

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport & Environment	Name: Joseph Whelan Job Title: Head of Passenger Transport
Service / Document / Function being assessed	Contact details: 01223 715585
C/R 5.08 - Cambridgeshire Future Transport Programme – linked to C/R6.33 - Phase out Bus Subsidies	
Aims and Objectives of Service / Document / Function	
<p>The Passenger Transport Service aims to provide passenger transport services to a wide range of clients across the county. This includes home to school services for school children and children with special needs and subsidised bus services where commercially viable services can't be provided but are needed.</p> <p>The Council has already taken the decision to phase out traditional bus subsidies. This phasing out will occur over a three year period and was included in last year's Integrated Plan. This decision was subsequently reviewed and subject to a separate CIA and consultation at the time, see link below</p> <p>http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/AgendaItem.aspx?agendaItemID=4839</p> <p>The Cambridgeshire Future Transport project is also the responsibility of the Passenger Transport Service. It has been created to better integrate the commissioning and delivery of transport and to:</p> <ul style="list-style-type: none"> • Provide more efficient and tailored passenger transport services to meet community needs • to pool budgets from different providers of transport and thus to allow for more efficient overall provision • to provide a more simple and integrated means of gaining information about passenger transport services. 	
What is changing?	
<p>Cambridgeshire Future Transport (CFT) is running alongside and aims to mitigate the impact of proposed phasing out of bus subsidies by developing new, innovative and more efficient means of providing public transport services, and by pooling resources. This will enable more responsive services to be provided and services should reflect more closely what individual communities want. Currently, there is limited opportunity for communities and businesses to shape the provision and availability of alternative modes of transport and this programme aims to address this gap.</p> <p>CFT is currently being rolled out, with the Programme building up to £1.5 million per annum of public funding support for transport. In parallel, bus subsidises are being reduced. CFT is being rolled out in a number of tranches across the County and the intention is that existing bus subsidies will only be removed from an area when alternatives have been developed through CFT.</p> <p>CFT has identified 13 geographical areas which are being systematically studied. New services for communities are being identified, following which those services are commissioned and introduced. These services will run in parallel with conventional services. There should be a positive impact on communities from CFT alone as it is looking to identify services specifically suited to individual needs. For the purposes of this CIA, it is the impact of CFT investments that is being assessed.</p>	
Who is involved in this impact assessment?	
e.g. Council officers, partners, service users and community representatives.	

Project Team

Dan Clarke
Ashley Whittaker
Joel Chalfen

Programme Board

Joseph Whelan
Dan Clarke
Judith Davies
Derek Biggs
Mark Miller

Member Steering Group

Councillor Ian Bates (Chairman)
Councillor Tony Orgee
Councillor Philip Read
Councillor Nick Guyatt
Councillor Ralph Butcher
Councillor Tim Ward
Councillor Pippa Corney
Councillor Susan Van Der Ven
Catherine Mitchell (NHS)
Kirsten Bennett (ACRE)

Stakeholders:-

District Councils
County and District members
NHS
Operators
Community Transport providers
Local communities
Local businesses
Age UK Cambridgeshire
Cam Sight
COPE (Cambridge Older People's Enterprise)
Cambridgeshire County Council Adult Services Older People
Cambridgeshire County Council Disability Services
Care Network
Community Transport Groups
Disability Cambridgeshire Papworth
DisH (Disability Huntingdonshire)
Independent Age
Inspire Wellbeing through the Arts
Our Voice
RNIB
SCDC
Volunteer Bureau Cambridgeshire
Volunteer Bureau Huntingdonshire

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	X		
Disability	X		
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity	X		
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	X		
Deprivation	X		

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact

The aim is that through engaging closely with communities we will be able to provide better, more targeted local services for less total public funding than under the traditional bus subsidies programme. This has the potential to have a positive impact for local communities.

CFT focuses on looking at an alternative means of provision in the light of the proposed cuts to services in order to mitigate any impacts on these groups. Within that context, its objective is to tailor services to meet communities' needs.

In order to mitigate the impact of the previous decisions, the CFT Programme is carrying out ongoing engagement with communities to review the impact of the proposals and to assess usage, identify need and develop local solutions. Further review and evaluation is formally built into the Programme.

Surveys and information provided by service providers show that currently there are 1,924,870 passenger journeys per annum made on subsidised public transport services and many more for education and health related services. A three year programme of community engagement is in place to work with local communities to ensure that CFT investment funds local transport solutions to allow local communities to access work, education, health facilities, shopping and other essential services. Work with local communities will assess the usage of bus routes, identify their actual need and co-design local solutions.

This work is being supported by the collection of both quantitative and qualitative data. Community Engagement Officers have been working closely with local communities and have:

- Spoken to groups such as over 55 clubs and mother and toddler groups to assess the impact of cuts to services as well as to understand their needs
- Ridden on the local bus services to talk to users
- Put together working groups to look at need in the area and to co-design new services.
- Gathered data from Children and Young People's Services and used internal data to assess the impact on young adults travelling to post 16 educational centres
- Gathered, where possible, ridership data from commercial operators
- Held community meetings open to all to hear about the impact of services being withdrawn and to discuss need which will inform new services
- Assessed the data collected from the bus subsidy withdrawal consultation.

Notes from some of these meetings can be found on our webspace - www.cambridgeshire.gov.uk/cft

Negative Impact

The phasing out of bus subsidies already agreed last year identified that changes are likely to impact negatively on rural communities and potentially affect people travelling on Sundays and evenings. Also people unable to find

alternative forms of transport, including some people with disabilities, older people and the less affluent, may also be disproportionately affected.

Issues or Opportunities that may need to be addressed

None identified.

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

Yes - Through the community engagement work we are seeking to develop a shared community vision for local transport. A wide range of stakeholders including County and District members, local communities partners such as the NHS and operators have been involved in the actions referred to in this document.

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport and Environment	Name: Noelle Godfrey
Service / Document / Function being assessed	Job Title: Project Director - Connecting Cambridgeshire
5.14 Connecting Cambridgeshire 1. The Connecting Cambridgeshire Programme, comprising the Cambridgeshire and Peterborough Superfast Broadband project, which aims to make superfast broadband available to at least 90% of residential premises county-wide and, 2. The Cambridge Super Connected City project, which aims to make fixed broadband connection speeds of over 80-100Mbps available to 100% of businesses and enable high-speed wi-fi in the extended urban area of Cambridge.	Contact details: 01223 699011
Aims and Objectives of Service / Document / Function	
<p>The Programme has two main aims:</p> <ul style="list-style-type: none"> • Developing the local economy for the benefit of all • Helping people live healthy and independent lives in their communities. 	
What is changing?	
<p>The planned improvements to the digital infrastructure will greatly assist Cambridgeshire to meet strategic commitments to:</p> <ul style="list-style-type: none"> • drive economic growth • facilitate the transformation of public services • support social inclusion <p>The employment landscape of the county will be altered by this project, as businesses become better able to set up and grow in areas of Cambridgeshire and Peterborough that are currently constrained by poor broadband connectivity. This will help to reduce countywide unemployment, including in some of the most isolated areas, and will improve the development and retention of skills among residents in these areas.</p> <p>Access to superfast broadband will be the crucial enabler for public services going 'digital by default'. Digital by default means digital services which are so straightforward and convenient that all those who can use digital services will choose to do so, while those who can't are not excluded. Digitising transactional services will save people and businesses time and money; by making transactions faster, reducing the number of failed transactions and simplifying the end-to-end process. Over time, the success of better designed digital services will reduce the scale and profile of less convenient, less effective and less cost-efficient contact methods (telephone, face to face, post).</p> <p>People across Cambridgeshire and Peterborough will be better able to access essential services online and, in many cases, to be better involved in their local communities, encouraging community vitality. Social exclusion will be reduced by this project.</p> <p>The availability of superfast broadband will help to address issues of exclusion among elderly and disabled people, as they will be better able to access services online that they may otherwise not be able to access. The development of children and young people will also be supported, particularly helping to create a strong, ICT-literate community for the future.</p>	

The targets are to:

- to facilitate an improved GVA
- to increase business connectivity
- to increase digital inclusion
- eliminating “not spot” areas in Cambridgeshire

Access to superfast broadband at a minimum of 24Mbps will be facilitated for at least 90% of residents. This will greatly increase the ability of residents to access online services, both for leisure and more essential services, and will allow County Council services to be provided to a greater range of people in more isolated areas.

Businesses throughout the county will also have access to superfast broadband facilitated by this project. This will enable a greater number of businesses from a broader range of industries to set up and operate in areas that are not currently feasible. This will contribute to reducing unemployment and encouraging skills utilisation in more isolated areas of the county.

Who is involved in this impact assessment?

e.g. Council officers, partners, service users and community representatives.

Council officers, stakeholders from the LEP, University of Cambridge, CU Health Partnership, Anglia Ruskin University and Urban & Civic (Alconbury Enterprise Zone), members & senior officers from Cambridgeshire County Council, Cambridgeshire’s District Councils and Peterborough City Council.

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	x		
Disability	x		
Gender reassignment		x	
Marriage and civil partnership		x	
Pregnancy and maternity		x	
Race		x	

Impact	Positive	Neutral	Negative
Religion or belief		x	
Sex		x	
Sexual orientation		x	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	x		
Deprivation	x		

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact

The rollout of broadband and superfast broadband will make a significant contribution to reducing rural isolation, by making essential and other services vastly more accessible to some of the most isolated communities of Cambridgeshire and Peterborough.

Superfast broadband will also help to encourage the setting up and location of businesses in areas where they may not currently set up. This will help to reduce unemployment and to encourage greater development of skills in these areas, all of which will help to reduce deprivation around the county.

Age and disability are highlighted above as areas that can particularly expect to be impacted in a positive way. The greater availability of online services that will be facilitated by this project and the rollout already planned by the private sector will help to address issues of isolation experienced particularly among the elderly and disabled. Other than these groups in particular, the project will not have any impact on any specific groups more than others; rather it will bring significant benefits to all.

Aspects of the demand stimulation programme will deliberately seek to work with groups that support the elderly and vulnerable so that the benefits of improved access to services is fully recognised by these groups.

The project will be rolled out in a way that benefits the whole of Cambridgeshire.

Negative Impact

N/A

Issues or Opportunities that may need to be addressed

N/A

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

There will be a positive impact on Community Cohesion

Local stakeholders and community leaders been engaged in planning

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport and Environment Policy and Business Development Service	Name: Celia Melville
Service / Document / Function being assessed	Job Title: Head of Policy and Business Development
Reduction in back office budgets and traffic census costs.	Contact details: 01223 715659
Aims and Objectives of Service / Document / Function	
The Policy and Business Development Service provides a range of activities across ETE, including risk management, business continuity planning, business planning, project management, providing administrative support, performance management information, traffic and accident data and research, communications and policy coordination.	
What is changing?	
<p>The saving proposal stated above covers various reductions and efficiencies in back office budgets in the Policy and Business Development Service.</p> <p>Following on from a number of previous significant efficiency savings in the traffic census programme, from 2013/ 14 onwards we will no longer commission (from Atkins) scheduled annual route monitoring and county infill traffic surveys. Much of this information will be replaced, at no cost, by traffic count data published by the Department for Transport (DfT), although this change will result in a reduction in the amount of traffic data available for non-A class roads. A link to the DfT data has been provided on the Council's website, and the information has also been mapped on the Council's GIS for internal use.</p> <p>There will be a further reduction in the Office Support budget that funds postage and other resources that are not provided corporately, such as specialist toners.</p> <p>There will be a reduction in the Central Professional Qualifications Budget that funds staff in ETE undertaking professional qualifications. The funding already committed for future courses has been confirmed and remains in the budget. The usual application process will be in place for staff across ETE to submit bids for the central budget, ensuring that approved applications can be found within the reduced budget. This is also within the context of Transforming ETE, where it was agreed that the approach to development needs across ETE would be considered strategically.</p>	
Who is involved in this impact assessment? e.g. Council officers, partners, service users and community representatives.	
<p>Celia Melville – Head of Policy and Business Development Graham Amis – Lead Business Development Officer Tamar Oviatt-Ham – Acting Lead Business Development Officer</p>	

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		✓	
Disability		✓	
Gender reassignment		✓	
Marriage and civil partnership		✓	
Pregnancy and maternity		✓	
Race		✓	

Impact	Positive	Neutral	Negative
Religion or belief		✓	
Sex		✓	
Sexual orientation		✓	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		✓	
Deprivation		✓	

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact
N/A
Negative Impact
N/A
Issues or Opportunities that may need to be addressed
N/A

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

N/A

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport and Environment	Name: Nicola Debnam
Service / Document / Function being assessed	Job Title: Head of Local Infrastructure and Street Management
6.18 Road Safety – reduce support for lower risk areas and prioritise integrated road safety campaigns linked to physical measures and enforcement. Investigate options of income generation	Contact details: 01223 706318
Aims and Objectives of Service / Document / Function	
<p>To reduce road casualties through engineering measures, enforcement action and by influencing and informing driver behaviour.</p> <p>A more holistic approach to casualty reduction will be adopted through new methods of working and continued support being available. Going forward, casualty intervention work will retain a data led approach to ensure that the key road safety themes of the Road Safety Partnership continue to strongly influence and inform work activity and programmes.</p>	
What is changing?	
<p>At an operational level CCC continue to work with partners in Peterborough City, Cambs Police and the Fire and Rescue Service to deliver Road safety interventions. Work has been ongoing this year with partner representatives on the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) board to review the future governance arrangements and objectives in light of the many changes partners are currently undergoing. (3 Forces Collaboration (Police) move of Public Health to County Council, creation of Health and Wellbeing boards)</p> <p>Responsibility for delivery of Cycle training in schools has transferred to the Cycling Team in Strategy and Development Directorate. Delivery is currently being delivered by a private supplier funded by the DfT grant monies which are available for 3 years.</p> <p>General road safety education in schools has been reduced in line with the reduction in staff numbers. However funding was secured for a new 2 year project to deliver child pedestrian training in schools using volunteer trainers from schools' staff or the local community.</p> <p>Targeted data led activities should help to minimise the risk of disproportionate impact on any particular group. Examples of the targeted approach include the Child Pedestrian training project, and introduction of the Good Egg child car seat campaign which is externally supported.</p>	
Who is involved in this impact assessment?	
e.g. Council officers, partners, service users and community representatives.	
<p>The impact of any changes within the service will be overseen by the Council and partners within the Cambridgeshire and Peterborough Road Safety Partnership.</p>	

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		x	
Disability		x	
Gender reassignment		x	
Marriage and civil partnership		x	
Pregnancy and maternity		x	
Race		x	

Impact	Positive	Neutral	Negative
Religion or belief		x	
Sex		x	
Sexual orientation		x	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		x	
Deprivation		x	

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact
N/A
Negative Impact
N/A
Issues or Opportunities that may need to be addressed
<p>The challenge will be to find new ways to ensure road safety reaches people and areas of greatest need. We need to continue to use and investigate new technologies and ways to get road safety messages out. Use of on line resources, social media etc will be used more extensively but will still be supported by more traditional approaches where these are proven to be most effective.</p> <p>Changes in the partner organisations has brought a range of opportunities to work together differently. For example working more closely and sharing data with the Public Health team should help towards improved outcomes for the budget available to invest in road safety activities.</p> <p>Sources of external funding, opportunities for sponsorship or income generation are areas that we would like to explore more.</p>

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

N/A

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport & Environment	Name: Graham Thomas.....
Service / Document / Function being assessed	Job Title: Head of Growth & Economy
<p>Growth and Economy Services – Charging for Services covering the following proposals in the CCC Business Plan 2013/14</p> <p>C/R 6.32 - Joint Archaeology/Historic Environment Services with District Councils (existing proposal)</p> <p>C/R 8.61 - Planning fees and costs – Under Floods and Water Act 2010 (existing proposal)</p> <p>C/R 8.64 - Joint Archaeology/Historic Environment Services for both the Development Industry and District Councils (new proposal)</p> <p>C/R 8.66 - Introduce pre application fees for transport and other specialist advice (new proposal)</p>	Contact details: 01233 728353
Aims and Objectives of Service / Document / Function	
<p>To ensure the County Council is able to continue to engage to provide discretionary pre-application advice relating to new development proposals which come forward in advance of the developers applying for planning permission. And secondly to revise existing fee paying services operated by the Growth & Economy Service. This assessment covers the following proposals in the Business Plan for 2013/14:</p> <p>C/R 6.32 - Joint Archaeology/Historic Environment Services with District Councils Environmental activity re-allocated across the organisation</p> <p>C/R 8.61 - Planning fees and costs Under Floods & Water Act 2010, charge for Land Drainage SUDS from 2011/12 and for pre-application for external applications from 2012/13.</p> <p>C/R 8.64 - Historic Environment Team income generation (new proposal) A modest increase Service Level Agreement charges to District Councils and introduce charges for information. This will reduce the revenue funding requirement for this service and is part of a move to try to make it fully self-funded. New revenue opportunities will come through providing new services for the development industry and consultants who require specialist archeological service, and additional sponsorship and other income generation opportunities will be sourced.</p> <p>C/R 8.66 - Introduce pre-application fees for transport advice (new proposal) This proposal will charge for our pre-application technical advice. Most of the District Councils already do this and so it is not something the development industry is unaware of, or unused to. It will have no impact on the public.</p>	
What is changing?	
<p>Ensuring that the discretionary services provided by Growth & Economy Service are properly funded either through the introduction of applying planning and development related fees for pre-application advice and services, or by ensuring the fees for existing charged services accord with their cost.</p> <p>Without making changes it would not be possible to continue to provide either the quantity or quality of pre-application engagement with prospective developers to assist them with their major development proposals. By securing a contribution from the customers that use the planning, transport and archaeological services this will ensure service will be able to be provided.</p>	

Who is involved in this impact assessment?

e.g. Council officers, partners, service users and community representatives.

Officers form the following service teams, Growth & Economy - transport, planning and archaeology, Transport Infrastructure Policy and Funding Service

District Council partners

There will be further stakeholder engagement when the proposed fees have been outlined.

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		X	
Disability		X	
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity		X	
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		X	
Deprivation		X	

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact

None identified.

Negative Impact

None identified.

Issues or Opportunities that may need to be addressed

None identified.

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

Neutral Impact.

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport and Environment	Name: Celia Melville
Service / Document / Function being assessed	Job Title: Head of Policy and Business Development ..
Charges Review	Contact details: 01223 715659
Aims and Objectives of Service / Document / Function	
A review of charges to take place across ETE for all income streams.	
What is changing?	
<p>Due to the serious financial pressures facing the Council, further opportunities for income generation to cover costs need to be explored. Therefore, initial discussions have been taking place regarding a review of activity in ETE where charges could be introduced or increased. The scope of the review has not yet been determined and so it is not possible to define all the areas that may be included at this stage.</p>	
Who is involved in this impact assessment?	
e.g. Council officers, partners, service users and community representatives.	
<p>At this initial stage, the following council officers have been involved: Celia Melville, Head of Policy and Business Development Nicola Debnam, Head of Local Infrastructure and Street Management Joseph Whelan, Head of Passenger Transport Graham Hughes, Service Director Strategy and Development John Onslow, Service Director Infrastructure Management and Operations</p> <p>As work on the review progresses, other stakeholders will be involved in the process.</p>	

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		X	
Disability		X	
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity		X	
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation			X
Deprivation			X

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact
N/A
Negative Impact
There could be a negative impact on rural isolation and deprivation if some services are introduced or increased, for example if they impact on the means by which people travel to work or access other services. As part of the review, any potential impact will be considered and mitigating actions will be explored, for example, alternative means of transport.
Issues or Opportunities that may need to be addressed
N/A

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

N/A

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport and Environment	Name: Celia Melville
Service / Document / Function being assessed	Job Title: Head of Policy and Business Development ..
Transforming ETE	Contact details: 01223 715659
Aims and Objectives of Service / Document / Function	
<p>The Transforming ETE Programme was designed to refocus our leadership and management capacity to continue to transform Economy, Transport and Environment Services, within the context of changing the way our services are delivered and the very challenging financial pressures over the next 3-5 years.</p> <p>There are three core work streams to this project:</p> <ul style="list-style-type: none"> ○ A complete organisational restructure (in a phased approach) ○ A transformational review of how and what we deliver ○ A change in culture to enable us to adopt new ways of working 	
What is changing?	
<p>In the future, ES will be more outcome-focused, more in touch with community needs and priorities and more joined up across our services. Cross-team / service project working will be much more prevalent and in the future we will often act as a facilitator as much as a deliverer.</p> <p>The culture change programme aims to define and embed a new culture for ETE that serves the corporate objectives in encouraging economic growth and supporting our communities, and provides support and development for staff to enable them to adapt to new ways of working.</p> <p>The structural change and transformational elements of the Programme are nearing completion and have built on the restructure of the senior management (Service Director) team and Heads of Service. Structural reviews of each Service have been carried out. The Passenger Transport Review is due to launch in early 2013.</p> <p>The culture change work stream will continue over the next few months as this becomes embedded across the Directorate.</p>	
Who is involved in this impact assessment?	
<p>e.g. Council officers, partners, service users and community representatives.</p> <p>The Transforming ETE Programme Board:</p> <ul style="list-style-type: none"> ● Alex Plant, Executive Director: Economy, Transport and Environment ● Graham Hughes, Service Director: Strategy and Development ● John Onslow, Service Director: Infrastructure Management and Operations ● Janet Bosworth, Head of HR (Environment, Community and Adults, and Corporate Directorates) ● Ian Smith, Head of Finance and Performance ● Celia Melville, Head of Policy and Business Development <p>The various consultations undertaken as part of the Transforming ETE programme to date have included staff, the Unions, and a wide range of stakeholders. For example, the consultation on the Heads of Service review was circulated to District Councils, neighbouring authorities - Essex, Bedfordshire, Norfolk, Hertfordshire, Suffolk, Luton, St Edmundsbury, Rutland, NHS/PCT, Cambridgeshire Fire Service, Forest Heath, South Holland, Northamptonshire, Stagecoach, Whippet, Atkins. DFT, Defra, plus we have updated the Cambridgeshire Public Service Board which includes Cambridgeshire Constabulary.</p> <p>The structural reviews of each Service have each been through a consultation process.</p>	

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		X	
Disability		X	
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity		X	
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		X	
Deprivation		X	

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact
N/A
Negative Impact
N/A
Issues or Opportunities that may need to be addressed
N/A

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

N/A

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area	Officer undertaking the assessment
Economy, Transport & Environment	Name: Dearbhla Lawson
Service / Document / Function being assessed	Job Title: Head of Transport and Infrastructure Policy and Funding
C/R 8.67 - Charging for Cambridge Sub Regional Model (new proposal)	Contact details: 01223 714695
Aims and Objectives of Service / Document / Function	
<p>Currently there is only a small charge for the use of the Cambridge Sub Regional Transport Model (CSRM). This is a computer based tool that developers and the council use to test the impact of changes in patterns of development and to test the impact of new transport strategies and schemes. This proposal will see a charge being levied that reflects the true value of the model to the developers and will, as such, not affect the public directly.</p>	
What is changing?	
<p>Charges for the Cambridge Sub Regional Model are proposed to be increased from a minimal level (currently charged £2.50 per dwelling in a proposed development plus 33 pence per vehicular arrival or departure for commercial space). This is so that proposed charges can cover costs towards maintaining and developing the model as well as consultancy costs of undertaking the modelling work on behalf of developers. To date the charges levied have been minimal and do not contribute sufficient revenue towards the cost of maintaining and updating the model. The aim is to ensure costs are set at a competitive and commercially viable rate so that the model can continue to be used by local authorities and development industry alike to test likely implications of development.</p> <p>The CSRM model is quite unique in terms of its complexity and functionality as a key tool to forecast demand for travel, predict the behavioural responses and consider the impact of new transport services or infrastructure provision. It is a key asset which was developed by the County Council and is particularly valuable in terms of the evidence and information provided both to the local authorities and development industry. Therefore the proposal is to charge on a more commercial basis to reflect its value and better recover costs to help ensure sufficient funds are available to maintain and develop the model. The model needs to be updated and validated regularly to ensure that the information is up to date and provides a robust and credible basis for forecasting and also to ensure that the model remains compliant with stringent Government guidance and continues to be a sophisticated and reliable tool for testing transport and development proposals.</p>	
Who is involved in this impact assessment?	
e.g. Council officers, partners, service users and community representatives.	
<p>At this stage, officers from the following service teams; Transport Infrastructure Policy and Funding Service, Growth & Economy - transport, planning and archaeology have been involved, as well as District Council partners.</p> <p>Views of the development industry will be sought when the proposed fees have been outlined.</p>	

WHAT WILL THE IMPACT BE?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		X	
Disability		X	
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity		X	
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		X	
Deprivation		X	

For each of the above characteristics where there is a positive or negative impact please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored.

Positive Impact
By levying increased charges for the model, the need for Council base funding to maintain it will be reduced meaning that those funds can be used for other work.
Negative Impact
None identified.
Issues or Opportunities that may need to be addressed
None identified.

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

Neutral Impact.
