

AGENDA

OVERVIEW AND SCRUTINY PANEL

MONDAY, 2 MARCH 2026

10.00 AM

**COUNCIL CHAMBER, FENLAND HALL,
COUNTY ROAD, MARCH PE15 8NQ**

Committee Officer: Helen Moore
Tel: 01354 622424
e-mail: memberservices@fenland.gov.uk

- 1 To receive apologies for absence.
- 2 Previous Minutes (Pages 3 - 8)

To confirm and sign the minutes of the meeting of 19 January 2026.
- 3 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified.
- 4 Members to declare any interests under the Local Code of Conduct in respect of any item to be discussed at the meeting.
- 5 Annual Review of Anglia Revenues Partnership (Pages 9 - 48)

To receive an update on the performance of the Council's Revenues and Benefits Service under Anglian Revenues Partnership.
- 6 Road Safety Partnership Update (Pages 49 - 64)

To receive an update on the Road Safety Partnership.
- 7 Public Health & Education (Pages 65 - 66)

To receive an update on North Cambridgeshire and Peterborough Care Partnership.
- 8 Use of Waiver Provisions

To provide notice of decisions taken without the need for notice to be given on the

Forward Plan and/or for the call-in procedures to be applied.

Report to Follow

9 Update on previous actions (Pages 67 - 68)

Members to receive an update on the previous meeting's Action Plan.

10 Future Work Programme (Pages 69 - 82)

To consider the Draft Work Programme for Overview & Scrutiny Panel 2025/26.

11 Items which the Chairman has under item 3 deemed urgent

Friday, 20 February 2026

Members: Councillor A Woollard (Chairman), Councillor L Foice-Beard (Vice-Chairman), Councillor B Barber, Councillor G Booth, Councillor J Carney, Councillor A Gowler, Councillor A Hay, Councillor P Hicks, Councillor A Miscandlon, Councillor P Murphy and Councillor D Roy

OVERVIEW AND SCRUTINY PANEL

MONDAY, 19 JANUARY 2026 - 10.00 AM



PRESENT: Councillor B Barber, Councillor G Booth, Councillor L Foice-Beard (Vice-Chairman), Councillor A Hay, Councillor A Miscandlon, Councillor P Murphy and Councillor D Roy

APOLOGIES: Councillor J Carney, Councillor P Hicks and Councillor A Woollard (Chairman)

Officers in attendance: Paul Medd (Chief Executive), Carol Pilson (Corporate Director and Monitoring Officer), Amy Brown (Assistant Director), Anna Goodall (Assistant Director), Dan Horn (Assistant Director), Sian Warren (Chief Accountant), David Wright (Policy and Communications Manager) and Helen Moore (Member Services and Governance Officer).

OSC32/23 APPOINTMENT OF CHAIRMAN FOR THE REMAINDER OF THE MUNICIPAL YEAR 2025/26

It was proposed by Councillor Miscandlon, seconded by Councillor Murphy and resolved that Councillor Woollard be elected as the Chairman of Overview and Scrutiny for the rest of the municipal year 2025/26.

OSC33/23 APPOINTMENT OF VICE-CHAIRMAN FOR THE REMAINDER OF THE MUNICIPAL YEAR 2025/26

It was proposed by Councillor Miscandlon, seconded by Councillor Murphy and resolved that Councillor Foice-Beard be elected as Vice-Chairman for the rest of the municipal year 2025/26.

OSC34/23 PREVIOUS MINUTES

The minutes of the meeting of 1 December 2025 were confirmed and signed.

OSC35/23 REVIEW OF FEES AND CHARGES 2026/27

Members considered the Review of Fees and Charges 2026/27, presented by Councillors Boden, Seaton, and Tierney.

Members made comments, asked questions and received responses as follows:

- Councillor Murphy asked why the charges for the Whittlesey Fair are lower in cost than any of the other main towns? Councillor Seaton stated that the cost is reflected by the size of the Fair and the amount of time the Fair spends in the towns. He continued for Whittlesey this is a small Fair held over a couple of days using limited space which is why the charges are lower than other towns in the area.
- Councillor Roy stated that the garden waste charge is increasing to £49 for direct debit, whereas if the customer is paying cash or card it will be increasing to £60, which is significantly higher, which he feels is discriminatory due to the fact that they are paying £60 as opposed to £49 given that there are areas of deprivation and people are struggling to balance their budget, and feels this needs some consideration. He made the point that there is a cost of £40 for the bulky waste, which is a reasonable price to take away five items, however, there has been evidence that on a weekly basis councillors are contacting the fly tipping team with issues in their area and suggested considering having an amnesty once a

year where people can come and drop their rubbish at the dump in larger vehicles at a reduced rate. Councillor Tierney responded that the reason the prices are different for the Brown Bin garden waste is because the Council would like to encourage people to pay by direct debit which a lot of businesses and organisations are undertaking now as it is easier and cheaper with less to pass onto the taxpayer, however Fenland does still remain to be the cheapest in the East of England where this is concerned. He continued when thinking about the suggestion of an amnesty he recommended that O&S think about this separately and propose a full plan to the Council to see if this is a feasible option.

- Councillor Booth stated that a report was taken to Cabinet regarding the Port and asked if the action plans are going to be implemented this year as there has been several reviews and as, yet no action plans have been put in place. Councillor Boden responded that action has been taken but agreed it has been slow, as of today the Council are awaiting responses from interested parties concerning the Port, but discussions have not yet been concluded and until these discussions are concluded, a report will not be possible to be submitted to the Cabinet. Councillor Booth suggested that under commercial fees where it stated, 'a review of operations', this means that a decision is going to be made once the actions have been completed. Councillor Boden agreed that this is something worth thinking about but was not going to prejudice anything at this present time.
- Councillor Miscandlon stated that under the burial section of the fees and charges it states a child's plot but there is no definitive age, and asked should there be a definitive age because in the earlier paragraph it does state 0-12 years and at what ages does a child become eligible for a plot charge is it after 12 years old as this is not stated in the fees? Councillor Boden stated that he will take this back to officers as this is an anomaly and he was grateful that this has been pointed out.

Members noted the information provided.

OSC36/23 REVISED GENERAL FUND BUDGET AND CAPITAL PROGRAMME 2025/26, DRAFT GENERAL FUND BUDGET ESTIMATES 2026/27 AND DRAFT MEDIUM TERM FINANCIAL STRATEGY 2026/27 TO 2030/31 AND CAPITAL PROGRAMME 2026/27 TO 2028/29

Members considered the Revised General Fund Budget and Capital Programme 2025/26, Draft General Fund Budget Estimates 2026/27 and Draft Medium Term Financial Strategy 2026/27 to 2030/31 and Capital Programme 2026/27 to 2028/29 presented by Councillor Boden and Paul Medd

Members made comments, asked questions and received responses as follows:

- Councillor Murphy pointed out a typo error on pages 49 and 50 Councillor Boden assured this would be amended before it is submitted to Council.
- Councillor Barber stated that the Council has a good record for keeping Council Tax low and asked if this will be able to continue? Councillor Boden responded that Council Tax can be a major drain on a family budget and residents in Fenland are very sensitive to change, with the Council having a responsibility to manage this money and make it work as efficiently and effectively as possible plus to keep the Council Tax as low as possible for as long as possible and this is why the Budget Equalisation Reserve Fund was set up to bank any surplus money that was generated each year. He continued that this was, so that the Council could manage when times became more difficult and where costs escalate to the extent that the Council could no longer manage to keep costs down, with this in place the Council could insulate people against future Council Tax increases and this method has proved to be a success with a two million pound cushion so far. Councillor Boden continued the Council works hard throughout the year to keep Council Tax costs down with the aid of this fund and Council Tax will be a matter for Full Council to decide with updated figures being submitted at the next Council meeting, but he is confident that with the reserves that

the Council has in place, it is his hope and intention that Council Tax should not be increasing for 2026/27.

- Councillor Booth stated that currently it is predicted that the Council has a £300,000 deficit but there is an expectation this will become a surplus, He asked where will this extra funding be coming from to cover the shortfall? Councillor Booth continued that the budget states that there will be a two million deficit for next year and he would like to understand where the Council will be making additional savings? is there a plan in place as to how the Council are going to cover that shortfall and if so, can this be shared with members? Councillor Boden responded, in relation to the first question, every year there is a pattern of going from significant deficits being budgeted for to projected outturns ending up as surpluses, which is due to be over cautious in certain areas which can lead to a six-figure sum which the Council benefits from. He continued that he has put forward for the next Cabinet meeting a recommendation which will need to go to Full Council in February for the creation of a new LGR reserve which he is suggesting be populated with £1.4 million pounds to cover the anticipated cost that the Council may have in preparing for LGR over the course of the period between now and the termination of Local Government Councillor Boden explained that this should act as protection for the Council should LGR be completed, these prudent figures will produce a better figure later on in the year and after the end of the year than the Council had previously and is the difference between the 15 December projected outturn and what the Council will end up with. He continued, with regard to the second and third part of the question, within the budget of 2025/26 there were things that were assumed a year ago that now look much better, especially for the current financial year, the same process will continue this year because the assumptions which have been made have been prudent. Councillor Boden gave an example of how the Local Government Settlement can add to the Council figures beneficially but this grant money comes in small amounts and the Council does not know when it is arriving until it hits the Councils bank account, he cannot predict what it will be and can make budgeting tricky so as a Council prudent decisions have been made with the plan of having a surplus at the end of the year.
- Councillor Booth stated that every council Reform UK have taken control of instead of carrying out the promise of cutting Council Tax they are in fact increasing it and this demonstrates the complexity of Local Government and the effects of not delivering on a promise. Councillor Boden responded that he has never had the privilege of running the finances of a County Council and accepts that County Councils are more difficult to run financially than District Councils as they have different spending pressures and demands and stressed the importance of having experience which a lot of the Reform councillors lack which is why they are falling short on their promises.
- Councillor Foice-Beard asked what the future is for the Fenland Future Ltd? Councillor Boden stated that companies that are owned by councils exist across the country and if LGR goes ahead it is going to pose some challenges, risks and choices so far as those companies are concerned. He continued that Fenland Future Ltd is a stand-alone company which is fully owned by the Council and that means it will not need to be split up or divided between the new unitary authorities, all the assets and liabilities to do with that company will flow through seamlessly to the new unitary authority if LGR takes place. Councillor Boden added that what Fenland Future Ltd will be obliged to do is to produce a business plan by the 31 January 2026 for the forthcoming year, which takes into account all of the changes there have been and all of the progress that has been on the two significant sites and produce a blue print for how they are planning to move forward into the year 2026/27 and once the Council has an idea of its future this blueprint will be analysed again.
- Councillor Booth referred to James Cleverly asking a question regarding LGR and he would like to understand the basis of what make Councillor Boden think things will look like in 2028? Councillor Boden stated that since it was announced that 2028 was the projected vesting date and as late as December 2025, the department for Ministry, Housing, Local Government and Communities (MHLGC) were giving out this date, since then there has been no further communication other than to push this idea that the vast majority of councils would be having their vesting date on the 1 April 2028 and having elections to shadow

authorities for those new authorities in May 2027. He continued that on Thursday there was a Parliamentary announcement from Alison McGovern the Minister at the MHLGC which has hinted a change to the timetable. Paul Medd added that this news is very timely as there is an LGR meeting next week which the Leader and himself are attending which will give them a chance to ask directly what was meant by the announcement.

- Councillor Booth stated that the Council has indicated that it would defer the 2027 elections and would like to understand what that means as holding elections is an expensive exercise, and how would this change the thinking and plans moving forward? Councillor Boden stated that the assumption has been based on what has happened in previous LGR's that the Government would cancel the elections due to the shadow elections taking place for the new unitary authorities however, there has been a notification that no elections are going to be cancelled by Government except in exceptional circumstances, which means that the Council's elections would go ahead in 2027 so in terms of cost this can be relatively low and would not apply. Paul Medd added that inevitably with complex projects like LGR there is an element of uncertainty and it makes the process even more difficult when there is a degree of speculation, the Council does know that for those councils that have elections in 2026 they have been invited by the Government to cancel their elections or go ahead with them which is their discretion. He continued that Fenland's elections are discretionary then they would be run in 2027 and is something the Leader and himself are keeping an eye on.

Members noted the information provided.

(Councillor Miscandlon declared an interest on any items concerning Middle Level as he is a member of Middle Level Commissioners)

OSC37/23 DRAFT BUSINESS PLAN 2026/27

Members considered the Draft Business Plan 2026/27 presented by Councillors Boden and Tierney.

Members made comments, asked questions and received responses as follows:

- Councillor Booth commented that the Council has put in place the performance measures but was not sure if the business plan has been looked at alongside the performance measures as a dedicated item and this could be something that the committee could consider for the future looking at all the KPI's together as a whole. Councillor Foice-Beard agreed that this could be looked at when putting the plan together for next year.

Members noted the information provided.

OSC38/23 USE OF WAIVER PROVISIONS

Members were provided with details of the one decision that the former Chairman had waived the need for notice to be given on the Forward Plan and for call-in procedures.

Members made comments, asked questions and received responses as follows:

- Councillor Miscandlon stated that the use of waives should be used minimally and only on special occasions.
- Councillor Boden agreed that the waiver process should only be used minimally and sometime things are unexpected or are unanticipated, and the waiver process is there to provide a degree of democratic control over decisions which are made in such circumstances, both in terms of the decision being made itself but also on it being reported to the Overview and Scrutiny Panel so that late decisions can themselves be subject to scrutiny if necessary.

Members noted the waiver permitted by the former Chairman since the date of the last meeting.

OSC39/23 UPDATE ON PREVIOUS ACTIONS

Councillor Booth asked for his question from the last meeting to be chased and an answer provided.

OSC40/23 FUTURE WORK PROGRAMME

Councillor Booth asked if there has been any confirmation that Vision Zero will be attending the next meeting as he felt it important that they attend. Amy Brown confirmed she has been in contact with the relevant officers about attending and that this will be a combined presentation with the Road Safety Partnership.

11.33 am

Chairman

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ANGLIA REVENUES PARTNERSHIP
Fenland Overview and Scrutiny Committee
Performance Update
February 2026



Today's Topics

arp

- Introductions
- Who are ARP
- Facts and Figures
- Service Updates
- ARP Initiatives
- Collaboration
- Get in touch
- Questions





Who are ARP?

Who are ARP?



True Partnership

A Partnership of Five Councils sharing resource to provide Revenues and Benefits Services to secure administrative advantages and economies of scale and to provide robust and flexible services to their councils.

Partnership Agreement

ARP Joint Committee

Partnership working

The aim of the partnership is to run efficient and effective services while reducing administration costs to each partner council. The partnership continues to take on new innovations beneficial to ARP partners our businesses, families and communities.

Core Service Provision:

- Council Tax
- Business Rates (NDR)
- Housing Benefits (HB)
- Council Tax Support (CTS)



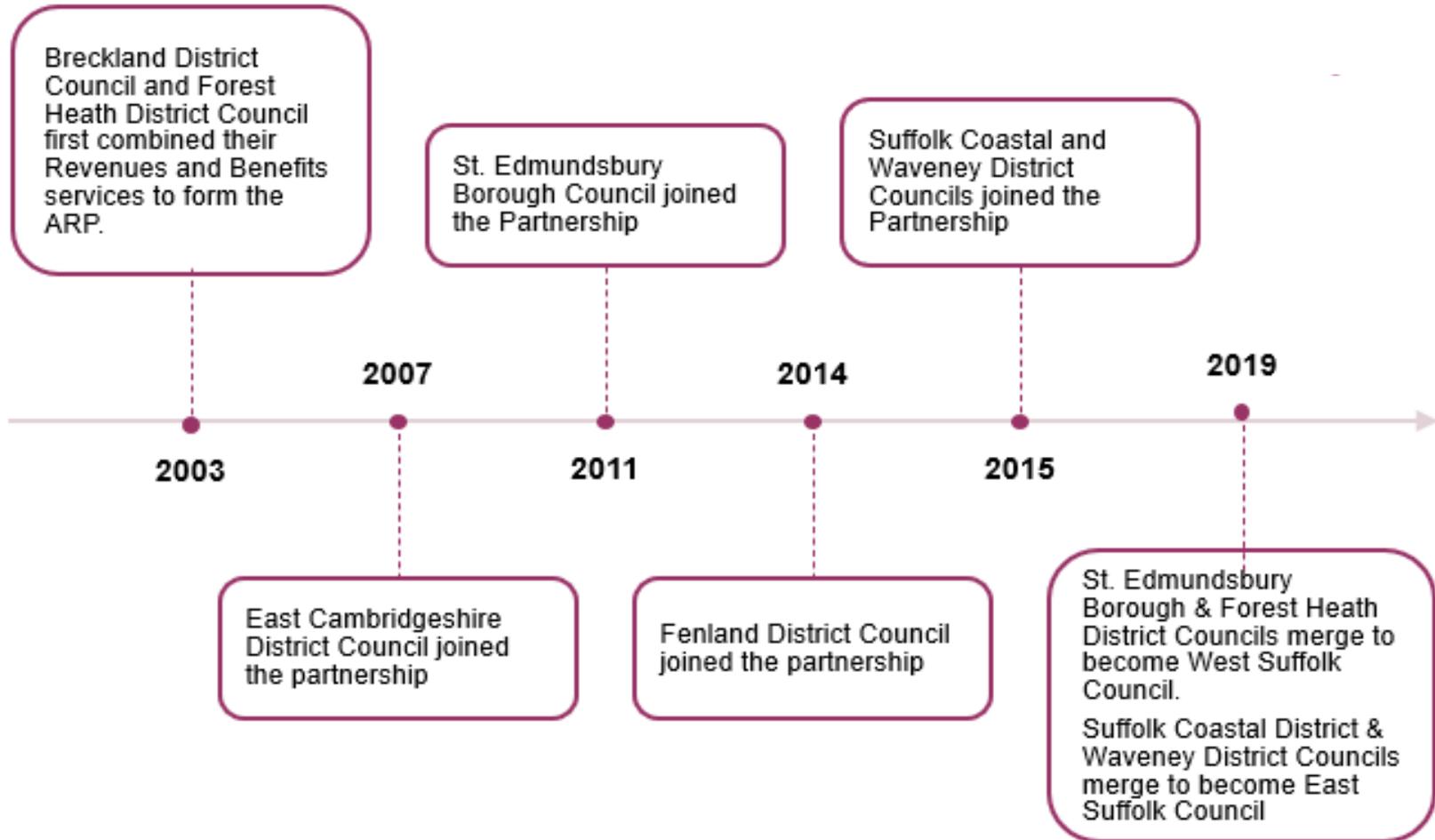
Support functions:

- System Admin
- Finance
- Admin
- Training Team
- HR Business Partner
- Communications and Change

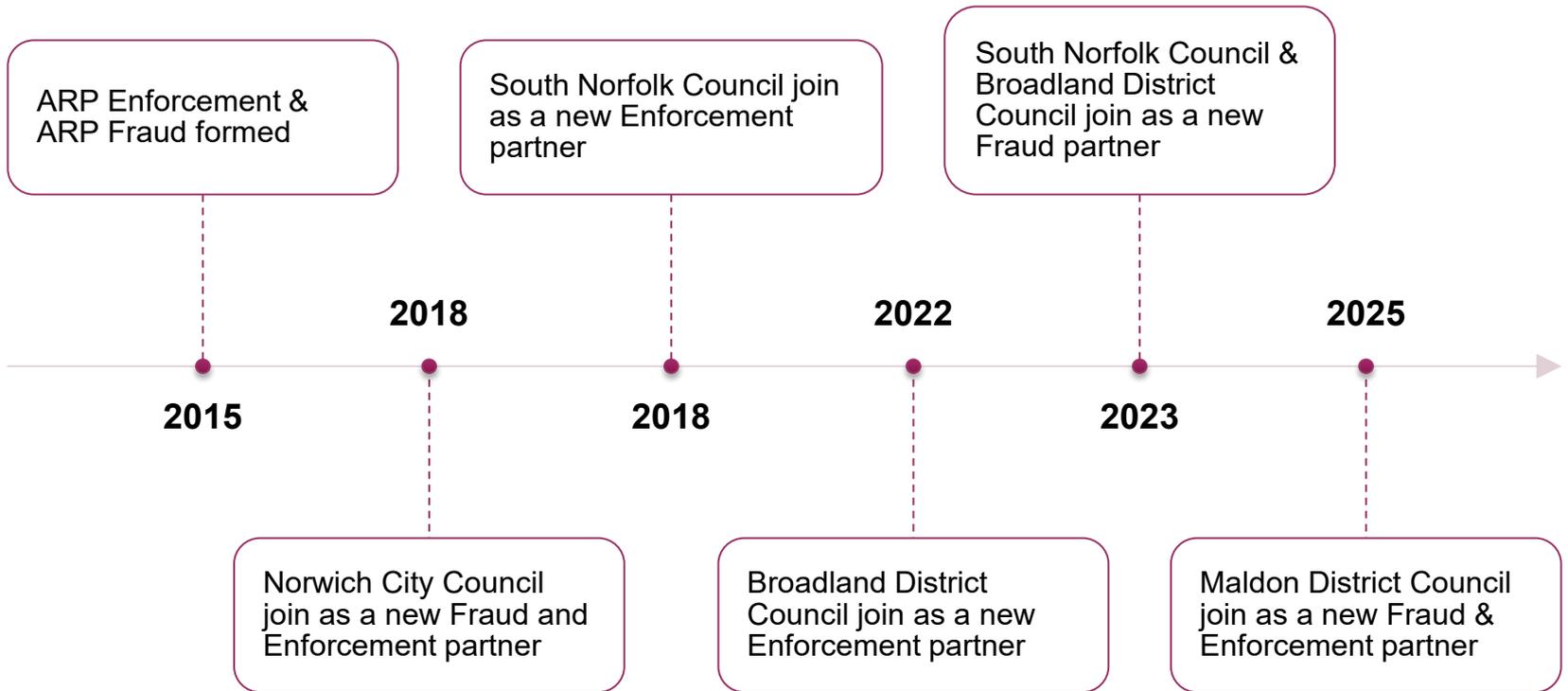
Additional functions:

- Fraud Services
- Enforcement Services

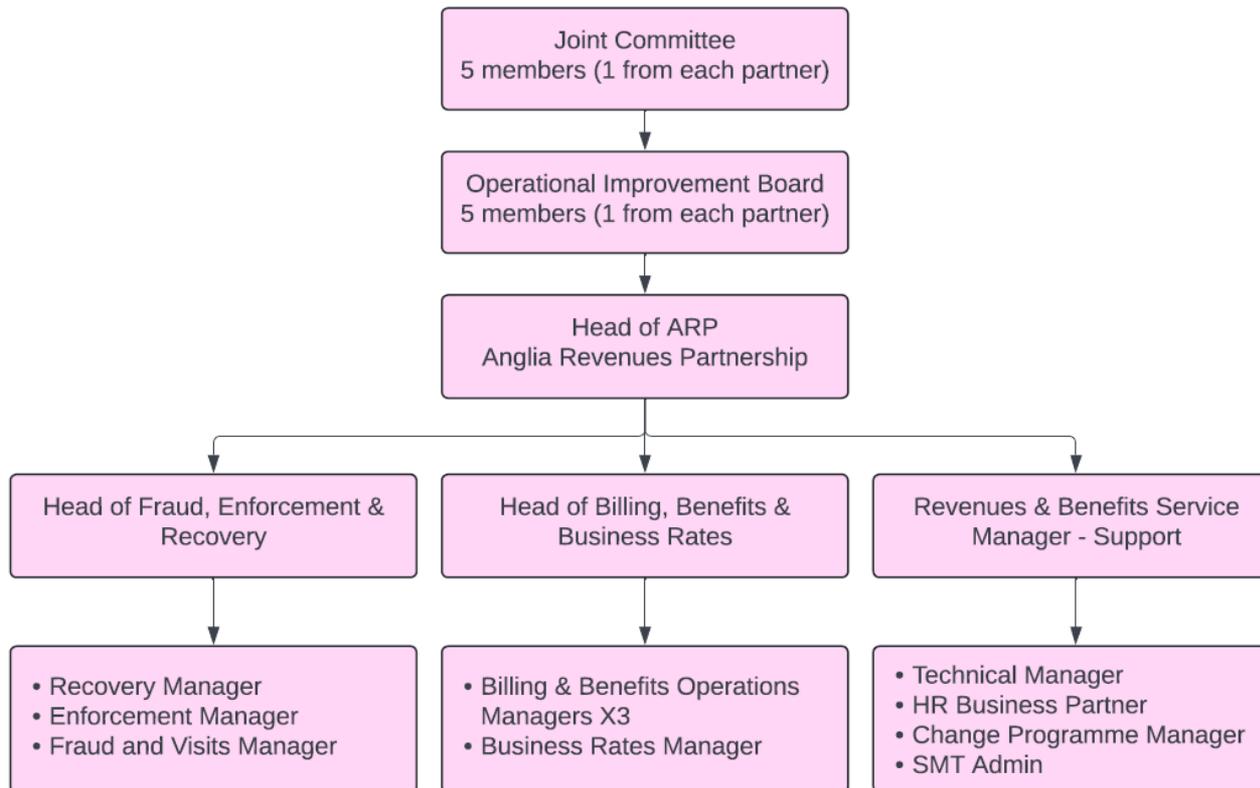
Partnership Journey



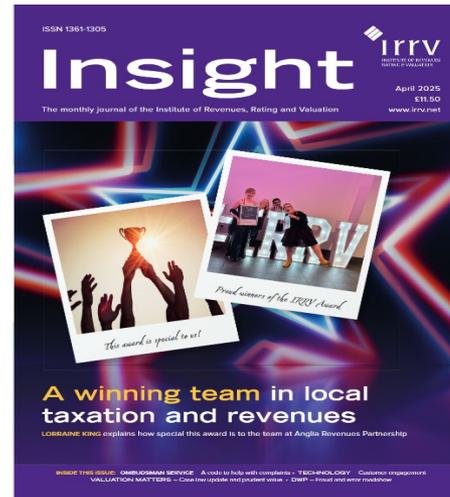
Continued Growth



Governance and Structure



Award Winning Excellence!





Facts and Figures

Scale of ARP



| | Council Tax Dwellings | Business Rates Assessments | Housing Benefit Cases | Total |
|-----------------------------|-----------------------|----------------------------|-----------------------|---------|
| Birmingham | 461,670 | 47,240 | 61,212 | 570,122 |
| Leeds | 373,830 | 31,600 | 23,568 | 428,998 |
| Anglia Revenues Partnership | 362,432 | 29,741 | 17,075 | 409,248 |
| Cornwall UA | 284,310 | 35,890 | 16,442 | 336,642 |
| Manchester | 249,300 | 26,930 | 22,976 | 299,206 |
| Sheffield | 260,830 | 19,010 | 19,003 | 298,843 |
| County Durham UA | 254,180 | 16,160 | 18,925 | 289,265 |
| Liverpool | 240,360 | 20,240 | 26,118 | 286,718 |

ARP Facts and Figures



2024/25

- Largest Revenues Partnership
- 3rd largest Revenues and Benefits team
- £571.3 million Council Tax
- £275.48 million Business Rates
- £4.5 million debt collected
- £4.65 million fraud identified
- £2.9 million further recovery team

Paid out

- £115 million in Housing Benefit
- £48.6 million in Council Tax Support
- £761k in Discretionary Housing Payments



Fenland Facts and Figures



2024/25

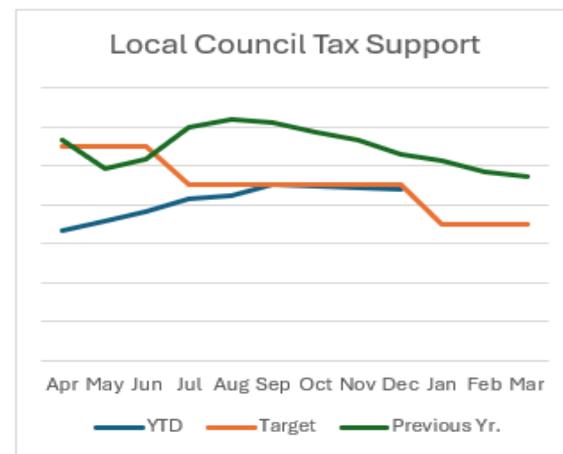
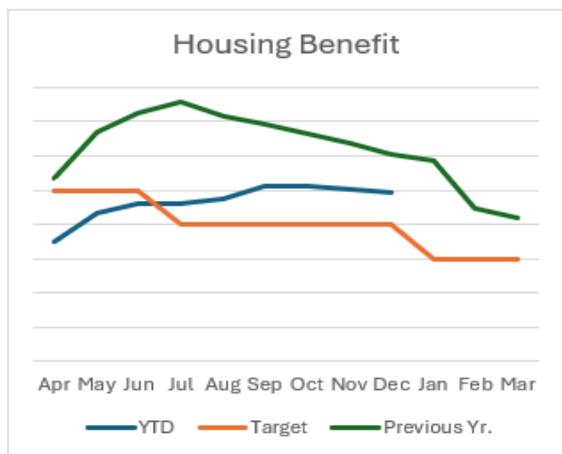
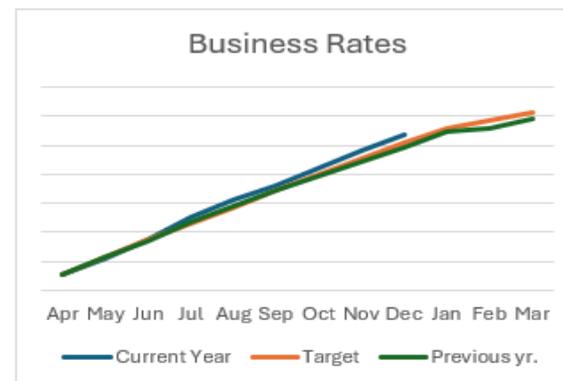
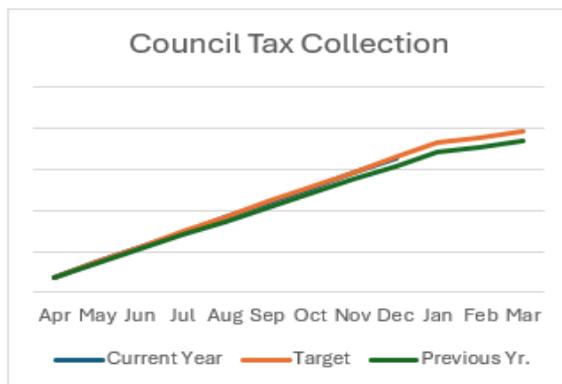
- £73.6 million Council Tax
- £28.9 million Business Rates
- £791k debt collected
- £722k fraud identified
- £609k further recovery team

Paid out

- £20.8 million in Housing Benefit
- £7.8 million in Council Tax Support
- £119k in Discretionary Housing Payments



Current performance for Fenland - Q3





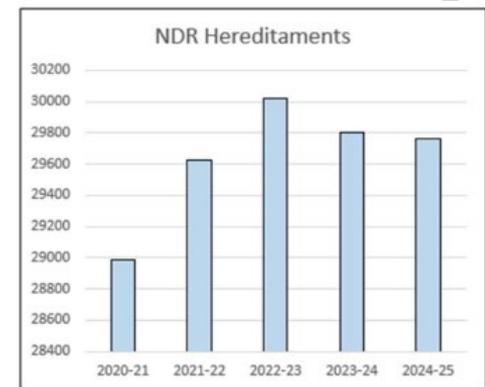
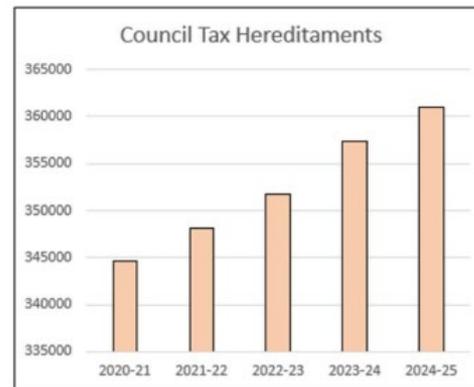
Workloads

Past 5 years

- Overall increase 63%
- 32% increase in Council Tax change of address
- 117% increase in Council Tax work processes
- Reduction in Housing Benefit Claim
- Significant increase in Universal Credit DWP records
- Increase in Council Tax Support claims
- Increase in hereditaments:
 - 5% Council Tax
 - 3% Business Rates

Reduction in complement:

- **6.5%**
- **18 FTE**
- **£700,000 efficiencies**





Service Updates

Benefits Service Update



Housing Benefits

- UC migration
- Change
- Discretionary Housing Payments
- DHP → Crisis Resilience Fund
- Temporary & Supported Accommodation
- Subsidy and Audit



Council Tax Reduction

- Increase in claims
- Exceptional Hardship Payments
- Rapid Reclaims



Universal Credit - Manage Migration



Recovery Team

- Council Tax Recovery
- Housing Benefit Overpayment Recovery
- Recovery Timetable
- 34,090 finals (6108 for Fenland)
- 25,219 summons (4875 for Fenland)
- 13,317 cases to inhouse enforcement (2811 for Fenland)
- 6,724 to external enforcement (1085 for Fenland)

Current Challenges

- Call volumes
- Cost of Living
- Automation
- Supporting vulnerability

| | ARP | Fenland |
|------------------------------------|---------------|-------------|
| Further Rec team collection - CTAX | £668,641.29 | £116,641.22 |
| Further Rec team collection - HBOP | £3,486.52 | £406.96 |
| Further Rec team collection - NDR | £2,212,061.39 | £492,013.86 |

Additional Services - Enforcement



- £5.6 million of debt collected in 2024/25 (£791m for Fenland)
 - Council Tax
 - Business Rates
 - Parking Fines (East Suffolk and West Suffolk)
 - Sundry Debt
- Compliance Officers
 - First point of contact
 - Skilled in negotiation and managing difficult conversations
 - Two vulnerability officers
- Enforcement Agents
 - Qualified under the Taking Control of Goods Act
 - Trained to identify vulnerability
 - Up to three visits
- Working with partners



<https://www.arpenforcementagency.co.uk/>



Additional Services - Fraud

- The Team
 - Fraud Investigators
 - Council Tax Compliance Officers
 - Visiting
- Investigating fraud and error across 9 LA areas
- Identification of unregistered domestic and business properties
- Proactive and reactive workflow
- Referrals and Investigations
- Use of data
- Current initiatives:
 - Civil Penalties
 - Digitised services

| 2024/25 | Overall fraud identified | Fenland Fraud Identified | Fenland preceptor |
|-------------------------|--------------------------|--------------------------|-------------------|
| Single Person Discount | £2,391,270 | £532,965 | £91,617 |
| Council Tax Support | £303,306 | £61,043 | £10,493 |
| Tenancy Fraud | £378,480 | £93,000 | £0 |
| Other Council Tax | £159,779 | £1,068 | £184 |
| Other Business Rates | £1,418,399 | £34,200 | £13,680 |
| Total identified | £4,651,234 | £722,276 | £115,974 |

Recent Success - Fraud



Fenland fraudster illegally claimed £6k council tax support

13TH MARCH 2025 FENLAND DISTRICT COUNCIL CRIME CAMBRIDGESHIRE CHATTERIS



Phillip Patten, of Tern Gardens in Chatteris, defrauded Fenland District Council of more than £6,100. (Image: Cheng Song Tse)

- Continued success of the Cambridgeshire Fraud Hub project
- [£1.5 million in incorrectly claimed Council Tax support and discounts being recovered - Fenland District Council](#)

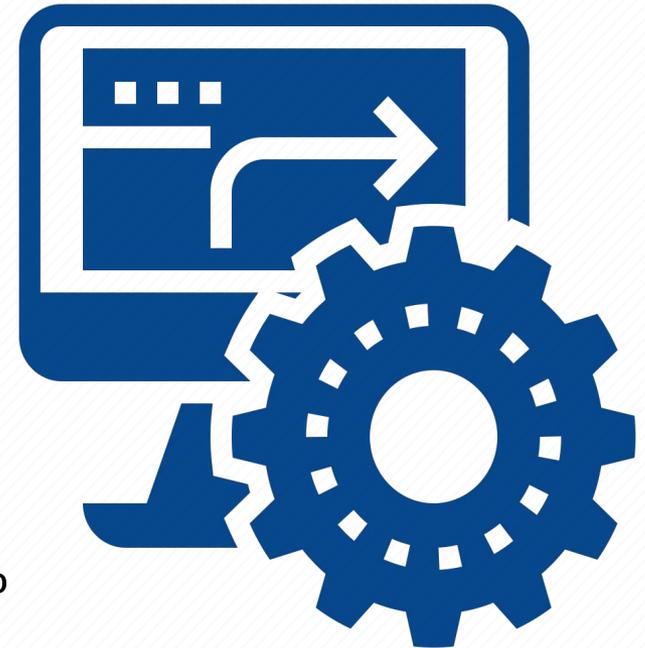


ARP Initiatives

Automation



- Universal Credit Data – 97%
- Council Tax Support Claims - 41%
- Online Change of Address – 66%
- Direct debits over the web – 80%
- Refunds – 41%
- Online Single Person Discount – 92%



Contact Us Form Expansion



- Single point of contact
- Auto indexed – efficiency saving of one FTE
- Directs to online forms to improve automation
- Closure of email inboxes – email provision for stakeholders and third parties
- Improved customer journey

| | Apr-24 | Jul-24 | Oct-24 | Jan-25 | Apr-25 | Jul-25 | Oct-25 | Jan-26 |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Contact Us | 3048 | 6032 | 7755 | 8985 | 8473 | 6322 | 8170 | 8458 |
| Forms | 6198 | 6960 | 7071 | 7306 | 4935 | 6022 | 7663 | 7683 |
| Emails | 12896 | 12217 | 7439 | 5801 | 6260 | 6597 | 5460 | 4528 |

Automated Messaging



Current Use

- “Soft” text/email/voice reminders – reduction in paper reminders of 40%
- Council Tax Reduction reclaim campaign
- E-Billing take up campaigns – saving £81,000 at annual billing
- Enforcement correspondence – saving £36,400 p/a
- Single Person Discount reviews – saving £5,500 p/a



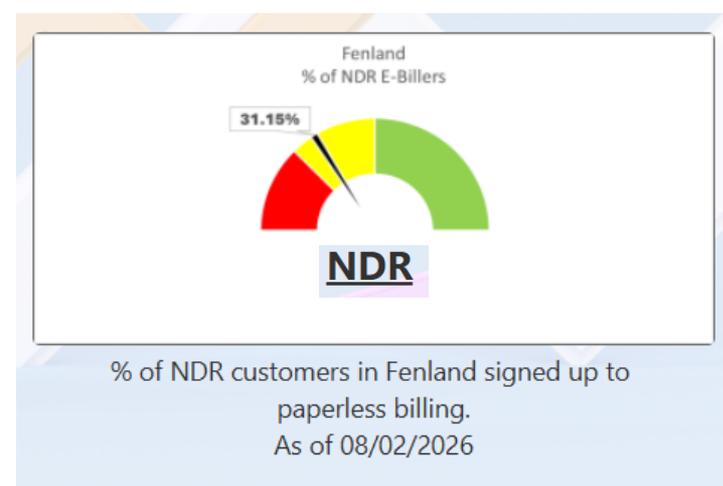
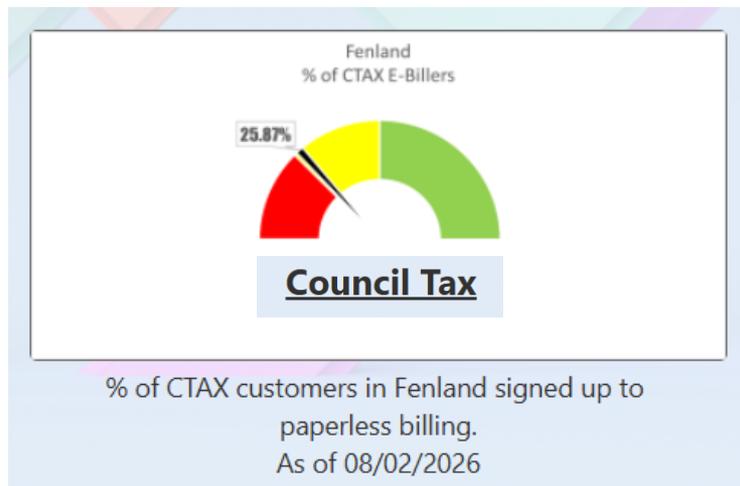
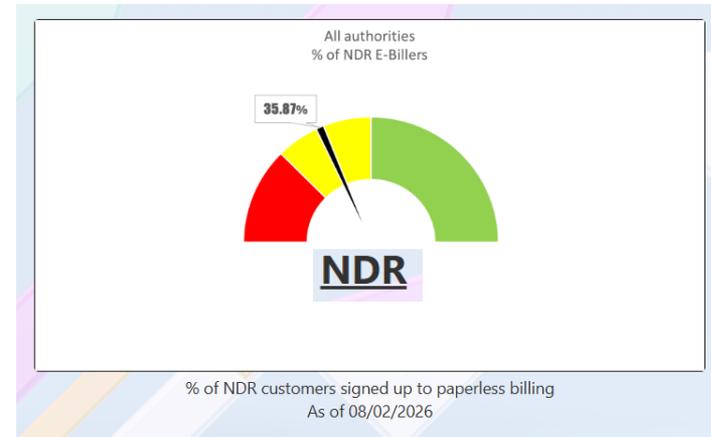
Expansion

- Business Rates reminders
- Wider use in Council Tax recovery
- Sundry Debts/Housing Benefit Overpayments
- Increase early engagement with vulnerable customers

Paperless Billing Totals (8th February 2026)



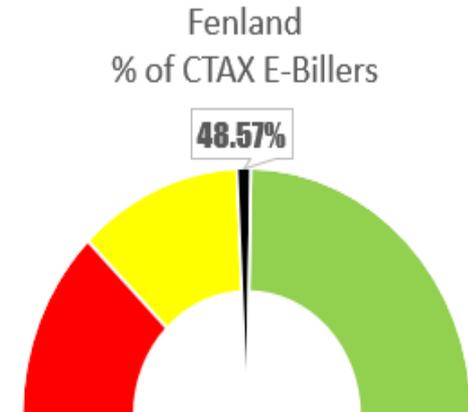
Social media – messaging campaigns – automated sign up



Opt-out campaign increases paperless billing



- CTAX Opt-Out campaign January 2026
- Contacted all customers where we held an email address
- Automatically enrol in paperless billing
- 11,052 new paperless sign ups for Fenland
- Projected 48.57% paperless CTAX accounts



Impact of Promotional Activity to Increase Take-Up

- Anticipated 32% reduction in 2026/27 annual Fenland paper CTAX bills compared to 2025/26 annual billing with estimated savings of £11,218

| Local Authority | 2025/26 Annual Paper Bills | 2026/27 Estimated Annual Paper Bills | Reduction Amount | Reduction % | Anticipated Savings |
|-----------------|----------------------------|--------------------------------------|------------------|-------------|---------------------|
| Fenland | 40,127 | 27,232 | 12,895 | 32.1% | £11,218 |

- Average billing patterns show 3.2 bills per household per year. Cost saving of paperless v's paper is £0.87 per item. Anticipated annual savings of £35,900



Planned programme for e-billing

- Business Rates – sign up by default process
- Opt-out options on all online forms
- Quarterly email and social media campaigns
- New email take up campaigns utilising emails stored in secondary systems
- Member's flyers, posters and QR codes on stationery
- Ongoing telephone campaigns
- E-notifications for benefits
- E-reminders
- Review of letter template to ensure email options are available and use is maximised

- **Visiting Function review**
 - Reduction in physical visits
 - Utilisation of available data and intelligence
 - Positive impact on resource
 - Identify undeclared domestic and business properties

- **Empty Properties**
 - Resource intensive
 - Move to a risk-based approach
 - Collaboration
 - High success rate
 - Reduced impact on resource



Other ongoing initiatives

- Civil Penalties
- Customer Insights
- Forced Sales
- Propensity to Pay Modelling
- Identifying vulnerability
- Open Banking
- Expansion of Automated Messaging
- Arrangement Manager
- Interactive ARPE Website
- Historic Credits
- Website Analytics
- Power BI
- Fenland DD project
- LIFT Cambridgeshire



Future Priorities



- Provide an accessible and efficient service to our customers
- Build a resilient and adaptable workforce
- Develop and maintain high performing teams
- Manage resource and workloads holistically
- Support innovation and automation on a partnership wide level
- Provide more resource to cross cutting projects
- Build a data led organisation
- Maintain a key focus on supporting vulnerable residents





Collaboration

Partner wide Collaboration



ARP Support Function Groups

- Finance Group
- HR Group
- Customer Strategy Group
- Customer Tactics Group
- Housing Task and Finish Group
- Communications Group
- Data Protection Group
- Empty Homes Steering Groups
- Business Rates/ED



Close working with:

- WS ICT
- Breckland Finance

Supporting Vulnerability



Use of Data to identify vulnerability and improve welfare provision – LIFT and Arrears Project

Communities Team Initiative

- Individual Referrals
- Multi-agency- facilitated support
- Process to measure engagement
- Ongoing review
- Expansion across ARP partners
- Introduction of Vulnerability/Welfare Officer
- Case study





Get in Touch

Get in touch



:



For Members

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For Customers

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Useful Information



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Questions



Management of Road Safety

Updated February 2026

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1. Background

- 1.1 This report provides an update on the performance in relation to Road Safety. The duties of the Highway Authority in relation to road safety are set out in national legislation, and most pertinently in the Road Traffic Act 1988, which sets out in Section 39 that the Council must, as a 'relevant local authority':
- Prepare and carry out a programme of measures designed to promote road safety and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies.
 - Carry out studies into accidents arising out of the use of vehicles on roads or parts of roads in the County (other than Trunk Roads / Motorways).
 - In the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including
 - the dissemination of information and advice relating to the use of roads,
 - the giving of practical training to road users or any class or description of road users,
 - the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and
 - other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.
 - In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.
- 1.2 The Highway Authority also has a legal duty under the Highways Act 1980 to ensure that the public highway is maintained in a safe condition for all users. Section 41 of the Act places a statutory obligation on highway authorities to maintain the roads for which they are responsible, which includes implementing an appropriate regime of inspection, repair, and preventative maintenance. In addition, Section 58 provides a statutory defence for the authority, but only where it can demonstrate that it has taken reasonable measures to secure the highway's safety, making a robust, risk-based inspection and maintenance programme essential for compliance.
- 1.3 To meet these duties, the Highway Authority operates a structured system of routine safety inspections, condition surveys, and timely interventions to address defects such as potholes, surface deterioration, drainage failures, and signage issues; these are set out in the [Highway Operational Standards](#). This approach aligns with the national Well-Managed Highway Infrastructure code of practice, which, although not statutory, is widely recognised as defining good practice in demonstrating compliance with Sections 41 and 58. The council maintains accurate records of inspections, repairs, and decision-making processes to fulfil its statutory responsibilities and taking all reasonable steps to safeguard the travelling public.
- 1.4 On 7 January 2026, the government [announced a new Road Safety Strategy](#). Officers will update verbally on relevant provisions in the strategy. Recommendations b) and c) address the consideration and response to the new strategy by the Highway Authority.

The Vision Zero Partnership

- 1.5 In addition to discharging the County Council's duties it also supports the delivery of the aims of the Vision Zero Partnership. This partnership aims to collectively work towards the target of ultimately reducing road related fatalities and serious injuries in Cambridgeshire and Peterborough to zero, it is targeting a 50% reduction from 2020 to 2030. Its members are:
- Cambridgeshire County Council
 - Peterborough City Council
 - Cambridgeshire Constabulary
 - Beds, Cambs & Herts Tri-force road policing
 - National Highways (formerly Highways England)
 - Cambridgeshire Fire and Rescue Service
 - East of England Ambulance Service
 - Public Health
 - Cambridge University Hospitals (Addenbrooke's)
 - The East of England Trauma Network
 - Roads Victims' Trust
 - Magpas Air Ambulance
- 1.6 The Partnership reports to the Office of the Police and Crime Commissioner, Cambridgeshire County Council, Peterborough City Council and the Combined Authority for Cambridgeshire and Peterborough. The Chair of the Vision Zero Board rotates between the partners annually. The current Chair is Darryl Preston, Police and Crime Commissioner of Cambridgeshire, and Simon Burgin, the Council's Road Safety Manager is the Vice Chair and representative of the County Council on the Board.
- 1.7 The partnership has five key workstreams which are led by the relevant organisations as outlined below
- **Safe Speeds** and **Safe Roads Users** (Enforcement / Engagement / Education)
The lead partners for these two workstreams are the Cambridgeshire Constabulary and the Office of the Police and Crime Commissioner.
 - **Safe Vehicles** including Driving for Better Business
Lead partner: Cambridge Fire and Rescue.
 - **Safe Roads and Roadsides**
Lead partners: Peterborough City Council and Cambridgeshire County Council in their respective areas.
 - **Post Collision Response**
Lead partners: Addenbrooke's and the Road Victims Trust, supported by Peterborough City Council and Cambridgeshire County Council.
- 1.8 The Partnership is committed to a Safe System approach, that stems from the simple imperative that no one should be killed or seriously injured as the result of a road collision. The approach involves designing the whole traffic system to prevent people being killed or seriously injured.
- 1.9 Every road traffic collision that results in fatalities is reviewed with all agencies at a quarterly Fatal Review Board (FRB) meeting, following a site visit and detailed analysis of the causation factors in each case. The board makes recommendations to the work stream theme leads to target their resources to reduce risk and bring about change.

- 1.10 From a County Council perspective, each fatal review focuses specifically on the duty to provide safe roads and roadsides. Where infrastructure does not meet the Council’s Highways Operational Standard or is found to be lacking infrastructure that could enhance safety then timely interventions are introduced to reduce risk and harm, interventions may range from simple signage or lining improvements to a complete re-design of a junction.
- 1.11 The FRB process is now championed as ‘best practice’ and is supported by the Road Safety Foundation who provide training in this field and officers from Cambridgeshire County Council have supported 6 other local authorities to form their own review boards.
- 1.12 An example of a scheme that will be implemented following FRB consideration is on the A1307 between Swavesey and Bar Hill which has now seen three collisions that resulted in a fatality. The FRB process identified poor overtaking, and potential confusion as to whether the road is single or dual carriageway due to the immediate proximity of the A14. A safety scheme has been designed and will be delivered in early 2027 and includes masking the visibility of A14 banner signs from the A1307 which could confuse drivers.

2. Analysis of trends in incidents on the local highway network in Cambridgeshire

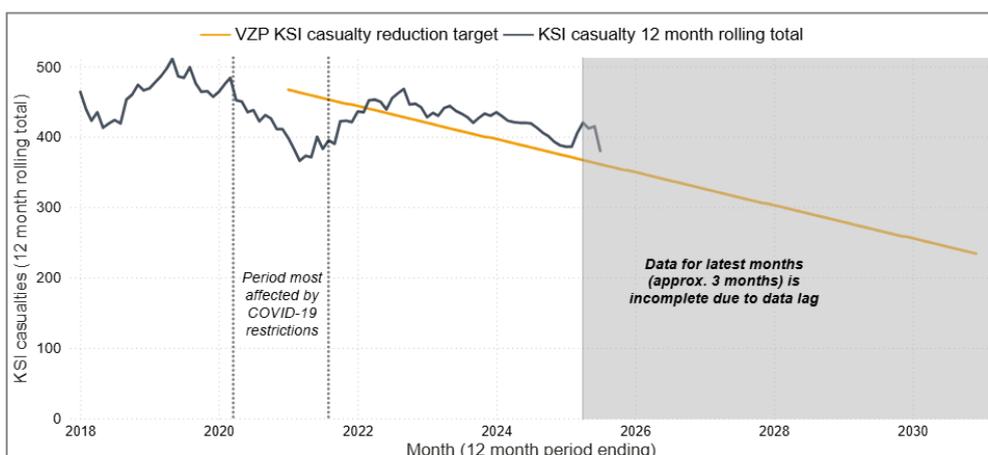
- 2.1 It is to be noted that in the following analysis, collision data for 2024 is almost complete, and 2025 data is incomplete. Both will remain provisional until they are fully verified by DfT. All data relates to Cambridgeshire unless otherwise noted.

Overall trends

- 2.2 Figure 1 below shows the trend in performance against the Vision Zero Partnership’s 2030 target to reduce the number of casualties Killed or Seriously Injured (KSI) across Cambridgeshire and Peterborough. Figures 2 and 3 show trends in collisions across Cambridgeshire. At the time of reporting there is a downward trend in serious and slight injury collisions, and it is likely that the number of fatal collisions will be slightly lower in 2025 than in 2024.

Figure 1: Trends in incidence of collisions resulting in fatalities or serious injuries Cambridgeshire and Peterborough.

VISION ZERO PARTNERSHIP *Delivering Safer Roads for Cambridgeshire & Peterborough*
A 50% reduction in KSI* casualties in Cambridgeshire and Peterborough by 2030. A target of 234 per year by December 2030.
Source: VZP [Towards 2030](#) strategy



* KSI - killed or seriously injured casualties, based on STATS19 casualty injury severity definitions.

Figure 2: All reported injury collisions by severity of injury and year

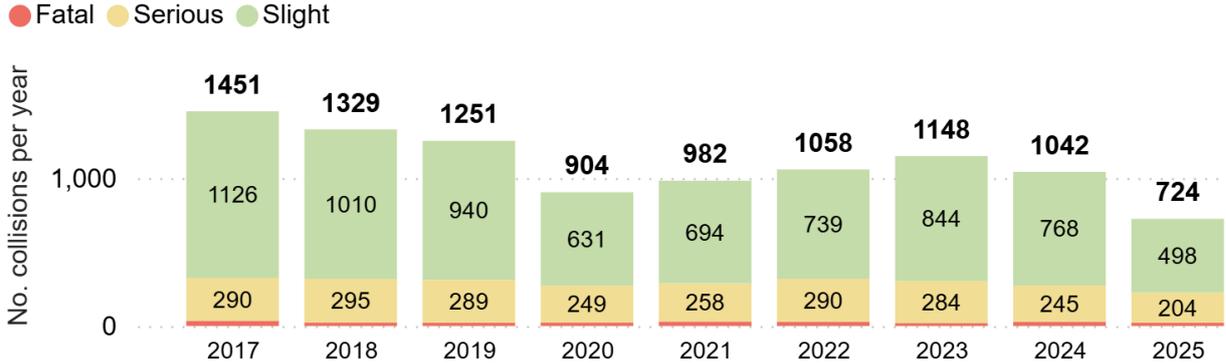
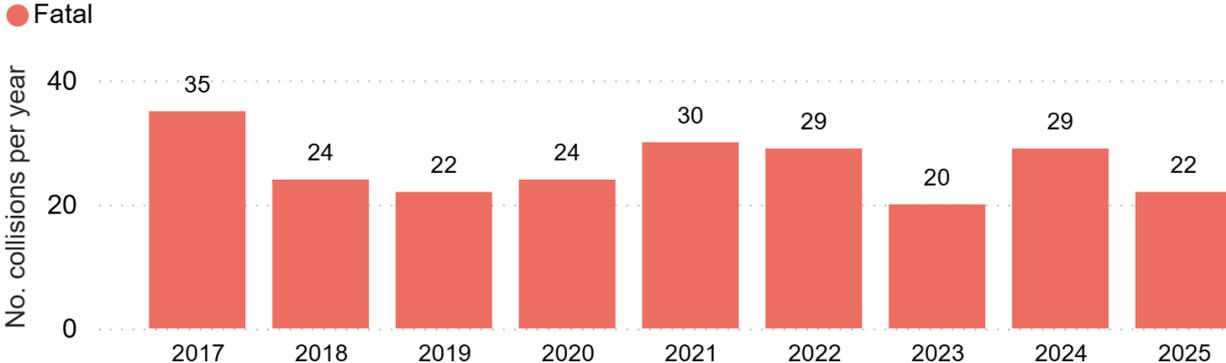


Figure 3: Injury collisions resulting in fatalities by year



2.3 The Council’s Road Safety team analyses road safety data to understand current and emerging trends on Cambridgeshire’s transport network and to identify risks to the public who use all forms of transport, from walking to HGV movements. The Council has data sharing agreements with Cambridgeshire Constabulary that enables the team to fully understand the underlying causes of recorded injury collisions, as well as good links with the local trauma network to understand the injuries being caused to users.

2.4 The ‘Fatal Five’ factors behind a large proportion of road related collisions have remained unchanged for many years. These are:

- Distraction / Failed to Observe.
- Drink and drug driving.
- Use of mobile phones.
- Excessive speed.
- Failing to wear a seatbelt.

Patterns in collisions resulting in people Killed or Seriously Injured (KSI) in 2024

2.5 The following figures detail collisions that resulted in KSI casualties in Cambridgeshire in 2024. Figure 4 the sets out the broad categorisation of the most identified Road Safety Factors (RSF) in all injury collisions attended by a police officer in 2024. Figure 5 shows the most frequently identified RSF for KSI collisions in 2024. This is not a full summary of RSF for KSI collisions, and there may be multiple factors for each collision.

Figure 4: Road Safety Factor categories identified for all injury collisions in 2024

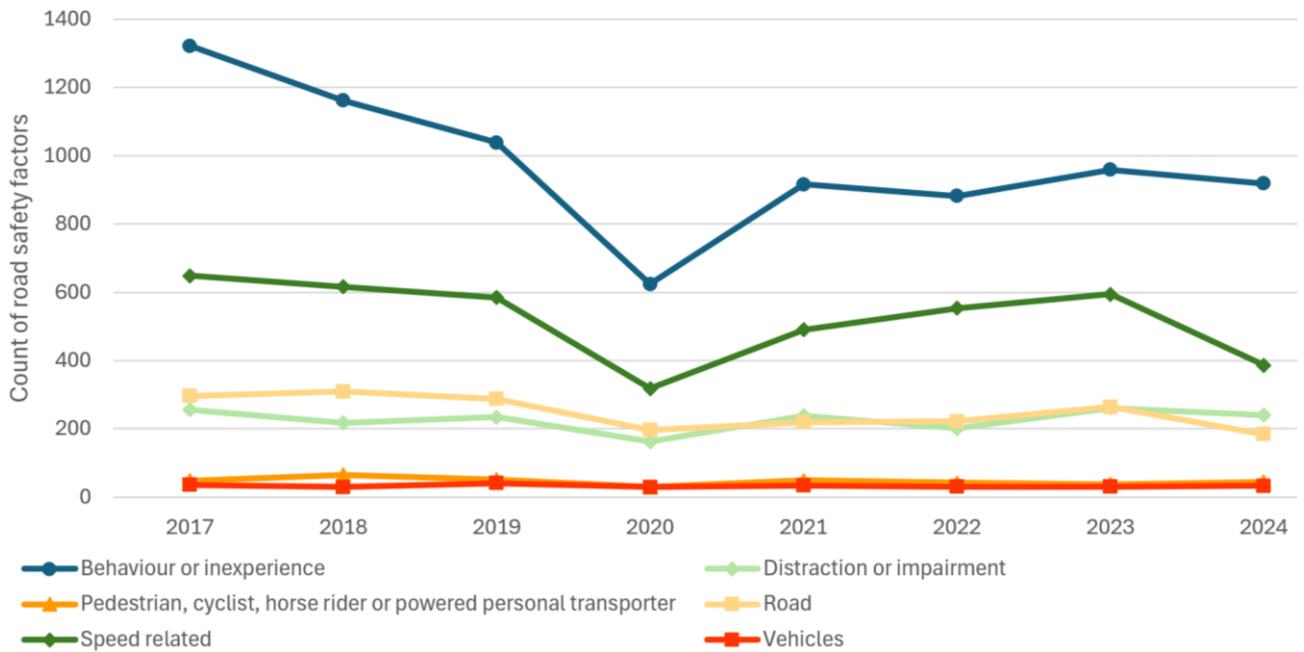


Figure 5: Most commonly identified Road Safety Factors, KSI collisions, 2024

| Road Safety Factor | Category name | Number of collisions | Number of people |
|---|---------------------------|----------------------|------------------|
| Ineffective observation by either the driver, rider or pedestrian | Behaviour or inexperience | 15 | 15 |
| Driver/ rider being aggressive, dangerous or reckless | Speed related | 11 | 11 |
| Driver/rider travelling too fast for conditions (including loss of control or swerving) | Speed related | 9 | 9 |
| Distraction to driver or rider from inside or outside or on vehicle | Distraction or impairment | 7 | 7 |
| Driver or rider exceeding speed limit | Speed related | 7 | 7 |
| Driver or rider overshot junction or poor turn or manoeuvre | Behaviour or inexperience | 6 | 6 |
| Driver or rider illegal turn or direction of travel or failed to comply with traffic sign or signal | Behaviour or inexperience | 4 | 4 |
| Illness or disability | Distraction or impairment | 4 | 4 |
| Affected by alcohol | Distraction or impairment | 3 | 3 |
| Driver or rider had uncorrected or defective eyesight | Distraction or impairment | 3 | 3 |

* This is not a full summary of all RSF for all 274 KSI collisions in 2024. There are 35 Road Safety Factors used by the Police, of which the top ten are shown here.

2.6 Figures 6 and 7 summarise the types of locations where KSI collisions occurred in 2024, and the speed limit on the roads on which those collisions occurred:

- Almost half of KSI collisions occurred on stretches of road away from a junction.
- The highest incidence of fatal collisions as a proportion of fatal and serious collisions is on roads with 50 and 60mph speed limits.
 - The proportion of KSI collisions – and especially fatal collisions – is lower on 70mph roads. This reflects that these routes are dual carriageways and most collisions are between vehicles travelling in the same direction, with a lower speed differential when the collision occurs compared to head on collisions on single carriageway roads.

Figure 6: Type of locations where collisions resulting in KSI casualties occur, 2024

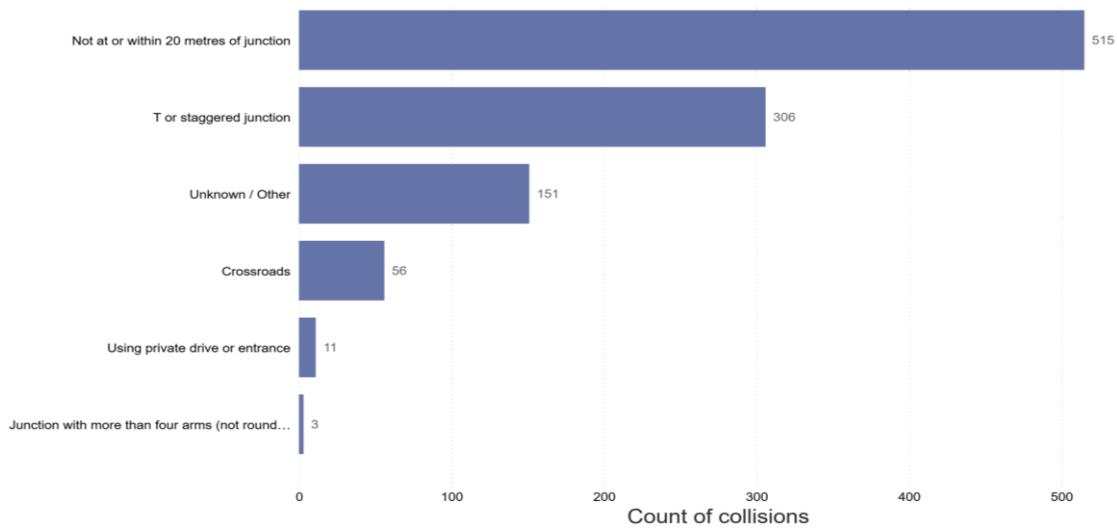
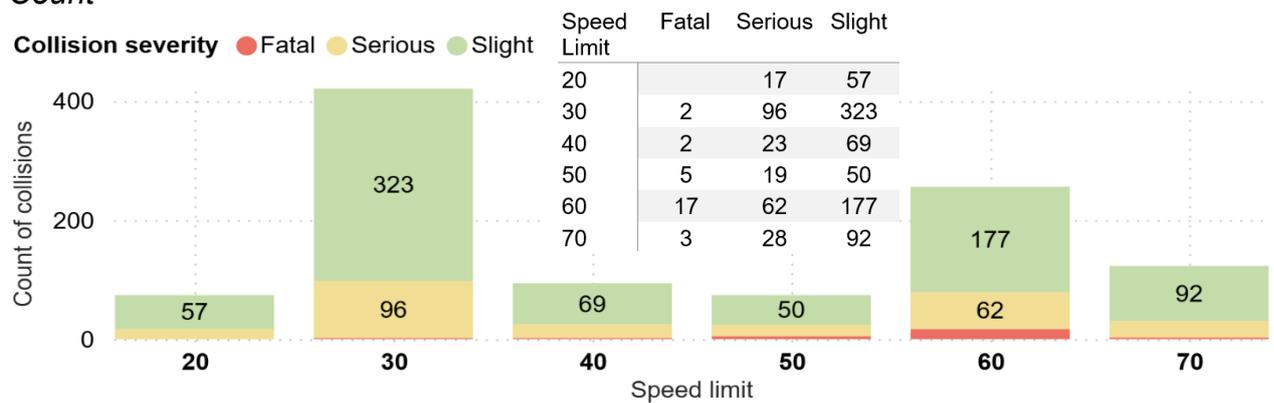
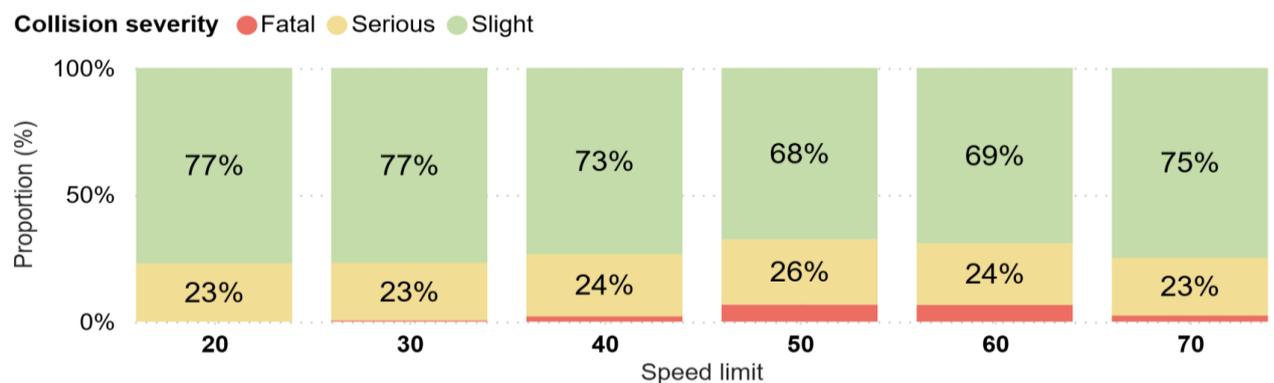


Figure 7: Collision severity by road speed limit, 2024

Count



Proportion



2.7 Figures 8 and 9 detail the vehicle types involved in collisions and mode of transport in use by the casualties for collisions in 2024.

- The 274 KSI collisions in 2024 involved 524 vehicles and resulted in 438 casualties including 31 fatalities.
- The 29 collisions that resulted in 31 fatalities involved 60 vehicles and also resulted in a further 27 casualties seriously or slightly injured.

Figure 8: Vehicle type and injuries – KSI collisions, 2024

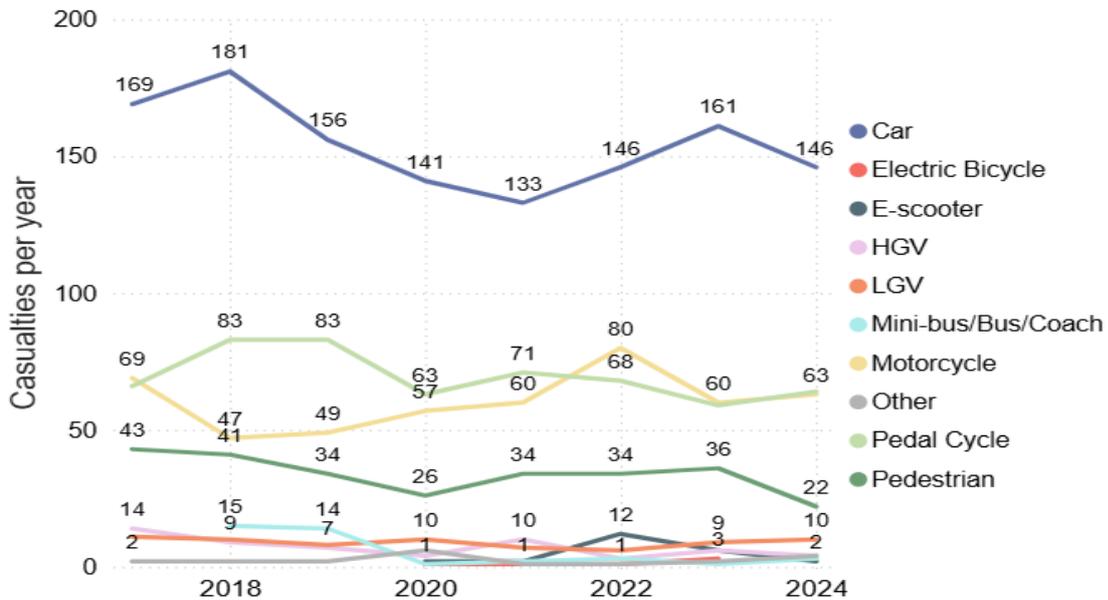
| Vehicle type | Count | Casualty type | All casualty severities | Count |
|--------------------|-------|--------------------|-------------------------|-------|
| Car | 299 | Car | | 234 |
| Electric Bicycle | 0 | Electric Bicycle | | 0 |
| E-scooter | 3 | E-scooter | | 2 |
| HGV | 36 | HGV | | 9 |
| LGV | 35 | LGV | | 19 |
| Mini-bus/Bus/Coach | 4 | Mini-bus/Bus/Coach | | 14 |
| Motorcycle | 66 | Motorcycle | | 64 |
| Other | 10 | Other | | 4 |
| Pedal Cycle | 71 | Pedal Cycle | | 69 |
| Unknown | 0 | Pedestrian | | 23 |
| | | Unknown | | 0 |

Figure 9: Vehicle type and injuries – Fatal collisions, 2024

| Vehicle type | Count | Casualty type | All casualty severities | Count |
|--------------------|-------|--------------------|-------------------------|-------|
| Car | 35 | Car | | 37 |
| Electric Bicycle | 0 | Electric Bicycle | | 0 |
| E-scooter | 0 | E-scooter | | 0 |
| HGV | 7 | HGV | | 1 |
| LGV | 6 | LGV | | 2 |
| Mini-bus/Bus/Coach | 1 | Mini-bus/Bus/Coach | | 7 |
| Motorcycle | 7 | Motorcycle | | 6 |
| Other | 1 | Other | | 0 |
| Pedal Cycle | 3 | Pedal Cycle | | 3 |
| Unknown | 0 | Pedestrian | | 2 |
| | | Unknown | | 0 |

2.8 Figure 10 shows trends in casualties by mode of transport.

Figure 10: Trends in incidence of collisions resulting in fatalities or serious injuries by mode of transport, 2017 to 2024



Risks to different categories of road users

Young drivers

- 2.9 Young drivers continue to be disproportionately represented in the collision statistics. Young drivers, particularly those prone to taking risks, are sometimes harder to engage with effectively. Traditional safety messaging and communications for these groups do not work well and this remains a challenge. We have partnered with 'First Car' who uses social media influencers to try to reach our young drivers, and the uptake of individuals following the messaging is encouraging.

Motorcyclists

- 2.10 At the time of writing (December 2025) the number of motorcyclists killed in collisions in 2025 is nine. This has surpassed the number of motorcyclists killed in collisions in all of 2024, which was six. All but one of these collisions have involved risk taking behaviour, including being unlicensed or unqualified to ride, excess alcohol/drugs and excessive speed. There is a lack of enforcement deterrent for motorcyclists across the county.
- 2.11 The Police 'Bikesafe' Scheme and the Fire Service 'Bikerdown' initiatives are well supported (oversubscribed) road safety interventions that attract safety conscious riders.

Cyclists and Pedestrians

- 2.12 Cycling and walking are attractive modes of transport for many people for commuting, leisure and exercise. They support a healthy lifestyle and support the County Council's climate aspirations. Figures 11 and 12 show collisions involving pedestrians and cyclists for the three years from 2022 to 2024.

Figure 11: Injury collisions involving cyclists (inc. electric bicycles), 2022-2024

| | Number of collisions | Casualties | | | | |
|-------------------|----------------------|------------|------------|-----------|------------|------------------|
| | | Cyclist | Pedestrian | Other | Total | KSI |
| Cambridge | 421 | 414 | 12 | 8 | 434 | 110 (25%) |
| East Cambs. | 39 | 39 | - | - | 39 | 12 (31%) |
| Fenland | 44 | 44 | 1 | 1 | 46 | 11 (24%) |
| Huntingdonshire | 87 | 86 | 1 | 3 | 90 | 36 (40%) |
| South Cambs. | 119 | 125 | 2 | 4 | 131 | 48 (37%) |
| Countywide | 710 | 708 | 16 | 16 | 740 | 201 (27%) |

Figure 11: Injury collisions involving pedestrians, 2022-2024

| | Number of collisions | Casualties | | | |
|-------------------|----------------------|------------|-----------|------------|-----------------|
| | | Pedestrian | Other | Total | KSI |
| Cambridge | 86 | 99 | 8 | 107 | 28 (26%) |
| East Cambs. | 35 | 37 | 2 | 39 | 17 (44%) |
| Fenland | 61 | 65 | 2 | 67 | 21 (31%) |
| Huntingdonshire | 59 | 62 | 3 | 65 | 16 (25%) |
| South Cambs. | 31 | 31 | 1 | 32 | 16 (50%) |
| Countywide | 272 | 294 | 16 | 310 | 90 (29%) |

2.13 It can also be noted that:

- In the period 2022-2024, over 90% of pedal cyclist casualties in Cambridgeshire were injured in collisions that involved a motor vehicle.
- In the same period, only 14 (0.4%) of motor vehicles casualties were involved in a collision that involved a pedal cycle. These collisions also resulted in ten pedal cyclist casualties.
- In the period 2022-2024, around 85% of pedestrian casualties in Cambridgeshire were injured in collisions that involved a motor vehicle.
- 26 (10%) of the pedestrian collisions in the period 2022-2024 involved pedal cyclists / electric bicycles (16, 6%) or e-scooters (10, 4%). One these collisions also involved a car. These 26 collisions resulted in 33 casualties, of which 28 were pedestrians.

2.14 While it is not the purpose of this paper to apportion blame in any incident to any road user, these figures show the imbalance in outcomes between drivers, pedestrians and cyclists when collisions occur between them.

2.15 Cycle speeds have increased with the advent of E-Bikes that have an electric motor supported speed of up to 15.5mph and typically weigh more than a traditional cycle. Data from the Vision Zero Board Trauma Network have identified an increase in injuries to pedestrians and cyclists as a result of shared use path collisions. The police do not ordinarily record these collisions and therefore they do not feature in our collision data as they do not occur on the road network.

3. Current Activities to Improve Road Safety

3.1 The Council's duties in relation to road safety are summarised in paragraph 2.2. Meeting these duties requires that the achievement of positive road safety outcomes is embedded in the work of Council in managing, maintaining and improving the local transport network, and in promoting safe and sustainable transport.

3.2 The Council's capital and revenue highway maintenance programmes frequently include safety upgrades in their design, for example, in introducing changes to layouts to improve visibility for drivers when undertaking major maintenance works or introducing raised rib line traffic markings to replace normal white lining on higher speed roads when appropriate to do so.

3.3 The Council's Highways Development Management Team also ensures that new development, and new highway and transport infrastructure that will be adopted by the Council is safe and compliant for users of all modes of transport.

3.4 The Council's transport policies and those of government and the Combined Authority prioritise road safety, and this is then manifested in the Council's work promoting active travel and public transport and delivering active travel and public transport improvements. The Council has a hierarchy of transport users that prioritises users that are most risk, and this hierarchy has informed the Council's policies and investment in transport. In 2025, the Council introduced Active Travel and Public Rights of Way maintenance hierarchies to support investment where it is needed most.

3.5 The Council's 20mph speed limit programme is driven by road safety objectives alongside the social and local benefits it brings. The Local Highways Improvements programme is led by parishes and local communities, and most schemes that are funded

are small but important interventions that improve the safety and useability of the local transport network.

- 3.6 The Council also works with schools to bring forward schemes and initiatives to promote and maintain use of safe, sustainable active travel to schools, including school streets initiatives. The Council is also working to achieve a shared priority with the Combined Authority to deliver more and safer active travel links to schools.
- 3.7 Public Health are a key partner on the Vision Zero Board and are working with the Council's Safety Team to understand how their work can influence public health activities with particular reference to Alcohol and Drug Dependency Programmes. This is intrinsically linked to driver risk and those who are receiving drug and alcohol support in the community often drive.
- 3.8 The County Council's Road Safety team supports other teams across the Council in their work, but also delivers programmes of road safety work in two main functional areas:, Road Safety Audit and Engineering, and Road Safety Education
- 3.9 The work of the road safety team in focuses on the Vision Zero theme 'Safe Roads', but also directly and indirectly supports the other themes of the Vision Zero Partnership.

Planned Road Safety Infrastructure Investment

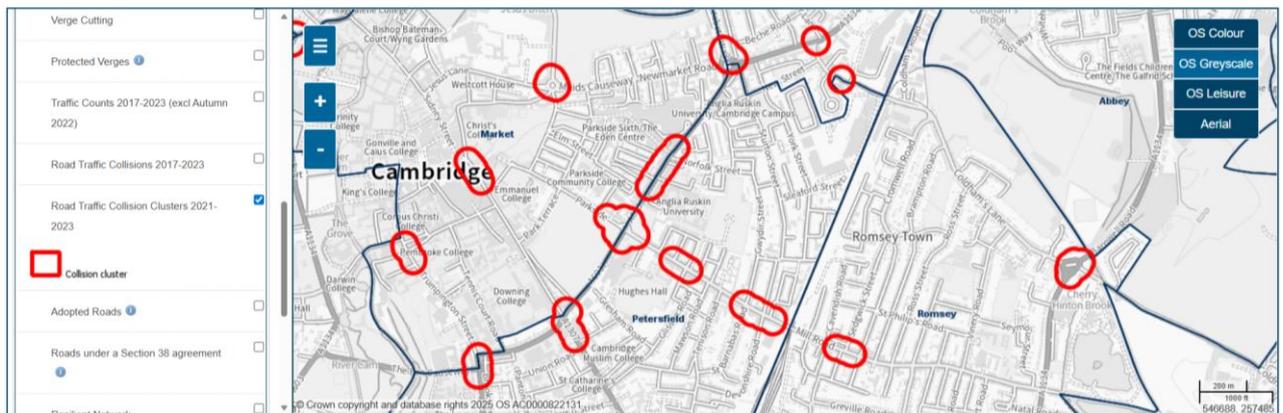
- 3.10 As part of the Council's capital programme, the following safety schemes, identified through an evidence-led process are programmed for implementation in 2026/27:
 - **Wheatsheaf Crossroads** – A road safety scheme involving the installation of traffic signals at the B1040 Somersham Road/Wheatsheaf Road/Bluntisham Heath Road junction in Somersham. The improvements include widening the carriageway, installation of street lighting and traffic signal equipment, the provision of separate traffic lanes on the approaches to the junction and a reduced speed limit of 50mph.
 - **Puddock Road** – A road safety scheme to reduce speeds and repair ruts to the edge of the carriageway at Puddock Road, complemented by 'access only' traffic regulation measures and enhanced signage.
 - **Home to school routes** – A package of infrastructure measures to improve the safety of a number of home-to-school walking, cycling and wheeling routes.
- 3.11 The 2026/27 programme is currently being developed and prioritised and will be informed by the evidence described below from the cluster site analysis and also through the international road assessment programme (iRAP).
- 3.12 Furthermore, National Highways are implementing a speed limit reduction safety scheme on the A47 with the support of Cambridgeshire and Norfolk County Councils. This will reduce the speed limit on single carriageway stretches of the A47 to 50mph. The average speeds on the A47 (85th percentile) was 52-54mph pre implementation. Reductions in the number of collisions and casualties are anticipated due to the reduction in energy in collisions. The scheme should reduce likelihood of overtaking collisions which have resulted in many of the fatalities on this road. The reduction in speed on the A47 will be enforced by Average Speed Cameras to gain compliance. This committee will be presented with data from the A47 project post implementation, with a view to considering similar projects for the A10, A141 and A142 in 2027/28.

Yearly 'cluster site' analysis

3.13 The incidence of collisions on the local road network is monitored on a continuous basis, but trends in collisions are typically reported on an annual cycle using verified collision and casualty data for full calendar years. This data is used to identify 'cluster sites'. A cluster site is defined as a junction or 100 metre stretch of roads, where in the latest three-year period:

- there have been 6 or more collisions resulting in injury, or
- there have been 3 or more collisions resulting in serious injury or fatalities.

3.14 If clusters overlap, they will be treated as a single cluster site, as can be seen on the map below (see [My Cambridgeshire](#), Transport and Streets Map Category) showing cluster sites in central Cambridge.



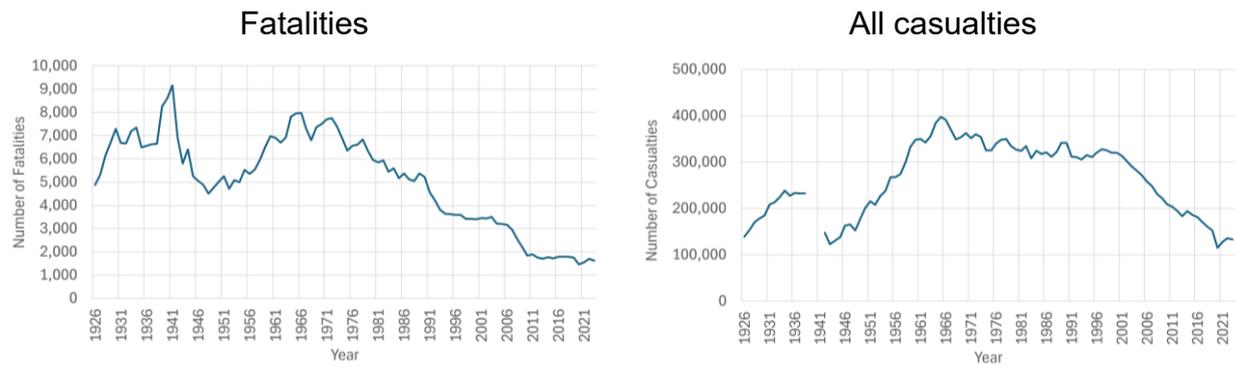
3.15 The nature of collisions at cluster sites is analysed to identify any patterns in the collisions that might indicate whether there are interventions / schemes that could be brought forward that would reduce the incidence of collisions and casualties. This analysis will look at all factors recorded by the police in their reporting of injury collisions on the [STATS 19 form](#) for reported injury collisions. The team will also establish whether the police hold any further data on 'damage only' collisions which might provide further information about patterns of collisions.

3.16 For the three-year period to December 2023 the analysis of collision data has identified 41 cluster sites on the local road network in Cambridgeshire. Of these, 26 sites already have road safety improvements identified or planned, and two sites have schemes under construction.

Network wide approaches to improving road safety

3.17 The process of cluster site analysis has over several of decades, led to interventions that have reconfigured and updated the highway network and contributed along with other factors such as safer vehicles to large reductions in the incidence of collisions resulting in injury and death. Changes in the number of fatalities and of all casualties on roads in Great Britain are shown below.

Figure 11: Historic trends in casualties on Great Britain’s Roads, 1926 to 2023



- 3.18 In many areas we now see fewer collisions than was the case historically, and fewer obvious patterns of direct causation factors linked to highway infrastructure. This does not mean that there are not physical interventions that can further reduce casualties.
- 3.19 Interventions based on network wide analysis such as IRAP – the [International Road Assessment Programme](#) – can identify measures that will reduce the risk of collisions by such as the use of crash barriers, vegetation clearance, of white lining, or lower speed limits, taking a systematic and focussed approach to a route, informed and referenced to the collision record on the length of a route. Inappropriate speed is always likely to be a factor in some collisions, but it is clearly demonstrable that lower speeds reduce the overall incidence and severity of collisions.

Review of all road traffic collisions that result in fatalities

- 3.20 Following notification from the police of a collision involving fatalities, a site meeting at the location of the collision occurs within 7 days, or sooner if the police raise concerns with the road. These meetings include the Police Traffic Management Officer and Road Safety Team members, and Maintenance representatives from the Council, as well as the Highway Maintenance Officer and Area Manager.
- 3.21 Following the site visit a report is completed and reviewed by the Council’s Road Safety Manager and any necessary remediation works authorised. These works can be routine maintenance, or the addition of new infrastructure to achieve a safer road or roadside thus meeting our Vision Zero aspirations. Where re-design or major works are required the Highways and Transport projects team would be consulted – such is the case with the current scheme at Wheatsheaf Crossroads and Puddock Road.

Road Safety Audit

- 3.22 The Road safety team undertake independent road safety audits of proposals for changes to the road network in Cambridgeshire. The aim of the audit is to minimise the number and severity of situations in which road users are injured whilst using the streets and roads.
- 3.23 The requirements of the Road Safety Audit process are detailed in government guidance, which set out a four-stage process for the safety assessment of road schemes from initial design through to post implementation review. Existing roads can also be audited to systematically assess the safety risks that may be present.

Safety Camera activity (fixed and mobile sites)

- 3.24 Working in partnership with the collaborated Bedfordshire / Cambridgeshire / Hertfordshire (BCH) Cameras Tickets and Collisions Unit (CTC) we analyse collision data and compare it to the enforcement activity. Locations identified on a 'heat' map show us where a speed risk is identified and how using mobile camera technology, we can impact on areas where drivers are taking unnecessary risks by speeding. The County Council's fixed point speed cameras (Spot Speed) form part of the deterrent to encourage drivers to travel at or below the speed limit.

20mph Speed Limits

- 3.25 There is a significant and growing evidence base nationally that shows that 20mph speed zones and limits lead to very significant reduction in collisions resulting in injury, and reductions in the severity of injuries resulting from those collisions.
- In Wales, there was a reduction in all casualties on roads where the speed limit was reduced from 30mph to 20mph of 28% (607 fewer casualties) between October 2023 and September 2024. This included 10 fewer fatalities and 95 fewer serious injuries.
 - Transport for London data shows a 34% reduction of those killed or seriously injured on London borough roads following the implementation of 20mph speed limits.
- 3.26 20mph speed limits and zones that have been implemented are monitored in terms of both the number of collisions that occur before and after scheme implementation, and of speeds of vehicles travelling through the new speed limits. For the current programme of works this monitoring will allow for the assessment of whether further measures are needed to support the reductions in vehicle speed, collisions and casualties that is sought. The current programme has an annual budget of £150,000 and proposals can be submitted by anyone with the support of their County Councillor.

Road Safety Education

- 3.27 The Council's Road Safety Education team delivers Junior and Youth Travel Ambassador programmes in primary and secondary schools, and Safer Routes to School schemes.
- 3.28 Evidence is clear that introducing the youngest road users to 'safety first' can influence their behaviour for life. As we introduce more travel choices and encourage people to choose alternative more sustainable and active travel it remains imperative that we support their safety culture as they transition become more independent and become our transport users of the future. Road safety education funding remains challenging, and much of our school-based activity relies on central government and public health funding for our primary school offerings, such as Bike It, Bikeability and Junior Travel Ambassador.

Funding of road safety interventions

- 3.29 As discussed above, road safety activities and interventions are mainstreamed in several of the Council's core transport budgets.
- 3.30 There is a small annual capital schemes budget allocation of £600k from the Integrated Transport Block. The capital budget is used to fund road safety improvements on the local road network following the FRB reviews, cluster site analysis, and now iRAP. In addition to this core budget, the Council will consider bids for further road safety scheme

funding through the Business Planning Process when the scale of the budget needed for a scheme to address critical safety issues exceeds the capability of the core budget.

- 3.31 The value of safety schemes is typically assessed based on the reduction in collisions that should be seen from the intervention, and the cost savings that would nominally be seen¹. This methodology would not generally lead to the prioritisation of large and costly safety measures. In these cases, if there is a record of serious or fatal collisions with common causation factors that could be addressed by a safety intervention, it is for Full Council to determine whether the Council should provide the funding necessary to allow for such schemes to be delivered. An example of such a scheme would be the measures being introduced at the Wheatsheaf Crossroads on the B1040 between St Ives and Somersham.

County Council Road Safety web pages

[Road safety | Cambridgeshire County Council](#)

¹ Nominal cost savings from the reduction in casualties is used for the purpose of allowing comparison of the likely impact of interventions at different locations in safety terms, rather than in comparison to any other type of highway scheme.

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From: [NORTHCPAREPARTNERSHIP \(NORTH WEST ANGLIA NHS FOUNDATION TRUST\)](#)
Subject: North National Neighbourhood Health Implementation Programme | Monthly Briefing | January 2026
Date: 30 January 2026 15:46:26
Attachments: [image001.png](#)
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[image006.jpg](#)
[image007.png](#)

January 2026

Welcome to the North Cambridgeshire & Peterborough Care Partnership National Neighbourhood Health Implementation Programme (NNHIP) monthly update.

Every month, we'll be sharing a brief snapshot of the progress being made across North Place as part of the NNHIP. These updates are designed to keep all our stakeholders informed and engaged with the work taking place. Please feel free to circulate this update within your teams and organisations as appropriate.

If you have any questions or would like more information about the programme, please contact us via nwangliaft.northcpcarepartnership@nhs.net

Dr Minal Bakhai Visit | 22 January 2026

On Thursday 22 January North Cambridgeshire and Peterborough Care Partnership were visited by Dr Minal Bakhai, National Director for Primary Care and Transformation and Nicola Gitsham, Head of Strategy and Policy for Neighbourhood Health at NHS England.

The visit was an opportunity to showcase the work being delivered as part of the National Neighbourhood Health Implementation Programme (NNHIP). Minal and Nicola were given an overview from local care teams on the proactive frailty clinics being run across our three pilot neighbourhoods and an overview of the projects we have delivered with our partners across the health, care and VCSE sector to improve the health and wellbeing of our population.

The national team were able to see a joint proactive clinic that takes place weekly between a GP (Dr Hussain) and Social Prescriber (Gina Goubran) from Central, Thorpe and Thistle Moor PCN. The team were able to talk through the process from identifying people using GP Practice data through to the personalised care plan and "what matters to you" conversation.

This was followed by a presentation from Dr Mandeep Sira, PCN Clinical Director from Wisbech PCN, who gave an overview of the vision for Neighbourhood Health and Integrated Neighbourhood Teams and sector organisations, responding to the needs of the community. Dr Sira showcased some of the groups and initiatives to support mental health, walking football and dance group and their experiences of building an integrated team of teams as part of the NNHIP programme.

Colleagues from across our Partnership were invited to a networking lunch where Dr Neil Modha, North Cambridgeshire and Peterborough Care Partnership co-chair and John Rooke, Managing Director, gave an overview of the vision for Neighbourhood Health and Integrated Neighbourhood Teams and how the work and learning of three pilot sites over the last four months has helped to shape plans for 2026/27.

Dr Minal Bakhai then presented her vision for Neighbourhood Health. She described Neighbourhood Health as a "radically different way to deliver change and enable those on the frontline to deliver the best care in partnership with communities." Her key ingredients to success as;

- 1) Trusted relationships
- 2) Strong partnerships and distributed leadership
- 3) A permissive culture with devolved budgets that are closer to communities
- 4) A relentless focus on whole person outcomes

After lunch, the national team visited South Peterborough PCN at the Yaxley Practice, where Dr Peresh Gela, PCN Clinical Director, Dr Rhiannon Nally and some of the PCNs Personalised Care team presented on their proactive care model. The introduction of Occupational Therapists into their team and the Group Consultations they have introduced.

Dr Minal Bakhai said "It's been great to hear about the proactive care model being delivered through collaboration between health, care and the community and to learn about the investment being made in to the voluntary sector and grass roots organisations."

What's coming up?

Planning for 2026/27 has begun. We intend to capture the learning and insights from partners involved in NNHIP and incorporate into an Integrated Neighbourhood Team Implementation Guide. This document will support and encourage partners to develop Integrated Neighbourhood teams across all Neighbourhoods in North Cambridgeshire and Peterborough.

Work has begun thinking through the evolution of our High Intensity User Tier 2 programme (including a better name!) for 2026/27. This proactive care scheme provides a great opportunity for Integrated Neighbourhood teams to work together to deliver personalised care and support to people who have been identified, through population health data, as at risk.

Both documents will be developed with input from the Integrated Neighbourhood Development Group and other Integrated Neighbourhood and primary care forums. Do reach out to us on nwangliaft.northcpcarepartnership@nhs.net if you would like to contribute towards their development.

Alongside our monthly newsletter we're also holding monthly webinars to share key updates and share progress. Our next stakeholder webinar will be taking place on Wednesday 11 February at 12:30. If you don't have the invite in your diary, please email nwangliaft.northcpcarepartnership@nhs.net to request an invite.

Additionally, the next regional neighbourhood health event is being held in Birmingham on Tuesday 10 February. Colleagues from across our system including General Practice, social care, and voluntary sector will be brought together to share examples of best practice and talk about next steps. We will share further information around this event in our next newsletter in February.

UPDATE ON PREVIOUS ACTIONS

| REF | Date Requested | Question | Target Date |
|-------------------------|----------------|--|---------------------------------|
| COMPLETED ACTONS | | | |
| | | | |
| | 01/12/25 | <p>Question to Councillor Dee Laws Councillor Booth suggested that if the decisions made does go to an appeal this needs to be factored into the council’s higher-level analysis and that’s where he feels the changes need to be made and additional training required to help councilor’s put forward a stronger case if they are going to refuse an application and improving the situation over a wider picture. Councillor Mrs. Davis suggested in Councillor Laws absences that the question be put to her for her to respond.</p> <p><i>“I appreciate the point being raised regarding the role of appeals in shaping our wider decision-making processes. It is absolutely right that, when a decision is likely to proceed to appeal, and there is the potential for costs being awarded, that this should be reflected in the Council’s consideration of the application. Ensuring that members are fully equipped to present robust, well-reasoned grounds for refusal is essential, and I can assure you that all the Members of the Planning Committee seek to make defensible decisions that stand up to scrutiny.</i></p> <p><i>I agree that there is value in reviewing how we support councillors in this area, including whether additional training or guidance would strengthen our ability to articulate clear planning reasons and improve outcomes across the board. The Members already receive extensive and robust training, and this is something that I believe we should continue to embrace as part of our ongoing commitment to good governance and sound decision-making.”</i></p> | <p>12/01/26</p> <p>23/02/26</p> |
| ON GOING ACTION | | | |
| | 19/01/26 | 2 new panel actions arising from today’s meeting: | |

| | | | |
|-----------------------------|--|--|--|
| | | <ol style="list-style-type: none"> 1. To look at how the services perform against KPIs and to consider bringing a report on that. Amy will need to speak to Dave about how feasible that is, but when you are penciling in the scheduling if you could include a space for that as well then probably next March/April would be best (to give us the year to monitor and plan how to present etc); and 2. Looking at the potential for an amnesty arrangement in relation to waste. Amy will need to speak to Mark and Carol again before we can make any progress on that. Amy may need to bring a report to the next meeting just to outline what the options are. | |
| WATCHING BRIEF ITEMS | | | |
| | | None at present | |

Overview and Scrutiny – Draft Work Programme 2025-2026

All Informal pre-meetings are held via Teams until further notice,
but Formal meetings will be held in the Council Chamber at Fenland Hall

Meeting Dates

| <u>Agenda Despatch Due Date</u> | <u>Informal pre-meeting</u> | | | <u>Formal Overview & Scrutiny Meeting</u> | |
|---------------------------------|-----------------------------|-------------|-----------------|---|----------------|
| | <u>Date</u> | <u>Time</u> | <u>Location</u> | <u>Date</u> | <u>Meeting</u> |
| 10 April 2026 | 13 April 2026 | 2.00pm | Via Teams | 20 April 2026 | 10.00am |

20 April 2026

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|-------------------------|---|----------------------------|--|
| 10.00 -12.00 Meeting | Progress in Delivering the Economy Corporate Objectives to include Planning 2025/26 | Economy | Peter Catchpole Carol Pilson Dan Horn Anna Goodall Mark Greenwood Phil Hughes Wendy Otter Matt Leigh Cllr Count Cllr Seaton Cllr Laws Cllr Boden Cllr Gary Christy |
| | Update on CPCA Growth Service and impact on Economic Development in Fenland | Economy | Peter Catchpole Anna Goodall Mark Greenwood Cllr Count |
| | Waivers Report | All | Amy Brown Chair |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2024/25 | All | Amy Brown Chair |

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Overview and Scrutiny – Draft Work Programme 2026-2027

All Informal pre-meetings are held via Teams until further notice,
but Formal meetings will be held in the Council Chamber at Fenland Hall

Meeting Dates

| <u>Agenda Despatch Due Date</u> | <u>Informal pre-meeting</u> | | | <u>Formal Overview & Scrutiny Meeting</u> | |
|---------------------------------|-----------------------------|-------------|-----------------|---|----------------|
| | <u>Date</u> | <u>Time</u> | <u>Location</u> | <u>Date</u> | <u>Meeting</u> |
| 29 May 2026 | 1 June 2026 | 2.00pm | Via Teams | 8 June 2026 | 10.00am |
| 26 June 2026 | 29 June 2026 | 2.00pm | Via Teams | 6 July 2026 | 10.00am |
| 27 August 2026 | 1 September 2026 | 2.00pm | Via Teams | 7 September 2026 | 10.00am |
| 2 October 2026 | 5 October 2026 | 2.00pm | Via Teams | 12 October 2026 | 10.00am |
| 13 November 2026 | 16 November 2026 | 2.00pm | Via Teams | 23 November 2026 | 10.00am |
| 8 January 2027 | 11 January 2027 | 2.00pm | Via Teams | 18 January 2027 | 10.00am |
| 26 February 2027 | 1 March 2027 | 2.00pm | Via Teams | 8 March 2027 | 10.00am |
| 2 April 2027 | 5 April 2027 | 2.00pm | Via Teams | 12 April 2027 | 10.00am |

8 June 2026

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|------------------------|--|----------------------------|---|
| 10.00-12.00 Meeting | Appointment of the Chairman and Vice-Chairman for the Municipal Year | Quality Organisation | Amy Brown Chair |
| | CSP & CCTV | Environment Communities | Dan Horn Cllr Wallwork Alan Boughen Police representative for Fenland (tbc) |
| | O&S Annual Report | All | Amy Brown Chair |
| | Matters arising – Update on previous actions. | All | Amy Brown Chair |
| | Future Work Programme 2026/27 | All | Amy Brown Chair |

6 July 2026

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|----------------------|---|-----------------------------------|---|
| 10.00 -12.00 Meeting | Freedom Leisure | Communities | Carol Pilson Phil Hughes Matt Wickham (Freedom Leisure) |
| | Progress of Corporate Priority – Environment | Communities Environment | Carol Pilson Dan Horn Phil Hughes Garry Edwards Mark Matthews Annabel Tighe Cllr Wallwork Cllr French Cllr Tierney Cllr Laws |
| | Transformation & Communications Portfolio Holder update | Quality Organisation | Anna Goodall Councillor Tierney Peter Catchpole David Wright |

7 September 2026

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|------|---|----------------------------|---|
| | Progress in Delivering the Economy Corporate Objectives to include Planning 2026/27 | Economy | Peter Catchpole Carol Pilson Dan Horn Anna Goodall Mark Greenwood Phil Hughes Wendy Otter Matt Leigh Cllr Seaton Cllr Laws Cllr Wallwork Cllr Hoy Cllr Mrs French Cllr Tierney Cllr Boden |
| | Update on CPCA Growth Service and impact on Economic Development in Fenland | Economy | Peter Catchpole Anna Goodall Mark Greenwood |
| | Commercial Investment Strategy and Investment Board Update | Economy | Paul Medd Peter Catchpole Dan Horn Anna Goodall Sian Warren Adam Broadway Simon Machen Cllr Boden Cllr Tierney |
| | LGO & 3C's | Quality Organisation | Peter Catchpole |

| | | | |
|--|--|-----|--|
| | | | Cllr Tierney David Wright Sam King |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2023/24 | All | Amy Brown Chair |

12 October 2026

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|-------------------------|--|-----------------------------------|--|
| | Clarion | | Dan Horn Sally Greetham Sue Stavers Paul Newman Daniel Read Karl Grimmer Daniel Shurvington |
| 10.00 -12.00 Meeting | Annual Meeting with the Leader and Chief Executive | | Paul Medd All of CMT Cllr Boden All of Cabinet |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2026/27 | All | Amy Brown Chair |

23 November 2026

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|----------------------|--|----------------------------|--|
| 10.00 -12.00 Meeting | Anglian Water | | Grant Tuffs Anglian Water |
| | Progress of Corporate Priority – Communities | Communities | Carol Pilson Dan Horn Cllr Mrs French Cllr Wallwork Cllr Boden Cllr Hoy Cllr Laws Cllr Seaton Annabel Tighe Phil Hughes Sam King |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2026/27 | All | Amy Brown Chair |

18 January 2027

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|----------------------|--|-----------------------------------|--|
| 10.00 -12.00 Meeting | Draft Budget 2026/27 | Quality Organisation | All of CMT Sian Warren All of Cabinet |
| | Draft Business Plan 2026/27 | Quality Organisation | All of CMT Dave Wright All of Cabinet |
| | Fees and Charges 2026/27 | Quality Organisation | Peter Catchpole All of CMT Sian Warren Cllr Boden All of Cabinet |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2026/27 | All | Amy Brown Chair |

8 March 2027

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|----------------------|--|-----------------------------------|---|
| 10.00 -12.00 Meeting | Annual Review of Anglia Revenues Partnership | All | Peter Catchpole Sam King Cllr French ARP representatives |
| | Public Health & Education | Communities | Carol Pilson Anna Goodall Annabel Tighe |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2026/27 | All | Amy Brown Chair |

12 April 2027 – On hold due to Elections

| Time | Agenda Item | Fenland Corporate Priority | Portfolio Holder/ CMT/Officer/Guest |
|----------------------|--|-----------------------------------|--|
| 10.00 -12.00 Meeting | KEEP CLEAR IF POSSIBLE | | |
| | | | |
| | Matters arising – Update on previous actions | All | Amy Brown Chair |
| | Future Work Programme 2026/27 | All | Amy Brown Chair |

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