (11 November 2014)	http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=10582

**REVIEW OF HIGHWAYS AND COMMUNITY INFRASTRUCTURE
STRATEGIC FRAMEWORK PERFORMANCE INDICATORS FOR 2016/17**

To: **Highways and Community Infrastructure Committee**

Meeting Date: **12th January 2016**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **All**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To review Highways & Community Infrastructure key
performance indicators to be included in the
Council's Strategic Framework for 2016/17**

Recommendation: **Committee is asked to comment on and to approve
the proposed Highways & Community Infrastructure
key performance indicators for the 2016/17 Strategic
Framework as set out in Appendix A**

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1. BACKGROUND

- 1.1 Key performance indicators for 2015/16 were approved by Highways & Community Infrastructure (H & CI) Committee on 18th November 2014:
<http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=10611>
- 1.2 Subsequent to this, targets were developed for these indicators and H & CI Committee approved these on 20th January 2015:
<http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=11025>
- 1.3 As a result of adopting the Operating Model, the Council is shifting towards an outcome-based approach, which has implications for how performance is monitored.
- 1.4 The Operating Model outcomes are:
 - Older people live well independently
 - People with disabilities live well independently
 - Places that work with children help them to reach their full potential
 - The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents
 - People lead a healthy lifestyle and stay healthy for longer
 - People live in a safe environment
 - People at risk of harm are kept safe
- 1.5 At this stage we are reviewing the “high level” H & CI performance indicators in the Council’s Strategic Framework document. This is part of work being undertaken in conjunction with colleagues in other Directorates to update the Strategic Framework for 2016/17.
- 1.6 H & CI Indicators in the Strategic Framework are a subset of those in the Economy, Transport and Environment Finance and Performance Report (ETE F & P Report). It is proposed that the remaining, “lower level”, H & CI indicators in the ETE F & P report are reviewed in February / March 2016 following publication of the Council’s Business Plan.
- 1.7 The review of H & CI indicators is taking place in parallel with a review of other ETE performance indicators owned by the Economy & Environment Committee.

2. KEY POINTS

- 2.1 The current set of H & CI Strategic Framework performance indicators has been reviewed to ensure that each indicator links to at least one of the Operating Model outcomes.
- 2.2 On this basis it is proposed that the following indicators are removed from the Strategic Framework for 2016/17:

Municipal waste landfilled

This is currently a contextual indicator (i.e. an indicator with no target) that does not link to an Operating Model outcome.

Book issues per head of population – narrowing the gap between the 10% most deprived wards and others

This does not link clearly to an Operating Model outcome and is more of an output than an outcome indicator, although it is one of the Council's previously agreed deprivation indicators.

Number of problem rogue traders brought back into compliance

This is no longer a good indicator for in-year monitoring, and it is an indicator that has really run its course – it is less meaningful now due to focus shifting to the more difficult longer-term cases.

- 2.3 At this stage, following discussions with Infrastructure Management & Operations services, there are no specific proposals for any new H & CI Strategic Framework indicators.
- 2.4 The proposed set of H & CI performance indicators for the 2016/17 Strategic Framework is attached as Appendix A. Links to Operating Model outcomes are also shown.
- 2.5 The full list of indicators in the 2015/16 Strategic Framework is attached for information as Appendix B. Those indicators not owned by H & CI committee are being reviewed by other Council committees.

3. FUTURE WORK/DIRECTION

- 3.1 Following approval by service committees, the proposed set of indicators for the 2016/17 Strategic Framework is scheduled to be considered by General Purposes Committee on 2nd February 2016 as part of the Council's Business Plan.
- 3.2 It is proposed that other H & CI key indicators in the ETE F & P Report are reviewed by H & CI Committee in February / March 2016 following approval of the Council's Business Plan.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

All of the proposed indicators align with the health of the local economy.

4.2 Helping people live healthy and independent lives

A number of the proposed indicators align with this priority (e.g. participation in sport and active recreation).

4.3 Supporting and protecting vulnerable people

A number of the proposed indicators align with this priority (e.g. reducing road accident deaths and serious injuries).

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no significant implications within this category.

5.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

5.3 Equality and Diversity Implications

Two of the proposed indicators - measuring classified road condition and participation in sport and active recreation - are specifically aimed at narrowing the gap between Fenland and other areas of the county.

All of the proposed indicators link to the Operating Model outcome:

- The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents

A number of the proposed indicators also link to the following Operating Model outcomes:

- People lead a healthy lifestyle and stay healthy for longer
- People live in a safe environment

5.4 Engagement and Consultation Implications

There are no significant implications within this category.

5.5 Localism and Local Member Involvement

There are no significant implications within this category.

5.6 Public Health Implications

A number of the proposed indicators align with improving public health, including reducing road accident deaths and serious injuries and increasing participation in sport and active recreation.

Source Documents	Location
Economy, Transport and Environment Finance and Performance Reports	http://www.cambridgeshire.gov.uk/info/20043/finance_and_budget/147/finance_and_performance_reports
Business Plan 2015 to 2016	http://www.cambridgeshire.gov.uk/info/20043/finance_and_budget/90/business_plan_2015_to_2016

**Appendix A: Proposed Highways & Community Infrastructure Strategic Framework
Performance indicators for 2016/17**

Performance Indicator	Primary Outcome	Secondary Outcomes
<ul style="list-style-type: none"> The proportion of streetlights that are working 	People live in a safe environment	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents
<ul style="list-style-type: none"> The proportion of principal roads that are in good condition 	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents	People live in a safe environment
<ul style="list-style-type: none"> The proportion of non-principal classified roads that are in good condition 	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents	People live in a safe environment
<ul style="list-style-type: none"> Classified road condition – Improving the condition of roads in Fenland and narrowing the gap between Fenland and other areas of the County 	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents	People live in a safe environment
<ul style="list-style-type: none"> The number of people killed or seriously injured on the roads over the past 12 months 	People live in a safe environment	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents
<ul style="list-style-type: none"> Participation in Sport and active recreation – increasing participation in Fenland and narrowing the gap between Fenland and other areas of the County 	People lead a healthy lifestyle and stay healthy for longer	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents
<ul style="list-style-type: none"> Number of visitors to libraries / community hubs 	The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents	People lead a healthy lifestyle and stay healthy for longer

Indicator Details			Reporting Arrangements			
Indicator	Responsible Service	Rationale for indicator	Frequency	What is good?	Target for 2015-16	Additional comments on target if applicable
Developing our economy						
% of households and businesses using superfast broadband.	ETE	Measure of policies to encourage economic growth, to help people to live independent and healthy lives and reduce deprivation	Quarterly	High	Baseline	At this stage it is not possible to measure the percentage of households and businesses using superfast broadband. It is therefore proposed that this indicator is reconsidered next year.
The proportion of Cambridgeshire residents aged 16-64 in employment	ETE	Measure of policies to encourage economic growth	Quarterly	High	80.3%	The proposed target for 2015/16 is to maintain performance at the current level of 80.3%. This is the highest the rate has been for this age band (16-64) since it was created in 2004, and was only marginally higher for the previous age band which excluded women aged 60-64. Maintaining it is likely to be a challenge in the uncertain economic and political climate over the next 12 months.
Additional jobs created	ETE	Measure of policies to encourage economic growth	Annual	High	+3,500	<p>Although the recent increase in jobs (up 7,700 in one year) and the pace of recovery have been exceptional and surprising, a target figure of 3,500 additional jobs is proposed for 2015/16 as this is close to the average figure for the past 2 years. It also relates to the target of 71,000 jobs (2011 to 2031), referred to in the Technical Report on Population, Housing & Employment Forecasts produced by the Council's Research Group in 2013.</p> <p>The proposed target also reflects some of the economic and political uncertainties over the next 12 months.</p>

'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	ETE	Measure of policy to narrow the deprivation gap	Quarterly	Low	12%	<p>The gap has narrowed over time, especially since 2009, with lower rates for both categories, especially the most deprived areas (top 10%).</p> <p>Given the proposed target to maintain Cambridgeshire's employment rate at its current level, a claimant rate target of 12% for the most deprived areas is proposed, representing a reduction from the current level of 12.6%. This is challenging, and assumes a further narrowing of the gap between the most deprived areas and others.</p>
The number of people starting as apprentices	ETE	Measure of policies to encourage economic growth	Quarterly	High	4,158	<p>The proposed target for 2015/16 is 4,158 which is 10% up on the end-of-year figure of 3,780 for 2013/14.</p> <p>Expectations are that adult apprenticeships will recover following the withdrawal of the 24+ Learning Loans which had been seen as a barrier.</p>
The number of adult learners completing courses to directly improve their chances of employment	ETE	Measure of policies to help people to live independent and healthy lives and reduce deprivation	Quarterly	High	20,000	<p>The 2013/14 target was achieved despite a reduction in grant funding and further reductions are expected.</p> <p>In addition to this, the focus is now on those who are hardest to reach so the numbers may reduce further as it requires more resource to meet the needs of the targeted learners.</p>
Wider outcomes of adult learning	ETE	Measure of policies to help people to live independent and healthy lives and reduce deprivation	Annual	High	Contextual	<p>Recording wider outcomes is becoming increasingly significant in measuring impact and in the commissioning of services. Cambridgeshire Adult Learning & Skills has developed a recording method to gather evidence of Wider Impact from all of the provision delivered through the Community Learning Funding. On a local level this will</p>

						help to demonstrate the difference we make across a range of agendas and will supplement existing quality improvement arrangements as well as provide a mechanism for helping learners to measure their own progress and the value of the courses we offer. The Wider outcome measures include improvements in Health, social relationships, independence, taking up volunteering, gaining employment and improving skills.
The proportion of streetlights that are working	ETE	Completing a programme of bringing all our streetlights across the country up to modern standards will cut maintenance and electricity costs	Monthly	High	99%	Target direct from Private Finance Initiative (PFI) contract – the percentage of lights in light target for 2015/16.
The percentage of waste sent to Landfill	ETE	Measure of policy of investment in infrastructure	Monthly	Low	Contextual	Performance is mainly influenced by District Council waste collection activity, and therefore no formal target is proposed.
The proportion of roads that are in good condition	ETE	Measure of policy of investment in infrastructure	Annual	High	Principal roads = 97% Non-principal = 94%	Targets are based on the Highway Infrastructure Asset Management Plan (HIAMP) highway condition model outputs based on current and forecast funding levels.
Classified road condition - narrowing the gap between Fenland and other areas of the County	ETE	Measure of policies to invest in infrastructure to encourage economic growth and narrow the deprivation gap	Annual	Low	2% gap	Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. Additional funding is being directed towards addressing this problem. Targets are based on the HIAMP highway condition model outputs based on current and forecast funding levels.

The number of bus journeys that start in Cambridgeshire	ETE	Measure of policy of investment in infrastructure	Annual	High	19.53 million	The target to maintain patronage at 19.53 million journeys per year recognises that Park and Ride journeys have reduced following the introduction of car parking charges, but that Guided Busway passenger numbers continue to grow. The proposed target is based on the assumptions that the underlying upward trend in Busway passengers will continue at the same rate in 2015/16 and that there is no further reduction in Park and Ride passengers. Beyond 2015/16, bus patronage is expected to be boosted by first occupation of development at Northstowe, job creation around the Southern fringe and Northwest Cambridge developments and the opening of the brand new Chesterton railway station.
Growth in cycling index from 2004/05 average baseline	ETE	Measure of policy of investment in infrastructure	Annual			
Levels of cycling and walking - narrowing the gap between Fenland and others	ETE	Measure of policies to help people to live independent and healthy lives and to narrow the deprivation gap	Annual	High	Fenland = 82.8%	The proposed target is for Fenland to increase to the current 89.8% average for the rest of Cambridgeshire (excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year. Recognising that the indicator is measured via a sample survey, with associated random variation from one year to the next, the proposed target for 2015/16 relates to the underlying direction of travel.

The average journey time per mile during the morning peak on the most congested routes	ETE	Measure of policy of investment in infrastructure	Annual	Low	3.7	This challenging target is for a further small reduction in journey time continuing the underlying downward trend.
Percentage of pupils attending a good or outstanding school	CFA	Good early years school and post-16 education is crucial for skills development, economic growth and for quality of life.	Monthly	High	78%	Latest actual (Oct 13) is 68%
Percentage of Year 12 in Learning	CFA	From September 2013/14 for the first time young people are required by law to continue to participate in a form of learning. Businesses, local authorities, schools and post-16 providers are working together to provide all young people with a suitable route that allows them to continue learning until they are 17, increasing to 18 in 2015	Monthly	High	96%	
Percentage of 16-19 year olds not in education, employment or training (NEET)	CFA		Monthly	Low	3.6%	
Percentage of young people with LDD who are not in education, employment or training (NEET)	CFA		Monthly	Low	9.5%	

The gap between the proportion of pupils from deprived backgrounds who achieve the expected level of attainment at age 11 in reading, writing and maths and their peers	CFA	There are acute inequalities in the educational outcomes of disadvantaged children. We are leading a county-wide approach to narrowing the educational gap in outcomes for these children. The Narrowing the Gap Strategy sets out a programme of work alongside schools and colleges to target extra help to children in vulnerable groups	Annual	Low	23	Deprivation is measure using claimants of free school meals
The gap between the proportion of pupils from deprived backgrounds who achieve 5 or more good GCSEs, including English and Maths and their peers	CFA		Annual	Low	26	Deprivation is measure using claimants of free school meals
Proportion of adults in contact with secondary mental health services (aged 18-69) in employment.	CFA	The measure is of improved employment outcomes for adults with mental health problems, reducing their risk of social exclusion and discrimination. Supporting someone to become and remain employed is a key part of the recovery process. Employment outcomes are a predictor of quality of life, and are indicative of whether care and support is personalised. Employment is a wider determinant of health and social inequalities.	Monthly	High	Baseline	2015-16 will be used to baseline performance due to significant differences between local and national reporting

Proportion of adults in contact with secondary mental health services (aged 18-69) living independently.	CFA		Monthly	High	75%	
Proportion of adults with a learning disability (aged 18-64) in employment.	CFA	The measure is intended to improve the employment outcomes for adults with a learning disability, reducing the risk of social exclusion. There is a strong link between employment and enhanced quality of life, including evidenced benefits for health and wellbeing and financial benefits.	Monthly	High	Baseline	Changed definition from 2015-16 so not possible to set a target. Performance during 2015-16 will be used as baseline on which to set future targets
Supporting and protecting vulnerable people						
Rate of Looked After Children per 10,000 population	CFA	Measure of policy to support the most vulnerable	Monthly	Within the target band	32.8-38.5	Target represents a range of 420 to 500 LAC
Percentage of Childrens Single Assessments completed within 45 days	CFA	Measure of policy to support the most vulnerable	Monthly	High	85%	
% Domestic Abuse IDVA referrals that are repeat clients	CFA	Measure of policy to support the most vulnerable	Quarterly	Low	39%	
The proportion of people who use services who feel safe	CFA	Measure of policy to support the most vulnerable	Annual	High	70%	

ASC/OP clients view of their quality of life	CFA	Measure of policy to support the most vulnerable	Annual	High	19	This is a composite measure based on a range of survey questions related to dignity, personal care, safety and participation and food and nutrition
The proportion of ASC/OP clients who use services and their carers who reported that they had as much social contact as they would like	CFA	Measure of policy to support the most vulnerable	Annual	High	Baseline	Target to be set in Summer 2015 following completion of the current survey
Timeliness of ASC/OP carer assessments	CFA	Measure of policy to support the most vulnerable	Monthly	High	Baseline	Due to significant changes in carer assessment processes performance during 2015-16 will be used as baseline on which to set future targets
Proportion of planned ASC/OP service users re-assessments by the due date	CFA	Measure of policy to support the most vulnerable	Monthly	High	Baseline	This is a new indicator replacing the previous indicator measuring reviews. A target will be set in May following collection of data from Jan-Mar 2015
Proportion of unplanned ASC/OP service users re-assessments by the due date	CFA	Measure of policy to support the most vulnerable	Monthly	High	Baseline	This is a new indicator replacing the previous indicator measuring reviews. A target will be set in May following collection of data from Jan-Mar 2015
Percentage of 'problem' rogue traders brought back into compliance	ETE	Measure of policy to support the most vulnerable	Quarterly	High	80%	A target of 80% is proposed for 2015/16. Achievement of this will depend on the problem traders' offending behaviour type. The more complex and serious issues will result in prosecutions and the work required to achieve compliance is likely to span more than one recording year.

Helping people to live independent and healthy lives						
Number of income deprived 2 year olds receiving free childcare	CFA	Measure of the investment in free childcare places for two year olds from deprived families that allows parents to go back to work and support their children.	Termly	High	1600	The DfE target set is 80% of eligible two-year olds. The latest information from the DfE suggests there are 1991 eligible two-year olds, on income grounds, which equates to a target of approx 1600 children
Percentage of closed Family Worker cases demonstrating progression	CFA	Measure of the effectiveness of the Family Workers service provided to families, focused on avoid their needs increasing.	Bi-monthly	High	85%	
The proportion of people using adult social care services who have control over their daily life	CFA	Measure of the social care system that supports older people in their communities and help people to stay more independent.	Annual	High	75%	
Proportion of eligible service users receiving Self-Directed Support	CFA	Measure of the information and advice services aimed to ensure that people can get information and advice about a range of support available from social care, health and the voluntary sector. We will continue to focus on 'self-directed support', our approach to social care, which provides choice and control to service users by letting them identify their own needs and plan how to meet them.	Monthly	High		Changed definition from 2015-16 so not possible to set a target. Performance during 2015-16 will be used as baseline on which to set future targets

Proportion of eligible service users receiving Direct Payments	CFA	Measure of managing demand for adult social care	Monthly	High	Baseline	Changed definition from 2015-16 so not possible to set a target. Performance during 2015-16 will be used as baseline on which to set future targets
The proportion of older people (65 and over) who were still at home 91 days after discharge from hospital into re-ablement / rehabilitation services	CFA	Measure of short term support such as re-ablement and crisis management that provides intensive help and supports people to return to independence rather than a reliance on long-term social care.	Monthly	High	86.6%	Target determined by Better Care Fund agreement
The proportion of new Physical Disability users requiring no further service at end of re-ablement phase	CFA	Measure of managing demand for adult social care	Monthly	High	58%	
The proportion of new Older People users requiring no further service at end of re-ablement phase	CFA	Measure of managing demand for adult social care	Monthly	High	57%	
Number of new people receiving OT equipment in the month	CFA	Measure of managing demand for adult social care	Monthly	High	Baseline	Changed definition from 2015-16 so not possible to set a target. Performance during 2015-16 will be used as baseline on which to set future targets
Number of new people receiving AT equipment in the month	CFA	Measure of managing demand for adult social care	Monthly	High	Baseline	Changed definition from 2015-16 so not possible to set a target. Performance during 2015-16 will be used as baseline on which to set future targets

Delayed transfer of care (delayed days) from hospital per 100,000 of population (aged 18+)	CFA	Measure of managing demand for adult social care	Monthly	Low	1218.7	Better Care Fund set indicator
Children eligible for free school meals and pupil premium achieving a good level of development at end of reception	Public Health (joint with CFA learning directorate)	Public Health Outcomes Framework Indicator. School readiness at reception stage will influence educational attainment and is important for future health and wellbeing outcomes	TBC	TBC	TBC	
Smoking prevalence for adults in routine and manual operations	Public Health	Public Health Outcomes Framework shows that adults in routine and manual occupations have much higher smoking prevalence than the overall Cambridgeshire average and therefore are likely to experience increased rates of heart disease, cancer and lung disease, and lower life expectancy. This is an important contributor to county-wide health inequalities	Annual	Low	2015 = 26.3% 2016 = 25.3%	

Health Indicators for Fenland district:						
* children aged 4-5 classified as overweight or obese			Annual	Low	20.4%	
* proportion of adults classified as overweight or obese			Annual	Low	69.4%	
* physically active adults	Public Health	These Public Health Outcomes Framework indicators show significant health inequalities for Fenland District compared with the rest of the county. They will contribute to ongoing inequalities in healthy life expectancy	Annual	High	2015 = 51% 2016 = 52%	
* physically inactive adults			Annual	Low	2015 = 30.1% 2016 = 28.1%	
* adults smoking prevalence			Annual	Low	2015 = 20.9% 2016 = 19.9%	
* working days lost due to sickness absence			Annual	Low	2.2%	

The percentage of children weighed and recorded as obese according to national childhood measurement programme	Public Health		Annual	Low	19.9%	
The number of people successfully quitting smoking with support from stop smoking services as measured at four weeks	Public Health		Monthly	High	1576 – 2898	
The number of Health Checks delivered to people 40-74	Public Health		Quarterly	High	18,000	
Number of visitors to libraries/community hubs	ETE	Measure of policy of investment in infrastructure	Monthly	High	2,570,000	Increased target based on current performance.
Book issues per head of population - narrowing the gap between the most deprived areas (top 10%) and others	ETE	Measure of policies to promote literacy and to narrow the deprivation gap	Quarterly	Low	-23%	This is a new target that is quite complex in its requirements. It is therefore set realistically for 2015/16.

The number of people killed or seriously injured on the roads over the past 12 months	ETE	Measure of policy of investment in infrastructure	Monthly	Low	<=304	The target is based on a trend line from the latest 12-month total to achieve the Council's target of a 40% reduction from the 2005-09 average baseline by 2020 i.e. a 2020 target of no more than 247.
Participation in Sport and active recreation - narrowing the gap between Fenland and other areas of the County	ETE	Measure of policies to help people to live independent and healthy lives and to narrow the deprivation gap	Annual	High	Fenland & East Cambridge shire = 22.7%	The proposed target is for Fenland and East Cambridgeshire to increase to the current county average of 27% over 5 years i.e. an underlying increase of 1.1% per year. Recognising that the indicator is measured via a sample survey, with associated random variation from one year to the next, the proposed target for 2015/16 relates to the underlying direction of travel.
An efficient and effective organisation						
The percentage of all transformed transaction types to be completed online	CS&T	Measure of policy to promote channel shift to online delivery of services	Annually	High	75%	
The proportion of FOI requests responded to within timescales	CS&T	Measure of policy to promote openness.	Monthly	High	90%	
Number of complaints received	CS&T	Measure of policy to promote service improvement	Monthly	Low	Contextual	
Physically active adults (Fenland)	CS&T	Measure of activity towards tackling deprivation and inequalities	Annually	High	2015 = 51% 2016 = 52%	

FINANCE AND PERFORMANCE REPORT – NOVEMBER 2015

To: **Highways and Community Infrastructure Committee**

Meeting Date: **12 January 2016**

From: **Executive Director, Economy, Transport and Environment
Chief Finance Officer**

Electoral division(s): **All**

Forward Plan ref: **For key decisions** *Key decision:* **No**

Purpose: **To present to Highways and Community Infrastructure (H&CI) Committee the November 2015 Finance and Performance report for Economy, Transport and Environment (ETE).**

The report is presented to provide Committee with an opportunity to comment on the projected financial and performance outturn position, as at the end of November 2015.

Recommendations: **The Committee is asked to review, note and comment on the report.**

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1. BACKGROUND

- 1.1 The report, attached as **Appendix A**, provides the financial position for the whole of the ETE Service, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid reading of the report, budget lines that relate to the Economy and Environment Committee have been shaded, and those that relate to the Highways and Community Infrastructure Committee are not shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 The report only contains performance information in relation to indicators that this Committee has responsibility for.

2. MAIN ISSUES

- 2.1 The report attached as **Appendix A** is the ETE Finance and Performance report for November 2015.
- 2.2 At the end of November, ETE is forecasting an underspend on revenue of £201K.
- 2.3 In relation to the budgets under the stewardship of this Committee, an underspend of £62K is forecast for year-end. The main variances are:-
 - +£174K Street-lighting, where the part night lighting originally planned to commence in April has been delayed;
 - £144K Waste Disposal including PFI, as a result of more waste being landfilled than anticipated and income from third parties being less than expected.
 - +£113K Network Management, where a number of areas are forecast to overspend , including grass cutting, This is being offset by underspends in “LISM other”, particularly as a result of vacancies.
 - -£157K LISM Other where expenditure is being held back to offset the forecast overspend in Network Management.
 - -£134K Communities & Business arising mainly from vacancies within the service.
 - -£194K Registrars, due to changing the timing of collecting ceremony fees.
- 2.4 At the end of November, ETE is forecasting year-end slippage on Capital of £33.3m. Much of this is due to programme adjustments because of changed circumstances (a specific example being the Ely Bypass) and a large proportion of the schemes which have slipped are funded externally (not through Prudential Borrowing).
- 2.5 In relation to the budgets under the stewardship of this Committee, there are six main areas of variance:
 - Delivering the Transport Strategy Aims, specifically cycling schemes, which will roll into next financial year (-£1.610m).
 - Operating the Network; 2 bridge strengthening schemes have been delayed until next year to offset the increased costs relating to Brasley Bridge in Granchester (-£0.613m).

- £90m Highways Maintenance Schemes – increased costs due to Brasley Bridge (+£0.513m)
- Waste Infrastructure. Required funding to be reviewed as part of Business Planning (-£0.466m).
- Archives Centre / Ely Hub – the scheme is to be completed over 2 years with increased slippage (-£1.223m)
- Community & Cultural Services. Required funding to be reviewed as part of Business Planning.(-£0.420m).

2.6 H&CI Committee will have fourteen performance indicators reported to it in 2015-16, although at this stage of the year, data is only available for thirteen of these. Of these thirteen, three are currently red, three are amber, and seven green. The three indicators that are currently red are:

- Book issues per head of population – narrowing the gap
- Number of unique visits to library web pages – year to date.
- the number of problem rogue traders brought back in compliance.

2.7 At year-end, the current forecast is that none of the indicators will be red, eight will be amber and five green.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

This report sets out details of the overall financial position of the ETE Service / this Committee.

4.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

There are no significant implications within this category.

4.5 Localism and Local Member Involvement

There are no significant implications within this category.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
There are no source documents for this report	.

Economy, Transport and Environment – Finance and Performance Report – November 2015 for Highways & Community Infrastructure Committee

1. SUMMARY

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Green	2
Green	Capital Programme	Remain within overall resources	Green	3

1.2 Performance Indicators – Predicted status at year-end: (see section 4)

Monthly Indicators	Red	Amber	Green	Total
Current status this month	3	3	7	13
Current status last month	3	3	7	13
Year-end prediction (for 2015/16)	0	8	5	13

Notes

2014/15 data is still being reported for some indicators due to time lags in data collection.

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2015/16 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (November) £000	Forecast Variance - Outturn (November) %
-1	Executive Director	730	-21	-2	-1	0
-214	Infrastructure Management & Operations	59,174	-3,925	-11	-206	0
-96	Strategy & Development	14,371	+109	1	-142	-1
0	External Grants	-11,120	-116	2	0	0
-310	Total Service Funded Items	63,155	-3,953	-10	-348	0
+144	Waste Private Finance Initiative (PFI)				+144	0
-166	Total	63,155	-3,953	-10	-204	+0

The service level budgetary control report for November 2015 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

2.2 Significant Issues

There are no new significant issues to report this month.

2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit recorded in November 2015.

A full list of additional grant income can be found in [appendix 3](#).

2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit recorded in November 2015.

A full list of virements made in the year to date can be found in [appendix 4](#).

3. BALANCE SHEET

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

Expenditure

Delivering the Transport Strategy Aims – A cycle route between Cromwell Community College to The Elms, Chatteris is now expected to cost less than was originally budgeted.

Guided Busway – due to the timing uncertainty over the final land-deal and retention payments, the previous £3m forecast spend has been slipped into 2016/17 although the total forecast spend is unchanged. However, there is still considerable uncertainty over the timing and the profile of actual spend could change again.

City Deal – Spend this year is mainly on staffing and the projected spend is being reported to the City Deal Executive Board. The latest forecast spend is based on firmer costings for each of the City Deal schemes.

Funding

All schemes are funded as was presented in the 2015/16 Business Plan.

There will be a reduction in the prudential borrowing requirement in 2015/16 of £2.0m, this relating to outstanding land deals for the Guided Busway.

A detailed explanation of the position can be found in [appendix 6](#).

4. **PERFORMANCE**

4.1 **Introduction**

This report provides performance information for the suite of key Highways & Community Infrastructure (H&CI) indicators for 2015/16.

New information for red, amber and green indicators is shown in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 **Red Indicators (new information)**

This section covers indicators where 2015/16 targets are not expected to be achieved.

a) **Highways & Community Infrastructure**

No new information this month.

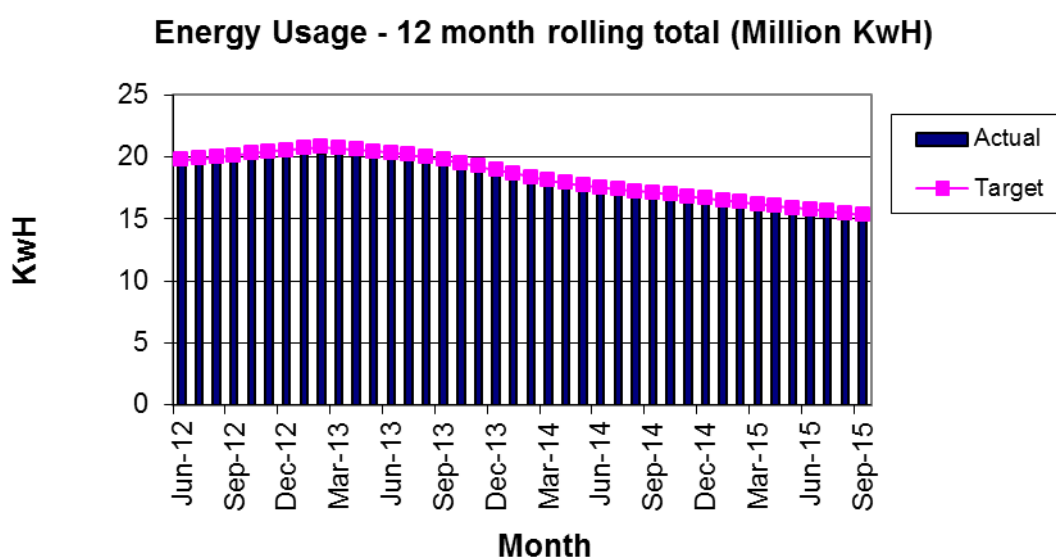
4.3 **Amber indicators (new information)**

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) **Highways & Community Infrastructure**

- Energy use by street lights – 12-month rolling total (to September 2015)
Targets have now been updated to match the new Street Lighting Private Finance Initiative (PFI) milestones.

Actual energy use to September is 15.43 Kwh, within 1% of the energy target and with the difference expected to close as we move towards the end of the replacement programme.



4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

a) Highways & Community Infrastructure

Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to September 2015)

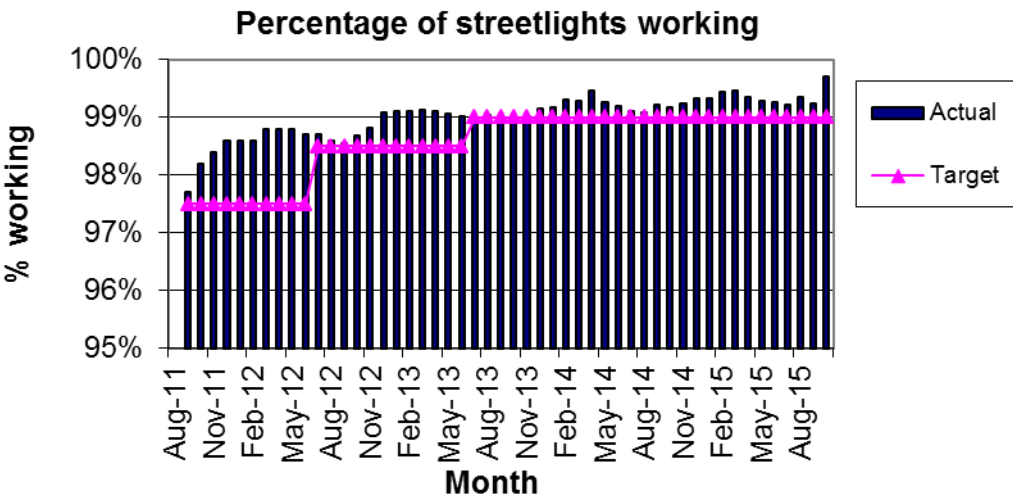
The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending September 2015 is 270, compared with a 2015 year-end target of no more than 306. This decrease is encouraging and means that the end-of-year target is expected to be achieved.



Street Lighting

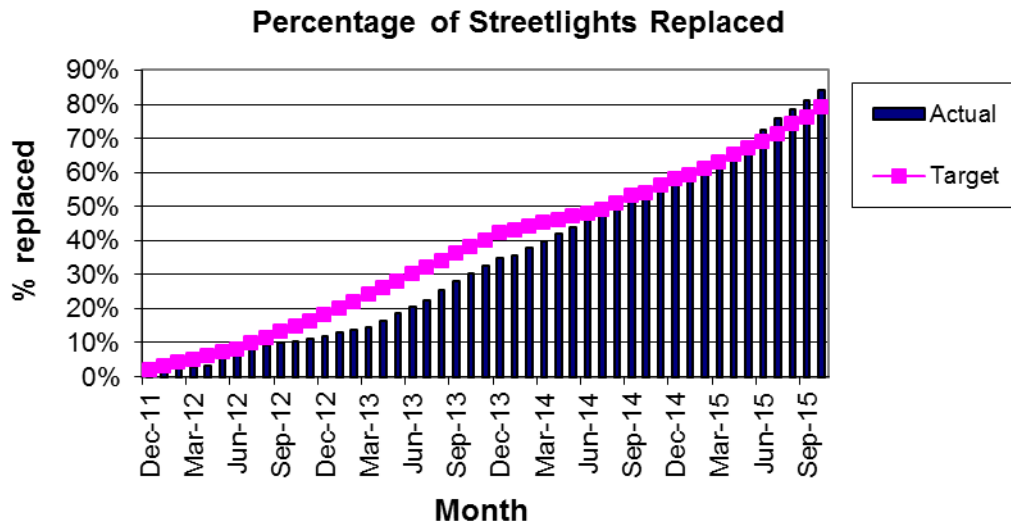
- Streetlights working (as measured by new performance contract) (to October 2015)

The 4-month average (the formal contract definition of the performance indicator) has increased to 99.7% this month, above the 99% target.



- Performance against street light replacement programme (at October 2015)

84.1% of the programme has been completed, representing 46,412 street lights which means the year-end target of 92% is likely to be achieved.



4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Road Safety

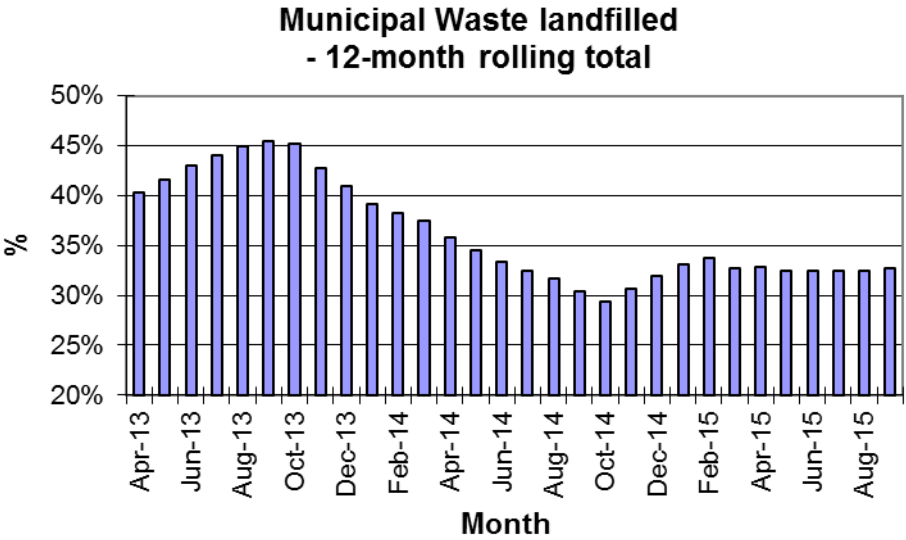
- Road accident slight injuries – 12-month rolling total (to September 2015)
The provisional total number of slight casualties to the end of September 2015 is 1,628 compared with 1,744 for the same period last year.



Waste Management


- Municipal waste landfilled - 12 month rolling average (to September 2015)
The 12-month rolling total to the end of September remains at around the same level (32.7%) as the past few months.

Performance improvements are currently being discussed with our Service Provider, AmeyCespa.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn October £'000	Service	Current Budget for 2015-16 £'000	Expected to end of November £'000	Actual to end of November £'000	Current Variance £'000 %	Forecast Variance - Outturn November £'000 %
	Economy, Transport & Environment Services					
+0	Executive Director	182	487	488	+1 +0	+0 +0
+1	Business Support	548	350	328	-22 -6	+1 +0
0	Direct Grants	0	0	0	0 +0	0 0
1	Total Executive Director	730	837	816	-21 -2	+1 +0
	Directorate of Infrastructure Management & Operations					
+0	Director of Infrastructure Management & Operations	136	90	80	-10 -11	+0 +0
	Assets & Commissioning					
+174	- Street Lighting	9,152	5,233	4,835	-398 -8	+174 +2
+144	- Waste Disposal including PFI	33,003	20,405	17,696	-2,709 -13	+144 +0
+11	- Asset Management	592	544	595	+51 +9	+11 +2
	Local Infrastructure & Street Management (LISM)					
-10	- Road Safety	663	453	429	-24 -5	-10 -1
+60	- Traffic Manager	-507	-251	-161	+90 -36	+52 -10
+107	- Network Management	1,236	811	918	+107 +13	+113 +9
+0	- Local Infrastructure & Streets	3,787	2,214	2,213	-1 -0	+0 +0
+0	- Winter Maintenance	1,910	984	988	+3 +0	+0 +0
-157	- LISM other	2,826	780	610	-170 -22	-157 -6
	Supporting Business & Communities					
-134	- Communities & Business	1,473	977	807	-170 -17	-134 -9
+0	- Parking Enforcement	0	-886	-1,205	-319 +36	+0 +0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	16	-22	-38 +0	+0 +0
	Community & Cultural Services					
-12	- Libraries	4,018	2,618	2,525	-92 -4	-9 -0
-5	- Archives	603	362	364	+2 +1	+2 +0
-194	- Registrars	-468	-246	-458	-213 +87	-194 +41
-54	- Coroners	751	494	459	-35 -7	-54 -7
0	Direct Grants	-7,033	-3,564	-3,564	0 +0	0 128
-70	Total Infrastructure Management & Operations	52,141	31,037	27,112	-3,925 -13	-62 -0
	Directorate of Strategy & Development					
+0	Director of Strategy & Development	135	89	92	+3 +4	+0 +0
+0	Transport & Infrastructure Policy & Funding	664	365	502	+137 +38	+0 +0
	Growth & Economy					
-10	- Growth & Development	587	370	365	-5 -1	-11 -2
-31	- County Planning, Minerals & Waste	341	193	184	-8 -4	-31 -9
-21	- Enterprise & Economy	157	115	102	-13 -11	-21 -14
+0	- Mobilising Local Energy Investment (MLEI)	0	11	141	+130 +1,174	+0 +0
+6	- Growth & Economy other	760	463	417	-46 -10	+6 +1
+0	Major Infrastructure Delivery	376	480	371	-109 -23	+0 +0
	Passenger Transport					
+260	- Park & Ride	169	662	761	+99 +15	+215 +128
-300	- Concessionary Fares	5,477	3,027	2,819	-208 -7	-300 -5
+0	- Passenger Transport other	2,563	1,716	1,657	-60 -3	+0 +0
	Adult Learning & Skills					
+0	- Adult Learning & Skills	2,404	1,464	1,581	+117 +8	+0 +0
+0	- Learning Centres	338	144	200	+56 +39	+0 +0
+0	- National Careers	400	163	177	+14 +9	+0 +0
0	Direct Grants	-4,087	-1,795	-1,911	-116 +6	0 0
-96	Total Strategy & Development	10,284	7,467	7,459	-7 -0	-142 -1
-166	Total Economy, Transport & Environment Services	63,155	39,340	35,387	-3,953 -10	-204 -0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-418	-313	-313	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-1,346	-1,346	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Local Sustainable Transport Funding (LSTF)	-1,000	0	0	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,204	-1,210	-1,346	-136	+0	+0	+0
0	- Learning Centres	-161	-88	-88	+0	0	+0	+0
0	- National Careers funding	-400	-128	-108	+20	-16	+0	+0
+0	Grant Funding Total	-11,120	-5,359	-5,475	-116	2 	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2015/16 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Street Lighting	9,152	-398	-8	+174	+2
It was originally planned to commence part-night lighting in April, however, it has since been agreed to defer this saving until April 2016 to allow for a full consultation period with local Councils. This will result in the business plan saving not being delivered in 2015/16.					
Waste Disposal including PFI	33,003	-2,709	-13	+144	0
<p>The current variance is due to a delay in District Councils applying to the County Council for recycling credits and in AmeyCespa being late in applying for the landfill tax payment.</p> <p>The expected outturn position is showing an overspend as a result of the latest forecast predicting that slightly more waste will go into landfill than was previously expected and income from third parties will be less than expected.</p>					
Network Management	1,236	+107	+13	+113	+9
A number of areas are predicted to overspend in this area including grass cutting. Officers are holding back expenditure in other areas so that this overspend can be covered.					
LISM other	2,826	-170	-22	-157	-6
Expenditure is being held back within this area to cover the overspend in Network Management. A large part of the underspend is also the result of savings from vacancies within the Service.					
Communities & Business	1,473	-170	-17	-134	-9
The predicted underspend is mainly due to savings arising from vacancies within the Service.					
Libraries	4,018	-92	-4	-9	0
Income from the Enterprise Centre in Central Library was projected to commence from April. As this scheme is no longer going ahead in the way originally intended, the level of income for the year will be less than budgeted. Officers are working with members, public and staff to look at other potential revenue streams to bridge this gap. Staff vacancies within Libraries are being held in view of savings targets for next year, and are producing savings to mitigate the shortage of income from the Enterprise Centre in the current year.					

Registrars	-468	-213	+87	-194	+41
The timing of when ceremony fees are collected has been changed to when notice is given rather than being collected three months prior to the ceremony. This has caused a one off increase in income this year through re-phasing of when it is collected.					
Park & Ride	169	+99	+15	+215	+128
<p>A predicted shortfall in income in the region of £515k is expected for parking fees at the Park & Ride sites based on income levels achieved in the first eight months of this year.</p> <p>This overspend will be partially covered by increased income from bus lane enforcement, which is expected to be in the region of £300k.</p>					
Concessionary Fares	5,477	-208	-7	-300	-5
Concessionary fares are expected to underspend in the region of £300k, this is due to some commercial routes being withdrawn and a decrease in passenger numbers compared with 2014/15. This figure can easily change with seasonal factors but will be monitored closely for the rest of the year.					

APPENDIX 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	11,410
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-176
Learning centre grants	Various	-141
Non-material grants (+/- £30k)		+27
Total Grants 2015/16		11,120

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2015/16.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	63,308	
Use of operational savings – LEP funding	50	
Transfer of Open Spaces Service to ETE from Corporate Services	54	
Transfer of Travellers support to ETE from Corporate Services	51	
City Deal funding transferred to Corporate Services	-717	
Centralisation of mobile phone budgets	-55	
Use of operational savings – Lane rental implementation	200	
Use of operational savings – Support of sustainable transport access to Cambridge North station	178	
Use of ETE operational savings – Support to achieve Business planning savings £75k	75	
Non-material virements (+/- £30k)	11	
Current Budget 2015/16	63,155	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2015 £'000	Movement within Year £'000	Balance at 30th November 2015 £'000	Forecast Balance at 31st March 2016 £'000	Notes
General Reserve					
Service carry-forward	3,369	(628)	2,741	166	Account used for all of ETE
Sub total	3,369	(628)	2,741	204	
Equipment Reserves					
Winter Maintenance Vehicles	683	(287)	397	500	
Libraries - Vehicle replacement Fund	210	0	210	150	
Sub total	893	(287)	607	650	
Other Earmarked Funds					
Deflectograph Consortium	67	(9)	59	50	Partnership accounts, not solely CCC
Highways Searches	32	0	32	0	
On Street Parking	1,138	(0)	1,138	1,000	
Bus route enforcement	146	0	146	200	
Highways Commuted Sums	525	54	579	500	
Guided Busway Liquidated Damages	4,088	(710)	3,378	2,500	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	190	0	190	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	225	0	225	150	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	23	0	23	0	Partnership accounts, not solely CCC
Fens Workshops	39	17	56	0	Partnership accounts, not solely CCC
Travel to Work	233	9	242	150	Partnership accounts, not solely CCC
Steer- Travel Plan+	76	0	76	0	
Olympic Development	13	0	13	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	0	28	0	
Archives Service Development	234	0	234	200	
National Careers Service	73	0	73	0	
Other earmarked reserves under £30k - IMO	9	11	20	0	
Other earmarked reserves under £30k - S&D	143	32	175	100	
Sub total	7,404	(598)	6,806	5,101	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	13,649	13,649	0	Account used for all of ETE
Government Grants - City Deal	0	20,000	20,000	17,500	
Government Grants - S&D	3,268	4,237	7,504	970	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	11,454	(1,726)	9,728	7,000	
Other Capital Funding - IMO	1,176	93	1,269	200	
Sub total	15,897	36,252	52,149	25,670	
TOTAL	28,232	34,740	62,972	31,625	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2015/16						TOTAL SCHEME	
Original 2015/16 Budget as per BP	Scheme	Revised Budget for 2015/16	Actual Spend (November)	Forecast Spend - Outturn (November)	Forecast Variance - Outturn (November)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	492	73	492	0	492	0
482	- Local Infrastructure Improvements	561	157	536	-25	482	0
626	- Safety Schemes	631	419	625	-6	626	0
345	- Strategy and Scheme Development work	495	392	492	-3	345	0
3,156	- Delivering the Transport Strategy Aims	4,070	782	2,460	-1,610	4,450	0
478	- Cambridgeshire Sustainable Transport Improvements	484	290	484	0	478	0
23	- Air Quality Monitoring	23	14	23	0	23	0
15,038	Operating the Network	15,994	9,441	15,381	-613	16,028	0
	Infrastructure Management & Operations Schemes						
6,925	- £90m Highways Maintenance schemes	8,132	5,194	8,645	513	90,000	0
0	- Waste Infrastructure	588	18	122	-466	5,588	0
3,000	- Archives Centre / Ely Hub	3,131	26	1,908	-1,223	4,131	0
251	- Community & Cultural Services	1,719	16	1,299	-420	1,702	0
	Strategy & Development Schemes						
2,446	- Cycling Schemes	6,351	2,298	3,413	-2,938	18,093	0
1,729	- Huntingdon - West of Town Centre Link Road	3,397	12	1,250	-2,147	10,534	0
9,575	- Ely Crossing	9,883	128	3,000	-6,883	30,780	0
20,000	- Cambridge North Station	0	10	0	0	4,000	0
0	- Chesterton Busway	2,264	2,153	2,264	0	6,050	0
370	- Guided Busway	3,740	511	0	-3,740	151,147	0
4,843	- King's Dyke	5,050	272	815	-4,235	13,629	0
0	- Wisbech Access Strategy	1,000	83	500	-500	1,000	0
2,500	City Deal	2,500	1,027	1,710	-790	100,000	0
0	- Other Schemes	536	47	536	0	25,005	0
	Other Schemes						
12,013	- Connecting Cambridgeshire	19,541	429	11,366	-8,175	36,150	0
285	- Other Schemes	85	37	0	-85	680	0
84,485		90,667	23,829	57,321	-33,346	521,413	0

The increase between the original and revised budget is due to the carry forward of funding from 2014-15, this being due to the rephasing of schemes, which were reported as underspending at the end of the 2014-15 financial year.

The timing of the Government announcement that 'Cambridge North' Station scheme will be handed over to Network Rail has resulted in the scheme remaining in the 2015/16 Business Plan. Arrangements have now been finalised, and the County Council will not be incurring any further expenditure on this scheme. The revised budget has been reduced by £20m in 2015/16 to reflect this point.

Delivering the Transport Strategy Aims

- S106 developer funded cycling schemes are in various stages with some coming forward for construction in 2016/17 and others requiring further development and consultation.
- Land acquisition and license agreements need to be completed to allow construction to commence on Yaxley to Farcet and the new link through Babraham Research Campus. Scheme delivery is anticipated in 2016/17.

Detailed design is underway on a new link from Bar Hill to Longstanton funded through Northstowe Phase 1 S106.

- Integrated Transport Block funded cycling schemes for 2015/16 are largely complete now.
- A cycle route between Cromwell Community College to The Elms, Chatteris is now expected to cost less than was originally budgeted.

£90m Highways Maintenance schemes

There will be increased costs relating to Brasley Bridge in Grantchester. A maintenance scheme that has straddled two financial years (2013/14 & 2014/15). The cost of fully reconstructing the bridge has proved to be higher than originally budgeted for back in 2012/13.

Reasons for overspend:

- The £200k cost of temporarily diverting utility apparatus was planned to be funded from a capital budget in 2013/14, but was delayed to 2014/15. This delay resulted in the scheme being reprogrammed and had a knock-on effect on the how the budget was then allocated across each financial year.
- Delays in the completion of works undertaken by utility contractors also impacted our own contractor and the subsequent availability of specialist plant and resources, leading to additional costs of £36k. Unfortunately we are not able to claim back costs associated with utility works.
- Significant pressure from the local community and businesses to reopen Grantchester Road as soon as possible also led to acceleration of the works to mitigate delays at an additional cost of £54k.
- Unforeseen ground conditions have also impacted on costs, due to the original budget being based on the feasibility / initial design rather than the detailed design. The scheme was allocated £565k for 2015/16, but costs are expected to be £920k, with a total scheme cost of £1.48 million. Since this scheme officers have been working to improve the process between initial feasibility and detailed design so that budgets allocated are more realistic from the outset.

Officers will look to fund this in-year overspend from savings and/or reducing the scope where possible on other schemes within the current TDP. This does not therefore represent a total scheme overspend.

The forecast variance on Waste infrastructure schemes is due to a reprogramming of a new Household Recycling Centre to provide a sustainable solution to replace the existing Milton Site in the Cambridge area.

Archives Centre / Ely Hub – This scheme is to be completed over 2 years with a larger amount of the expenditure now expected to take place next year.

The forecast variance on Community & Cultural Services is due to schemes currently not being progressed until the results of review of the Library Service are known. It is expected that this funding will however be spent over the next couple of years as part of developing community hubs.

The total budgeted grant for Cycle City Ambition schemes are shown within the report. Huntingdon Road is substantially complete along with the first phase of Harston to Foxton. Works on the Addenbrookes-bound side of Hills Road and on Trumpington Road commence early in 2016. Further consultation is required for A10 Harston. Work continues

on the development of Quay to Lode, Phase 2 of Harston to Foxton and Abbey-Chesterton bridge. The forecast has now been revised to reflect the forecast delivery timescale and to take into account early stages of design, feasibility and consultation in year one of the programme.

Huntingdon – West of Town Centre link road. The ongoing outstanding costs of Land purchase are not yet resolved and therefore at this stage it is too early to forecast budget outturns of predicted underspends.

Ely Southern By- Pass – Project forecast is for delivery in late 2017. The procurement process and land acquisition are underway. A delay has been previously reported within the procurement process but the overall targeted date of opening remains the same. A procurement timeline is now established for an autumn substantial delivery.

Stage	Target Date
Procurement completed	April 2016
Contract awarded	May 2016
Detailed Design stage	May 2016
Construction	Sept 2016
Scheme open	Late 2017

Meeting timings is dependent on a smooth procurement process, concluding agreements with Network Rail and agreeing a contractor's programme.

Guided Busway – due to the timing uncertainty over the final land-deal and retention payments, the previous £3m forecast spend has been slipped into 2016/17 although the total forecast spend is unchanged. However, there is still considerable uncertainty over the timing and the profile of actual spend could change again.

King's Dyke – The report highlights a potential underspend on the budget in 2015/16. As previously reported delays in the preparation of the planning application means the 2016/17 allocation will not now be fully realised. The key stages and expected dates for delivery are shown below:

Stage	Target Date
Planning application submitted	Dec 2015
Application determined	Feb/March 2016
Procurement and contract document preparation	Jan-May 2015
Works package awarded	Sept 2016
Scheme open	Summer 2017

Meeting timings is dependent on a smooth planning process, land acquisition, concluding agreements with Network Rail and agreeing a contractor's programme.

Wisbech Access Strategy – This scheme is funded by Growth deal funding over 2 years and expenditure will match this grant funding.

City Deal – Although we have already received £20m worth of grant funding for the City Deal, the very nature of the schemes will mean that the majority of the expenditure will take place in the latter years of the initial five year period. The budget has therefore been adjusted to match the likely profile of spend. Spend this year is mainly on staffing and the projected spend is being reported to the City Deal Executive Board. The latest forecast spend is based on firmer costings for each of the City Deal schemes.

Connecting Cambridgeshire – This scheme has now been rephased and will now continue into 2016/17 and 2017/18. We have additional funding and investment from BT for a further rollout phase to be delivered between January 2016 and late summer 2017 to deliver fibre broadband to more premises across Cambridgeshire and Peterborough. The original project planned to complete by the end of December 2015 is on track and will deliver the planned coverage by the end of December 2015.

Capital Funding

2015/16				
Original 2015/16 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2015/16 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
18,198	Local Transport Plan	18,198	18,198	0
20,000	Other DfT Grant funding	8,328	6,644	-1,684
6,829	Other Grants	14,220	7,979	-6,241
10,024	Developer Contributions	8,951	4,468	-4,483
18,231	Prudential Borrowing	31,534	16,043	-15,491
28,910	Other Contributions	9,436	3,989	-5,447
102,192		90,667	57,321	-33,346

The increase between the original and revised funding is due to the carry forward of funding from 2014-15, this being as a result of the rephasing of schemes.

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	+2.7	This reflects slippage or rephasing of the 2014/15 capital programme – as reported in May 15 (£31.9m) and approved by the General Purposes Committee (GPC) on 28th July 2015, with a further £1.0m reported in July 15 and approved by the GPC on 15th September.
Additional / Reduction in Funding (Other Contributions)	-20.0	Removal of Science Park Station – as reported in May 15 and approved by the GPC on 28th July 2015.
Additional / Reduction in Funding (Specific Grant)	+1.0	Growth Deal Funding relating to Wisbech Access Strategy – as reported in May 15 and approved by the GPC on 28th July 2015.
Additional / Reduction in Funding (DfT)	+1.5	Cycling City Ambition grant – as reported in May 15 and approved by the GPC on 28th July 2015.

Grant)		
Revised Phasing (Section 106 & CIL)	-3.6	Guided Busway – as reported in July 15.
Revised Phasing (Prudential Borrowing)	+0.6	Guided Busway – as reported in July 15 and approved by the GPC on 15th September 2015 (+3.6m). Revised phasing of Guided Busway spend (-3.0m).
Revised Phasing (DfT Grant)	-17.5	City Deal – as reported in July 15 and approved by the GPC on 15th September 2015.

APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Archives									
Quarterly	Increase digital access to archive documents by adding new entries to online catalogue	High	Number	To 30-Sep-15	402,918	395,000	G	G	<p>The figure to the end of September is 402,918, a rise of over 3,000 since June. This is above the 2015/16 target of 395,000.</p> <p>The 2015/16 target was set in December 2014 before the 2014/15 outturn was known and that 2014/15 outturn was higher than predicted. Therefore the 15/16 target has already been achieved.</p>
Communities									
Yearly	Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey	High	%	2014/15	Fenland = 18.4% East Cambridgeshire = 25.7% Cambridgeshire = 24.3%	Fenland & East Cambridgeshire = 22.7%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. Sport England has revised some of its figures as they spotted an inconsistency in their data. The previously reported baseline figures for 2013/14 were: Cambridgeshire = 27.2% and Fenland & East Cambridgeshire (combined) = 22.7%. The revised 2013/14 figures published by Sport England are: Cambridgeshire = 26.2% and Fenland & East Cambridgeshire combined = 21.3%.</p> <p>The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.</p> <p>The 2014/15 figure has improved slightly to 21.9%, but is slightly off track.</p>

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Library Services									
Quarterly	Number of visitors to libraries/community hubs - year-to-date	High	People	To 30-Sep-2015	1,224,367	2,570,000	A	A	Our end-of-year target for 2015/16 is 2.57 million visits. Figures to the end of September show that there were 1,224,367 physical visits to libraries/community hubs which is slightly below target.
	Number of item loans (including eBook loans) – year-to-date	High	Number	To 30-Sep-2015	1,523,385	2,850,000	G	G	Our end-of-year target for this indicator is 2.85 million item loans. There were 1,523,385 item loans to the end of September, which is above target and 2.9% up on the same period last year. The number of eBook issues to the end of September was 41,431 which is 54% up on the same period the previous year. Digital content now accounts for 2.7% of total library issues compared with 1.8% for the same period the previous year.
	Book issues per head of population - narrowing the gap between the most deprived areas (top 10%) and others	Low	%	To 30-Sep-2015	-31.9%	-23%	R	A	Latest figures show that the gap has increased from 28.5% to 31.9%. The reasons for this are being investigated and an action plan developed to get back on-track. However this is a new target this year and has always been subject to some element of uncertainty.
	Number of unique visits to library web pages - year-to-date	High	Number	To 30-Sep-2015	253,234	650,000	R	A	Our end-of-year target for this indicator is 650,000 unique visits. Figures to the end of September show that there were 253,234 unique visits to library web pages which is below the challenging target. This includes e-Book and e-Audio visits.
Road and Footway maintenance									
Yearly	Principal roads where maintenance should be considered	Low	%	2014/15	2%	3%	G	A	Final results indicate that maintenance should be considered on 2% of the County's principal road network. This is better than the 2013/14 figure of 3% and the Council's 2014/15 target of 4%.
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	%	2014/15	3% gap	2% gap	N/A	N/A	Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsistence along roads in affected areas. Additional funding is being directed towards addressing this problem.

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
				Period	Actual				
									Targets are based on the Highways Infrastructure Asset Management Plan (HIAMP) highway condition model outputs based on current and forecast funding levels.
	Non-principal roads where maintenance should be considered	Low	%	2014/15	6%	6%	G	A	Final results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2013/14 but better than the Council's 2014/15 target of 9%.
	Unclassified roads where structural maintenance should be considered	Low	%	2014/15	27%	Contextual			Results for 2014/15 indicate that there are 27% of unclassified roads where structural maintenance should be considered. This is compared with 29% in 2013/14.
Road Safety									
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	Number	To 30-Sep-2015	270	<=306	G	G	The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending September 2015 is 270, compared with a 2015 year-end target of no more than 306. This decrease is encouraging and means that the end-of-year target is expected to be achieved.
	Slight casualties - 12-month rolling total	Low	Number	To 30-Sep-2015	1,628	Contextual			The provisional total number of slight casualties to the end of September 2015 is 1,628 compared with 1,744 for the same period last year.
Rogue Traders									
Quarterly	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Year-to-date)	High	£	To 30-Sep-2015	£59,390	Contextual			£59,390 has been saved as a result of our intervention in rogue trading incidents since April, compared with £206,763 for the same period in 2014. It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case by case basis.
Yearly	Number of problem rogue traders brought back into compliance	High	%	At 31-Mar-2015	54%	80%	R	A	Thirty-seven premises were identified as undertaking rogue trading activity during the reporting period. Through a number of interventions, from business support through to prosecution, 54% were brought back into compliance, which is slightly higher than in 2013/14 but is less than the Council's 80% target

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
									and less than the figure of 90% achieved in 2012/13. This reflects the reduced level of resources within the Service together with the focus being on those causing most harm and detriment. The work undertaken by the Service to secure compliance often spans more than one year, which impacted on the percentage of premises brought into compliance within the year 2014/15.
Streetlighting									
Monthly	Percentage of streetlights working	High	%	To 31-Oct-2015	99.7%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) has increased to 99.7% this month, above the 99% target.
Monthly	Energy use by street lights – 12-month rolling total	Low	Million Kwh	To 30-Sep-2015	15.43	13.13	A	A	Targets have now been updated to match the new Street Lighting Private Finance Initiative (PFI) milestones. Actual energy use to September is 15.43 Kwh, within 1% of the energy target and with the difference expected to close as we move towards the end of the replacement programme.
Monthly	Performance against street light replacement programme	High	%	At 31-Oct-2015	84.1%	92%	G	G	84.1% of the programme has been completed, representing 46,412 street lights which means the year-end target of 92% is likely to be achieved.
Waste Management									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 30-Sep-2015	32.7%	Contextual			The 12-month rolling total to the end of September remains at around the same level (32.7%) as the past few months. Performance improvements are currently being discussed with our Service Provider, AmeyCespa.

PARKING POLICIES – PETITIONS PROCEDURE

To: **Highways and Community Infrastructure Committee**

Meeting Date: **12th January 2016**

From: **Executive Director: Economy, Transport & Environment**

Electoral division(s): **All**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To clarify how petitions on parking issues are to be dealt with, in response to new statutory guidance.**

Recommendation: **It is recommended that the Committee agrees and notes the clarification to current processes in response to the statutory guidance on how to deal with petitions on parking issues, as set out in the report.**

<i>Officer contact:</i>
Name: Rob Sanderson
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Tel: 01223 699181

1. Background

- 1.1 A report was submitted to the Constitution and Ethics Committee on 23rd June 2015 detailing new requirements under Network Management Statutory Guidance. The Guidance stated that local authorities should have a petitions procedure in place to enable residents to challenge on-street parking policies or request an amendment to existing local parking provisions. The statutory guidance had been issued in March 2015 by the Secretary of State under Section 18 of the Traffic Management Act 2004 (“the Act”) stating that it applied to Local Traffic Authorities in England, *“which must have regard to this guidance when exercising their Network Management Duty under the Act”*. The report proposed the introduction of a separate petitions procedure with a lower number of signatures to be able to present petitions on parking issues at a Committee, in addition to the current, petitions procedure.
- 1.2 Constitution and Ethics Committee Members expressed strong reservations about the changes proposed, and as a result, rejected the report’s recommendation to agree a new, separate Petitions Scheme to enable residents to challenge parking policies and recommended that the matter should be taken to the relevant Committee for consideration if it was established that there was a statutory requirement to have such a scheme.

2. Key Issues

- 2.1 According to legal advice subsequently received, there is a duty to “have regard” to statutory guidance in the course of making decisions or exercising other functions. Although statutory guidance from the Secretary of State is not binding in the legal sense, case law affirms that a local authority should have regard to the reasons which underlie a policy and the impact of these in making a decision. Statutory guidance does not form part of the law in the same way as primary or secondary legislation does, but it is up to the courts to decide whether or not the guidance has any legal effect.
- 2.2 The guidance in this case has been consulted on widely and Section 18 of the Traffic Management Act 2004 provides that regard must be given to this guidance when local authorities are exercising their network management duty. The guidance itself explicitly defines what the local authority should and should not do in terms of a petition scheme. It is also very clear on the reasons for this in terms of meeting the best interests of road users, communities and businesses whilst having a workable parking strategy. The view of Legal officers is that – unless a very good reason can be demonstrated why this guidance should not be followed, or at least considered and an acceptable alternative implemented – there is a risk of challenge by people affected by parking restrictions if they are not given the right to petition.

Current procedures for dealing with Highways Issues, including parking

- 2.3 Objections to Traffic Regulation Orders (TROs) in Cambridge are determined by the Cambridge Joint Area Committee (CJAC). Elsewhere in the county, Highways & Community Infrastructure Spokes receive a verbal update of all upcoming TROs where objections have been received. Spokes then decide whether they are determined between the relevant local member and the Head of Local Infrastructure and Street Management, which is the case for the majority of TROs, or whether the TRO needs to be referred to Committee.

Proposed Way Forward

- 2.4 Economy, Transport and Environment officers have consulted with colleagues in other authorities and the consensus has been that if there is already an existing Council Petitions Procedure this should be utilised wherever possible. In view of this and also taking account the views expressed by the Constitution and Ethics Committee, it is now proposed that the petition process should be the same for all petitions. The Council's current petition arrangements adequately cover the requirement of the statutory guidance and it is not necessary to have a separate process for parking-related petitions.

3. CLARIFICATION OF CURRENT PROCESSES

Cambridge City Parking Issues

- 3.1 One area of practice that needs to be clarified is that within its current terms of reference, it is appropriate for all operational petitions on parking and highways issues in Cambridge city to go to the Cambridge Joint Area Committee rather than Highways and Community Infrastructure Committee.
- 3.2 As with petitions that go to Service Committees, petitions received by CJAC will receive a response from the Chairman/woman within ten working days.
- 3.3 On a related issue of practice, Economy, Transport and Environment Officers recommend that once a parking policy is agreed / a parking issue is determined, there should be a minimum period of 18 months before a review should be permitted. This is in line with the length of time an experimental traffic regulation order is valid before it has to be reviewed.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no significant implications within this category.

5.2 Statutory, Risk and Legal Implications

Specific legal issues are detailed in paragraphs 2.1 and 2.2 above.

5.3 **Equality and Diversity Implications**

There are no significant implications within this category.

5.4 **Engagement and Consultation Implications**

There are no significant implications within this category.

5.5 **Localism and Local Member Involvement**

Local Members, and in the case of Cambridge petitions, the Cambridge Joint Area Committee, will continue to be involved in any parking petition.

5.6 **Public Health Implications**

There are no significant implications within this category.

Source documents	Location
Statutory Guidance issued March 2015	https://www.gov.uk/government/publications/right-to-challenge-parking-policies

COMMITTEE TRAINING PLAN

To: **Highways & Community Infrastructure Committee**

Meeting Date: **12 January 2016**

From: **Democratic Services**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **The Highways & Community Infrastructure Committee is asked to note the progress in developing a committee training plan to date.**

Recommendation: **The Highways & Community Infrastructure Committee is asked to note the attached training plan and make recommendations for any additional items.**

<i>Officer contact:</i>	
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1.0 BACKGROUND

- 1.1 At the meeting of the Council held on 24 March 2015, it was agreed that each committee should consider and approve its own training plan at every meeting. Members of the Constitution and Ethics Committee were concerned about the low take up at training events and were keen that Members should be accountable publicly for their attendance. It was also thought that taking the training plan to the committee meeting would facilitate the organisation of training at a time convenient for the majority of committee members.
- 1.2 Highways & Community Infrastructure Committee received a report on the Training Plan at its meeting on 1st September 2015.

2.0 MAIN ISSUES

- 2.1 The Highways & Community Infrastructure Committee Training Plan is reviewed at every Spokes meeting.
- 2.2 Training sessions for Registration and Coroners were rearranged for January, but due to Member availability, need to be rearranged to February. As previously advised, other Committee Members are welcome to join Councillor Scutt on these training sessions, if they are available.
- 2.3 Joint Business Planning sessions have been held with the Economy and Environment Committee in September and October.
- 2.4 The current Training Plan is attached to this report at **Appendix 1**.

3.0 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

- 3.1.1 There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

- 3.2.1 There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

- 3.3.1 There are no significant implications for this priority.

4.0 SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

- 4.1.1 There are no significant implications within this category.

4.2 Statutory, Risk and Legal Implications

- 4.2.1 There are no significant implications within this category.

4.3 Equality and Diversity Implications

4.3.1 There are no significant implications within this category.

4.4 Engagement and Consultation Implications

4.4.1 There are no significant implications within this category.

4.5 Public Health Implications

4.5.1 There are no significant implications within this category.

4.6 Localism and Local Member Involvement

4.6.2 There are no significant implications within this category.

Source Documents	Location
None	

HIGHWAYS AND INFRASTRUCTURE COMMITTEE TRAINING PLAN	Published 21/10/15 Updated 08/12/15	
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Ref	Subject	Desired Learning Outcome/Success Measures	Priority	Date	Responsibility	Nature of training	Attendance by:	Cllrs Attending (where recorded)	%age of total
1.	Business Planning	Members of the Committee will have the chance to consider emerging thinking; reflect on the direction of travel and offer guidance on where officers should focus on developing proposals over the coming months.		3 June 2014		Training Seminar	H&CI Committee		
2.	Visit to MBT Plant and Training Session on Waste PFI	Members will have greater awareness of the Council's Mechanical Biological Treatment (MBT) plant and will learn more about how the plant processes mixed rubbish that previously would have gone to landfill. and the benefits to waste		3 July 2014		Visit	H&CI Committee		
3.	Supporting Businesses and Communities			8 August 2014		Training Seminar	HIC Committee		
4.	Community and Cultural Services – general presentation	Members will have enhanced knowledge of the services delivered in Community and		5 September 2014	Christine May	Training Seminar	H&CI Committee		

Ref	Subject	Desired Learning Outcome/Success Measures	Priority	Date	Responsibility	Nature of training	Attendance by:	Cllrs Attending (where recorded)	%age of total
	(mainly on libraries)	Cultural Services and in particular, will gain greater knowledge of the opportunities and challenges facing the library service.							
5.	Visit to a Community Hub/s combined with a seminar on the library service Visited Somersham, Gamlingay & Melbourn	Members will gain practical experience of the working of a community hub and more in depth knowledge of the library service.		Sept/ Oct 14 3/10/14 8/10/14	Christine May & John Onslow	Visit	H&CI Committee	Cllrs Hickford, Criswell, Kindersley and van de Ven	
6.	Highways Asset Management and Operations	Members will be able to demonstrate increased knowledge and understanding.		TBA		Training Seminar	H&CI Committee		
7.	Street Lighting PFI and Energy Savings	Members will learn about the Council's street lighting responsibilities and the Private Finance Initiative (PFI) funded partnership to upgrade street lighting, as well as hearing about energy saving measures.		TBA		Training Seminar	H&CI Committee		
8.	Highways Depots – to include explanation of different road surfacing used	Councillors will gain a more practical insight into the work of Highways Depots and greater awareness of the Council's approach to road surfacing.		Huntingdon* (01/09/15); Cambridge (08/09/15); Witchford (14/09/15); March	Richard Lumley	Open Days	H&CI Committee		

Ref	Subject	Desired Learning Outcome/Success Measures	Priority	Date	Responsibility	Nature of training	Attendance by:	Cllrs Attending (where recorded)	%age of total
				(15/09/15); Whittlesford (17/09/15).					
9.	Joint E&E and H&CI Business Planning session			03/09/15; 01/10/15				tbc	
10.	Community Impact Assessments			03/11/15 + 10/11/15					
11.	Registration			12/11/15 (1pm) Cambridge To be rearranged	Christine May				
12.	Coroners			01/12/15 (2pm) Huntingdon To be rearranged	Christine May				
13.	Trading Standards			10/12/15 (1pm) Cambridge	Aileen Andrews				
14.	Road Surface Dressings			tbc	Richard Lumley				

*All Highways Depots Open Days have three time slots: 2-4pm, 4-6pm, or 6-8pm.

HIGHWAYS AND COMMUNITY INFRASTRUCTURE POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published 4th January 2016Cambridgeshire
County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public. Additional information about confidential items is given at the foot of this document.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.

The agenda dispatch date is six clear working days before the meeting.

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes Meeting Date	Deadline for draft reports	Agenda despatch date
12/01/16	Finance and Performance Report	Chris Malyon	Not applicable	14/12/15	29/12/15	04/01/16
	Review of Highways & Community Infrastructure Strategic Framework Performance Indicators for 2016/17	Graham Amis	Not applicable			
	Streetlighting Energy Savings Consultation Feedback	Tom Blackburne- Maze	2016/021			
	Transport Delivery Plan 2016/17 to 2018/19	Tom Blackburne- Maze	Not applicable			
	Greater Cambridgeshire City Deal Executive Board Delegations	Bob Menzies/ Graham Hughes	Not applicable			
	Parking Policies – Petitions Procedure	Rob Sanderson/ Dawn Cave	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes Meeting Date	Deadline for draft reports	Agenda despatch date
	Business Planning 2016/2020	Graham Hughes	Not applicable			
	Committee Training Plan	Dawn Cave	Not applicable			
02/02/16	Eastern Highways Alliance Framework 2	Chris Poultney	2016/006	14/01/16	20/01/16	22/01/16
	Member Reference Group – Income Generation	Christine May	Not applicable			
01/03/16	Community Resilience Strategy	Lisa Faulkner	Not applicable	04/02/16	17/02/16	19/02/16
	ETE Streetlighting Attachments Policy	Tom Blackburne-Maze	Yes			
	Finance and Performance Report	Chris Malyon	Not applicable			
	Committee Training Plan	Dawn Cave	Not applicable			
<i>[12/04/16] Provisional Meeting</i>				14/03/16	30/03/16	01/04/16
17/05/16	Finance and Performance Report	Chris Malyon	Not applicable	21/04/16	04/05/16	06/05/16
	Training Plan	Dawn Cave	Not applicable			
<i>[14/06/16] Provisional Meeting</i>				12/05/16	01/06/16	03/06/16
12/07/16	Finance and Performance Report	Chris Malyon	Not applicable	07/06/16	29/06/16	01/07/16
	Training Plan	Dawn Cave	Not applicable			
<i>[09/08/16] Provisional Meeting</i>				05/07/16	27/07/16	29/07/16

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes Meeting Date	Deadline for draft reports	Agenda despatch date
13/09/16	Finance and Performance Report	Chris Malyon	Not applicable	02/08/16	31/08/16	02/09/16
	Training Plan	Dawn Cave	Not applicable			
<i>[11/10/16] Provisional Meeting</i>				06/09/16	28/09/16	30/09/16
08/11/16	Finance and Performance Report	Chris Malyon	Not applicable		26/10/16	28/10/16
	Training Plan	Dawn Cave	Not applicable			
<i>[06/12/16] Provisional Meeting</i>					23/11/16	25/11/16
17/01/17	Finance and Performance Report	Chris Malyon	Not applicable		04/01/17	06/01/17
	Training Plan	Dawn Cave	Not applicable			
<i>[14/02/17] Provisional Meeting</i>					01/02/17	03/02/17
14/03/17	Finance and Performance Report	Chris Malyon	Not applicable		01/03/17	03/03/17
	Training Plan	Dawn Cave	Not applicable			
<i>[11/04/17] Provisional Meeting</i>					29/03/17	31/03/17
30/05/17	Finance and Performance Report	Chris Malyon	Not applicable		16/05/17	18/05/17
	Training Plan	Dawn Cave	Not applicable			

Notice made under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 in compliance with Regulation 5(7)

1. At least 28 clear days before a private meeting of a decision-making body, public notice must be given which must include a statement of reasons for the meeting to be held in private.
2. At least 5 clear days before a private meeting of a decision-making body, further public notice must be given which must include a statement of reasons for the meeting to be held in private, details of any representations received by the decision-making body about why the meeting should be open to the public and a statement of the Council's response to such representations.

Forward plan reference	Intended date of decision	Matter in respect of which the decision is to be made	Decision maker	List of documents to be submitted to the decision maker	Reason for the meeting to be held in private

Decisions to be made in private as a matter of urgency in compliance with Regulation 5(6)

3. Where the date by which a meeting must be held makes compliance with the above requirements impracticable, the meeting may only be held in private where the decision-making body has obtained agreement from the Chairman of the Council.
4. Compliance with the requirements for the giving of public notice has been impracticable in relation to the business detailed below.
5. The Chairman of the Council has agreed that the Committee may hold a private meeting to consider the business referred to in paragraph 4 above because the meeting is urgent and cannot reasonably be deferred for the reasons stated below.

Date of Chairman's agreement	Matter in respect of which the decision is to be made	Reasons why meeting urgent and cannot reasonably be deferred

For further information, please contact Quentin Baker on 01223 727961 or Quentin.Baker@cambridgeshire.gov.uk