

SCRUTINY COMMISSION FOR RURAL COMMUNITIES

MONDAY 18 NOVEMBER 2013

7.00 PM

Bourges/Viersen Room - Town Hall

AGENDA

Page No

1. **Apologies for Absence**
2. **Declaration of Interest and Whipping Declarations**

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification " that has been disclosed to the Solicitor to the Council.
Members must also declare if they are subject to their party group whip in relation to any items under consideration.
3. **Minutes of the Previous Meeting held on 16 September 2013** 3 - 8
4. **Use of Homecare Monitoring Systems - Data** 9 - 12
5. **Bus Services in Rural Areas** 13 - 18
6. **Disability Issues in Rural Communities** 19 - 168
7. **Educational Attainment** 169 - 176
8. **Scrutiny in a Day: Understanding and Managing the Impacts of Welfare Reform on Communities in Peterborough** 177 - 184
9. **Forward Plan of Key Decisions** 185 - 198
10. **Work Programme** 199 - 202
11. **Date of the next Meeting**

13 January 2014



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Committee Members:

**Councillors: D Over (Chairman), D Lamb (Vice Chairman), D Sanders, D McKean, E Murphy,
D Harrington and N Sandford**

Substitutes: Councillors: S Allen, J R Fox and A Sylvester

Further information about this meeting can be obtained from Paulina Ford on telephone 01733 452508 or by email – paulina.ford@peterborough.gov.uk

**MINUTES OF A MEETING OF THE
SCRUTINY COMMISSION FOR RURAL COMMUNITIES
HELD IN THE
BOURGES & VIERSEN ROOMS, TOWN HALL, PETERBOROUGH
ON 16 SEPTEMBER 2013**

Present: Councillors D Over (Chairman), D Lamb, D McKean, D Sanders, D Harrington
N Sandford and E Murphy

Officers in Attendance:	John Harrison	Executive Director – Strategic Resources
	Neal Kalita	Head of Energy Advisory – Davis Langdon
	Michelle Drewery	Renewable Energy Finance Manager
	Peter Heath-Brown	Planning Policy Manager
	Emma Naylor	Strategic Planning Officer
	Dania Castagliuolo	Governance Officer

1. Apologies for Absence

No apologies were received.

2. Declarations of Interest and Whipping Declarations

There were no declarations of interest.

3. Minutes of the Previous Meetings Held on 17 June 2013 and 15 July 2013

The minutes of the meeting held on 17 June and 15 July 2013 were approved as a true and accurate record.

4. Development of Ground Mounted Solar Photovoltaic (Pv) Panels (Solar Farms) and Wind Turbines

The Executive Director of Strategic Resources introduced the report was presented to the Commission to provide a review of the current business model compared to the original business case, financial model and implications of the delay in the planning applications.

A report was presented to Cabinet on 5 November 2012 which was considered along with the recommendations made at a joint meeting of the Sustainable Growth and Environment Capital and the Scrutiny Commission for Rural Communities held on 5 November 2012. Cabinet confirmed that:

- The potential for integrating some form of farming with renewable energy generation was already under consideration as part of the proposals.
- The sensitivities around the two sites near America Farm (Oxney Grange and Flag Fen) would be taken into detailed consideration as part of the planning process.

Key Issues highlighted within the report were as follows:

- Dual Use – The Council was currently exploring the viability of allowing certain types of farming in and around the solar panels once they were installed
- Planning – The Council submitted three planning applications for solar farms in December 2012. Since the submission, the Council had worked towards resolving a

number of key issues raised by the Local Planning Authority; Morris Fen went to planning committee on 17 June 2013 but was deferred following communities and local Government having formally written to the council and a request by one of the statutory consultees, English Heritage, for further detailed survey work to be undertaken before the application could be determined.

- Tenant Farmers – A review of the tenancies of farmers was undertaken to establish how to progress the development proposals with the least impact to them. All tenant farmers had been notified of the potential disruption from the required archaeology field work and informed they could farm for at least a further year. All farmers who wished to continue farming had been offered packages which allowed for farming on other land within the Council's ownership or compensation where applicable.
- Biodiversity – The key habitat loss was the arable farmland itself which was used by birds for foraging and nesting. The current ecological mitigation strategy was to establish neutral grassland beneath and between the panels. This would provide and new and enhanced habitat for animals and insects.

The Council would continue to work with individual residents, the Newborough Landscape Protection Group, the Local MP and other stakeholders to assess alternative solutions brought to its attention.

The Commission was asked to consider the report and feedback any comments.

Observations and questions were raised and discussed including:

- Members requested further information on the alternative schemes available. *The Executive Director of Strategic Resources advised Members that the alternatives were aimed more towards a different delivery model and the potential financial and carbon benefits it may deliver to the Council if alternative locations were considered.*
- Members commented that there was some dispute over facts and figures within the report. *Members were informed that issues with facts and figures had not been highlighted to him and the Executive Director would be happy to discuss any issues with Members.*
- Members queried why the Council were going ahead with the Solar Photovoltaic Panels if the risks were great and the financial returns were not good. *Members were informed that the financial returns were within the broad range that was initially looked at which was still a sufficient return.*
- Members requested further information regarding dual use and the financial aspect of it. *Members were informed that dual use was still being investigated in terms of financial projections.*
- Members queried whether there was a limit which could be fed in to the grid and if this region was anywhere near that limit. *Members were advised that there had been direct engagement with the grid company and based on latest discussions the Council had allowed for large sums of money for grid upgrades.*
- Members queried whether the income for the farmer's estate would increase. *Members were advised that in terms of rental income the figures had allowed for an inflationary increase of what was believed to be 2.5% in the first few years rising to 3.5% thereafter, clarification would need to be sought on this.*
- Members queried what the lifespan of the Solar Panels would be and commented that they thought it would be more cost efficient to leave the land as farmland which would generate a stable income each year. *Members were informed that the lifespan of the solar panels had always been twenty five years and the degradation of power would be reduced from 20% to 80% by the end of the 25 year term.*
- Members were disappointed in the information presented in the report. The figures in the last report presented to the Commission were high level and indicative and not suitable for public scrutiny. The report presented at this meeting appeared to be the same. *Members were advised that officers were only asked to give an update on figures and not a detailed cost report and an apology was given for any*

misunderstanding. The position was still that detailed costs would not be provided other than at the level which Cabinet had agreed could be publicly disclosed due to commercial confidentiality of the proposals.

- *Members requested the sunk cost of the project to date and how many more cost would be incurred to get full planning permission for the three sites. Members were informed that the spend to date was 1.8 Million pounds.*
- *Members queried what the projected sunk cost would be including costs of attending a public inquiry and the impact of the reduced power purchase agreement. Members were advised that officers did not have this information to hand and this would be provided at a later date. With regards to the cost of the public enquiry those costs would mainly be the responsibility of the planning department.*
- *Members were concerned about the cumulative impact of the wind turbines, especially around Thorney and whether there was a policy within the Council that could restrict the number of wind turbines an area could have. Members were advised that the report only dealt with solar panels because there had been no change publicly for wind turbines. Issues around cumulative impact would be dealt with once the surveys were complete.*
- *Members queried why information on community funds was commercially sensitive. Members were advised that there was no precedent nationally regarding community funds being used on Ground Mounted Solar Panels although Community Funds could be used for Wind Turbines.*
- *Members were concerned that in 4.1.3 of the report Mears Ltd was the selected supplier and suggested that as the work had been delayed the Council should try to find better value. Members were informed that the report did not suggest that Mears would be used to carry out the work they were just mentioned as an option as they had an existing framework.*
- *Members commented that the council had admitted that consultation with tenant farmers and the rural community had been inadequate and queried whether they could have confirmation that the intention was to remedy this with a new round of consultation including engagement in an open and transparent way. Members were informed that if they could elaborate on what they believed was inadequate then officers would be happy to rectify the issues.*
- *Members referred to Due Diligence in the report and wanted to know if it was available for members of the public to view. Members were informed that any information that was available for view had been provided if a request had been made. If the information could not be released then people would have been informed of this.*
- *Members referred to the grazing plan and asked if the Executive Director could prove that it was viable and would support the figures and requested a further report be presented to the Commission.*
- *Members requested confirmation that the council was willing to ignore advice from the Department of Communities and Local Government (DCLG) on the impact of large-scale solar farms on local communities which was set out in 5.6 of the report. Members were informed that the DCLG guidance suggested that alternative areas other than agricultural land should be searched for to install ground mounted solar panels and it did not state that areas of agriculture could not be used.*
- *Members asked for clarification on the loss of farm land rental income. Members were advised that the loss of income would be £2.9m over 25 years inflating from today. The latest projection showed that after making the loss of £2.9m over 25 years it would generate between £29 – £32.*
- *Members sought clarification on what consultation had taken place with the farmers. The Executive Director advised that he would be happy to provide a written response with a list of what consultation had occurred.*
- *Members were concerned why the financial information was commercially sensitive as there were no private contractors involved. Members were advised that there was a lot of market sensitivity around negotiating and sales of products needed.*

- Members queried whether there was a danger of costs rising above the 1.8m already spent on the project. *Members were informed that costs would rise, therefore the project needed to be kept constantly under review. Short term costs were not hitting the Council's revenue budget.*
- Members requested confirmation that the other 99.75% of the land available for building solar farms had been assessed as the National Planning Framework insisted that a full assessment of all land must be undertaken before granting planning permission on grade 1 to 3 land. *Members were informed that at the start the council looked at all of its major land holdings and the selected land was the only land available to support ground mounted Schemes.*
- Members requested information on which reports had been commissioned in to ecological and biodiversity concerns and requested the release of all the unedited reports in to the public domain in the interests of transparency. *Members were advised that all reports which had reached the point of submitting the final application to planning had been made publicly available.*
- Members commented that section 5.4 of the report regarding biodiversity was to be commended and felt it was putting the right message out to the public.
- Members were given reassurance that bat surveys would be carried out as they were most at risk with wind turbines.
- Members commented that 4.1.9 of the report discussed the sensitivities around the America Farm site therefore why would it be taken in to account as part of the planning process.
- Members requested confirmation that the prices of the solar panels would continue to drop even though the EEC had agreed a lower price with Chinese manufacturers. *Members were advised panel prices had dropped but there was no security that prices would drop further.*
- Members requested confirmation that the figures shown in 6.4.4 of the report included the following:
 1. Grid connection
 2. Research and development costs that had been incurred since 2012
 3. Legal advice
 4. Consultation fees
 5. Archaeological Reports

Members were informed that all of the above had been included within capital costs.
- Members sought clarification as to why the project had gone ahead without any initial consultation. *The Executive Director advised that he had acknowledged and apologised in November last year at the joint meeting of Sustainable Growth and Environment Capital and the Commission for Rural issues that consultation had not been adequate at the time and had attempted to address the situation since that time.*
- Members commented that this was the largest project in Europe and involved a large financial contribution from the council and requested that an extraordinary meeting be held to discuss figures more accurately to give the Commission confidence that public money was being spent correctly. *The Chairman advised members that he would talk to the Executive Director of Strategic Resources after the meeting regarding timescales and workload.*

RECOMMENDATION

The Commission recommended that Cabinet reconsider going ahead with the Development of Ground Mounted Photovoltaic Panels and in doing that take into account the following:

- Alternative Plan B Option - Dual Use possibilities before any further planning application is submitted.
- An investigation of alternative land use other than agricultural land

ACTIONS

1. The renewable Energy Finance Manager would provide the Commission with the projected sunk costs including the impact of the reduced power purchase agreement.
2. The Commission agreed for the Executive Director of Strategic Resources to:
 - a. Inform the Commission of the cost for Bluesky Peterborough's financial model to go to a public inquiry.
 - b. Bring a separate report back to the Commission on Wind Turbines next year.
 - c. Bring a report to the Commission on Dual Use including both proposals to a future meeting before the proposals were agreed.
 - d. Provide a report on available land for the Ground Mounted Solar Panels.
 - e. Liaise with Lee Collins, Area Manager Development Manager and obtain details around the sensitivities around the two sites near America Farm.
 - f. Provide a report on the future of farms estate and tenant farmers

5. Neighbourhood Plans

The report was presented to the Commission at the request of the Chairman in light of the confusion over neighbourhood plans. The intention of the report was to clarify what neighbourhood planning was and its role within the planning system.

The Chairman specifically raised queries in relation to the definition of neighbourhood planning terms, Community Infrastructure Levy (CIL), the benefits of having a neighbourhood plan and the legality of neighbourhood plans. A presentation was delivered to the Commission and the following key points were highlighted:

- A neighbourhood plan was a plan that set out policies in relation to the development and the use of land. It could also include site allocations.
- A neighbourhood order was a statutory mechanism which automatically granted planning permission for a certain type or class of development.
- Plans and orders must meet basic needs and they need a majority vote at referendum to get adopted.
- Plan policies could be applicable to a whole neighbourhood area or just a specific part.
- Only one neighbourhood plan could be made for each neighbourhood area.
- A development could not be stopped.
- Most of the time and costs associated with the preparation of a plan/order were borne by the Parish Council/ Neighbourhood Forum
- A plan could take up to two years to prepare.
- **Local Plans** were Statutory Development Plan Documents (DPD's) prepared by Local Planning Authorities. The Peterborough Local Plan was a compilation of various DPD's
- **Parish/Village Plans** were plans prepared by Parish Councils as non-statutory plans, such plans carried no weight in reaching decisions on planning applications

Potential advantages of neighbourhood plans or orders:

- Effectively give communities a greater influence over planning in their area
- Facilitates development which was in line with local needs and priorities
- Strengthen community relations
- Become eligible for 25% of relevant CIL receipts compared to the 15% without a plan
- Orders could make the delivery of certain developments quicker and easier

Observations and questions were raised and discussed including:

- Members queried what the difference was between Village Design Statements and Neighbourhood Plans. *The Planning Policy Manager advised members that Village Design Statements were now called Parish Plans and they had no planning status whereas Neighbourhood Development Plans did.*
- Members queried whether existing projects were going to be carried over to the Community Infrastructure Levy (CIL) or if a Neighbourhood Development Plan was needed to be in place before they could be considered. *Members were informed that if the Council wanted to introduce CIL then there would be a decision making procedure to choose which of the existing projects they wanted to spend money on. The Strategic Planning Officer informed the Commission that if no plan or order was in place then the Parish Council would only be eligible for 15% of CIL funding instead of 25%.*
- Members were concerned that the distribution of funds would favour Parished areas and urban areas would lose out.
- Members commented that they had previously been advised that the Council provided villages with a Supplementary Planning Document (SPD) and they did not require any additional document to obtain CIL funding. *Members were advised that the new CIL regulations were decided by the Localism act which was enforced in April 2013.*

6. Use of Homecare Monitoring System – Update

The Chairman advised the Commission that due to unforeseen circumstances there was no officer present to present this report. The Commission agreed to defer this item to the next meeting on 18 November 2013.

7. Notice of Intention to Take Key Decisions

The Commission received the latest version of the Council's Notice of Intention to Take Key Decisions, containing key decisions that the Leader of the Council anticipated the Cabinet or individual Cabinet Members would make during the course of the following four months. Members were invited to comment on the Plan and, where appropriate, identify any relevant areas for inclusion in the Commission's work programme.

ACTION AGREED

The Commission noted the latest version of the Council's Notice of Intention to take key Decisions.

8. Work Programme

Members considered the Commission's Work Programme for 2012/13 and discussed possible items for inclusion.

ACTION AGREED

To enquire if it was possible to add the Educational Attainment of Primary Schools within the Educational Attainment for Rural Areas report which would be presented at the next meeting of the Scrutiny Commission for Rural Communities.

The meeting began at 7.00pm and ended at 9.30pm

CHAIRMAN

SCRUTINY COMMISSION FOR RURAL COMMUNITIES	Agenda Item No. 4
18 NOVEMBER 2013	Public Report

Report of the Executive Director of Adult Social Care

Contact Officer(s) – Nick Blake

Contact Details – 01733 452486, nickolas.blake@peterborough.gov.uk

USE OF HOMECARE MONITORING SYSTEM - UPDATE

1. PURPOSE

1.1 The Committee requested that the Assistant Director, Strategic Commissioning, Adult Social Care report back to the Commission in three months time with:

1. a data report from the Electronic Monitoring System covering each village by post code.
2. a data report on the increase of take up of direct payments in the rural areas since September 2012.

2. RECOMMENDATIONS

2.1 The Scrutiny Commission for Rural Communities is asked to note and comment on the contents of this report.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The provision of adult social care supports the deliver of the key outcome *Creating opportunities – tackling inequalities*, specifically in relation to improving health and supporting vulnerable people.
- 3.2 Community based social care also supports the key outcome to *Create strong and supportive communities* in terms of empowering local communities and supporting people to engage in and be part of their local community.

4. BACKGROUND

- 4.1 The Scrutiny Commission for Rural Issues requested a report from the Adult Social Care commissioning team on access to homecare for people living in rural areas. This report was presented to the Scrutiny Commission on 13 September 2012.
- 4.2 The report covered a range of issues detailing the Adult Social Care Department's commitment to ensuring equity of access to support in rural areas through:
 - supporting access to homecare through enhanced hourly rates in rural areas
 - the use of Direct Payments to enable the employment of local personal assistants to provide support
 - the plans to monitor homecare delivery through electronic monitoring systems.
- 4.3 The Scrutiny Commission requested an update on the implementation of electronic homecare call monitoring which was presented to the Commission on 17 June 2013.

5. KEY ISSUES

5.1 Electronic call monitoring systems record information on homecare calls by logging when a call starts, when it ends and which worker provided the support. This means it is possible to monitor whether

people a receiving their planned support at the expected time and for the expected duration. Consequently, any short fall or increase in expected support can be identified and responded to.

5.2 Concerns have been raised in relation to people living in rural areas not receiving the expected support due to care workers cutting calls short to enable them to travel between calls. Electronic call monitoring enables the Council to monitor whether this is a particular issue for people living in rural areas.

5.3 Electronic Call Monitoring system usage

5.3.1 A review of homecare delivery in rural areas has been carried out using electronic call monitoring (ECM) data supplied by homecare providers and cross referencing this information against frameworki, the adult social care case recording system. The information provides a snapshot view over a four week period for providers on the Council's Independent Living Support Services framework and aims to give a view of care delivered against planned hours broken down by village (and surrounding area) using postcode data held on frameworki. ECM data was manually cross-referenced against frameworki post-code data where a direct match could be made.

5.3.2 Table 1 below gives a breakdown of the ECM data:

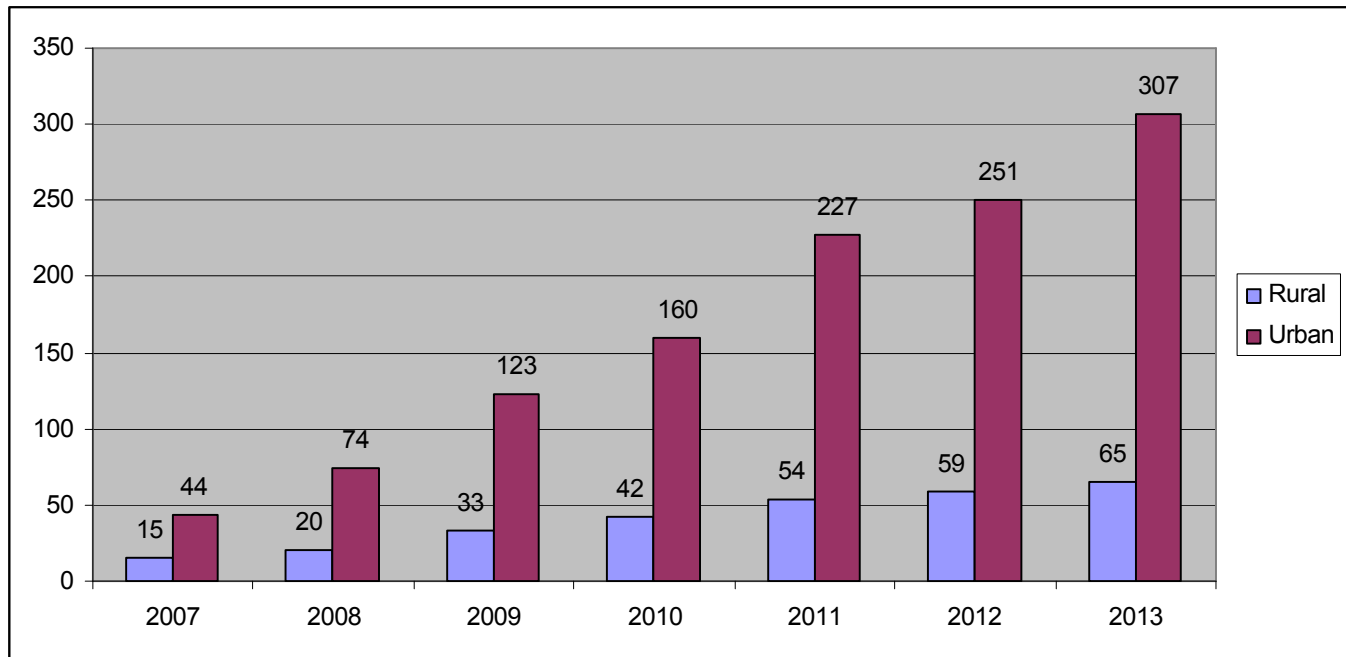
Village	Hours planned	Hours delivered	Variance	Cases (number)
Ailsworth	56	54.45	-2.77%	1
Castor	16	16	0.00%	1
Eye	620.55	615.59	-0.80%	10
Farcet	91	59.97	-34.07%	3
Glinton	242.65	230.32	-5.08%	7
Hampton	303	301.61	-0.46%	5
Helpston	53.25	48.27	-9.35%	4
Newborough	138	126.26	-8.51%	3
Northborough	87	79.01	-9.18%	4
Maxey	37.5	29.4	-21.60%	2
Milking Nook	35	29.2	-16.57%	2
Thorney	224.4	215.15	-4.12%	4
Ufford	162.75	138.09	-15.15%	6
Wansford	35.75	26.3	-26.43%	2
Wittering	27.5	25.92	-5.75%	2
TOTAL	2130.35	1995.54		56

5.3.3 As can be seen there is considerable variation across the villages, this appears to be mainly due to case specific issues. The total number of actual care hours delivered is 94% of the total planned hours. This in line with original estimates based on experience of other areas implementing ECM that indicate between 88% and 97% of planned care is delivered on average.

5.4 Direct Payment uptake

- 5.4.1 There has been a steady increase in Direct Payment uptake over the period 2007 to 2013 across all areas with the rate of uptake in rural areas within Peterborough being slightly slower than in urban areas.
- 5.4.2 Table 2 below sets out the number of active Direct Payment recipients for each calendar year, the number for 2013 has been forecast using data from the first six months of the year.

Table 2: Direct Payments by post code (number of active cases)



- 5.4.3 As can be seen from Table 2 there does not appear to have been a significant increase in rural Direct Payment recipients since 2012, however, the introduction of the Direct Payment Guidance in August 2012 may have impacted on numbers.
- 5.4.4 An audit of all Direct Payment cases over 2011 and 2012 raised concerns about the appropriateness of Direct Payments in some cases and to a number of Direct Payments being ended or transferred to managed support. This also led to the development of guidance to social work teams to ensure that Direct Payments were used appropriately to deliver outcomes and meet need.
- 5.4.5 Overall, the ongoing increase in Direct Payment uptake in rural areas is positive, the current review of Direct Payment policy and guidance provides an opportunity to increase awareness and to increase uptake further. The Adult Social Care Transformation Programme is reinvigorating the focus on Personal Budgets and Direct Payments, as a part of this programme the take up of Direct Payments in rural areas will be prioritised.

6. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 6.1 None used.

7. APPENDICES

- 7.1 There are no appendices to this report.

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SCRUTINY COMMISSION FOR RURAL COMMUNITIES	Agenda Item No. 5
18 NOVEMBER 2013	Public Report

Report of the Executive Director of Operations

Contact Officer(s) Mark Speed

Contact Details mark.speed@peterborough.gov.uk (01733) 317471

PASSENGER TRANSPORT SERVICES IN RURAL AREAS

1. PURPOSE

- 1.1 This report has been requested by the Scrutiny Commission for Rural Communities and outlines the passenger transport arrangements for the rural areas in Peterborough following the changes implemented on 1 October 2013 including any to the Call Connect service.

2. RECOMMENDATIONS

- 2.1 The Commission is asked to note the content of the report and make comments and observations they may have to the officer who will attend the meeting of the Commission on 19 November 2013.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 Passenger transport services contribute to three of the priorities in the Sustainable Community Strategy:
- Creating opportunities – tackling inequalities by improving access to health, skills, education as well as supporting vulnerable people
 - Creating the UK's environment capital by making Peterborough cleaner and greener as well as increasing the use of sustainable transport
 - Delivering substantial and truly sustainable growth by improving sustainable neighbourhood centres, increasing economic prosperity, building the sustainable infrastructure of the future and creating better places to live.

4. BACKGROUND

- 4.1 The majority of bus services in the rural area were run on a commercial basis and therefore were not part of the changes to service that occurred on 1 October 2013 as a result of changes to the passenger transport subsidised services budget. This is because commercially run services receive no subsidy from the council.

- 4.2 The services that were subsidised by the Council up to 30 September 2013 and were part of the service review were as follows:

- Local Link (all services)
- Stagecoach Voluntary Partnership Agreement (VPA)
- Citi evening services from 20.30 Monday – Saturday and from 17.30 Sundays and Bank Holidays
- Some daytime services on route 24
- Sunday services on route 37
- Demand Responsive Services (Community Link, Rural Dial a Ride, Call Connect, Royal Voluntary Service)
- Luxecabs 342 (all services)

- Kimes 9 (some daytime services)

4.3 The contracts for the Local Link services were due to end on the 31st of March 2013, however they were extended to 30 September 2013 to allow a service review, (including equality impact assessments) to be undertaken to assess the best way forward with regards to changing the passenger transport subsidised services to meet the budgetary requirements.

4.4 A budget reduction for passenger transport subsidised services from £1.1m to £600k was agreed at Full Council in March 2013.

4.5 An independent assessment and subsequent discussions with the previous service provider of the Local Link services lead to the understanding that the cost to maintain those services could increase by up to £800,000. Overall this means that it would have cost approximately £1.9m to subsidise all of the services outlined in section 4.2 of this report. A saving of £1.3m, in real terms, was therefore required to meet the budget for passenger transport subsidised services as set by the Full Council in March 2013.

5 Changes to subsidised bus services 1 October 2013

5.1 The majority of bus services in the rural area are run commercially and receive no subsidy from the council and these services were unaffected by the service review and subsequent changes that occurred on the 1st of October 2013.

5.2 There are currently three types of passenger transport services that operate in the rural areas of Peterborough:

- Timetabled bus services
- Call Connect, a dial-a-bus service that is available to residents in the rural north west
- Rural dial-a-ride which operates in the whole of the rural area and is for anyone who is unable to access public transport (e.g. due to a disability)

5.3 As a result of the service review the following subsidises were withdrawn for services that operated in the rural areas of Peterborough:

- Some journeys on the Kimes 9
- Some journeys on Stagecoach 37 service on a Sunday
- Luxecabs 342
- All Local Link services

The result of the changes are outlined in the next section of this report. The services that have been subsidised means that everywhere in the city has access to either a demand responsive service which you have to ring up and book or a timetabled service.

5.4 Stagecoach 37 and Kimes 9

The Stagecoach 37 and Kimes 9 services are currently running the same services as before the subsidy was withdrawn.

5.5 Local Link and Luxecabs 342

All Local Link routes ceased to operate on 1 October 2013. This included the Local Link 401, 401A, 404, 410 and 413 which used to operate in the rural area.

The Luxecabs 342 service ceased operating on 1 October 2013. The 342 only operated once a week in Thorney and those residents continue to have both alternative timetabled and demand responsive services available to them.

There are no other reductions in rural services at this time.

5.6 Demand Responsive Services in Rural Areas

As a result of the review, subsidies for demand responsive services operating in the rural areas of Peterborough unchanged: Therefore the Call Connect and the Rural Dial-a-Ride service currently operates the same service provision as before the changes on 1 October 2013.

As a result of public feedback additional Call Connect services will be available to the public on the first four Sundays in December 2013 as a "one-off" service enhancement (the service will continue to operate as it always has throughout December on Mondays to Saturdays).

Officers are however monitoring the situation carefully including the demand for these services. Officers are also in discussions with the providers of our demand responsive services to find ways of increasing the service provision, if necessary, without increasing the revenue subsidy from the Council. At present we are unaware of any situation where the public are unable to access key services within Peterborough as a result of the changes carried out at the beginning of October.

5.7 New service: Stagecoach 22

The Local Link services ceased operating on 30 September 2013. Three new services were introduced on 1 October 2013 and one of these services, the Stagecoach 22, serves the following rural areas:

1. Ashton
2. Maxey
3. Etton
4. Glinton
5. Peakirk
6. Milking Nook
7. Newborough

Table 1 below shows the public transport services available to the different rural areas of Peterborough. For the vast majority of residents a timetabled service is available although the reduction in funding means that in some areas there is a reduced service with fewer journey times available to the public. However, most have at least one or two buses in and out of their area a day.

There are however four villages, Ufford, Wothorpe, Thornhaugh and Marholm that do not have a timetabled service. Residents in these villages are able to access the Call Connect service or the Rural Dial-a-Ride demand responsive services. It is worth noting that the Call Connect service does allow passengers to book journeys which will take them into the city centre, to the City Hospital and to adjacent villages.

Table 1 Timetabled Bus Services in Rural Areas of Peterborough

Ailsworth	Call Connect Kimes 9: An hourly service
Ashton	Call Connect Stagecoach 22: 2 journeys per day
Bainton	Call Connect Delaine 201: An hourly service
Barnack	Call Connect Delaine 201: An hourly service
Burghley	Call Connect Delaine 201: An hourly service
Castor	Call Connect Kimes 9: An hourly service
Deeping Gate	Call Connect Delaine 101/102: 20 minute service
Etton	Stagecoach 22: 9 journeys per day
Eye	Stagecoach 36: An hourly service Stagecoach 37: An hourly service Stagecoach 38: 1 return journey for AMVC pupils
Glington	Delaine 201: An hourly service Delaine 101/102: 20 minute service Stagecoach 22: 9 journeys per day Stagecoach 38: 1 return journey for AMVC pupils Kimes 71: 1 return journey for AMVC pupils
Helpston	Call Connect Delaine 201: An hourly service
Marholm	Call Connect
Maxey	Stagecoach 22: 9 journeys per day
Milking Nook	Stagecoach 22: 9 journeys per day
Newborough	Stagecoach 22: 9 journeys per day
Northborough	Delaine 101/102: 20 minute service
Peakirk	Stagecoach 22: 9 journeys per day
Pilsgate	Call Connect Delaine 201: An hourly service
Thornhaugh	Call Connect
Thorney	Stagecoach 36: An hourly service First X1: A half hourly service
Ufford	Call Connect
Wansford	Call Connect Kimes 9: An hourly service
Wittering	Call Connect Kimes 9: An hourly service
Wothorpe	Call Connect

(please note this table omits irregular services, urban services and out of area services)

6 KEY ISSUES

- 6.1
- The whole rural area has access to either a timetabled bus service or the Call Connect service.
 - The whole rural area has access to the rural dial-a-ride service if any resident is unable to use conventional public transport.
 - We are monitoring the changes on behalf of the public and are in discussions with the service providers to carefully manage the situation.

7. IMPLICATIONS

- 7.1 This report is providing Councillors with information on the current situation. Officers are monitoring the situation regarding the implications of these changes including increased journeys by cars from areas affected by the changes.

8. CONSULTATION

- 8.1
- **The Medium Term Financial Strategy Consultation Document** outlined the services at risk because of the reduction in the budget to £600,000 for passenger transport subsidised services.

Outcome: Medium Term Financial Strategy budget of £600,000 for passenger transport subsidised services was approved at Full Council on the 6 March 2013.

The Medium Term Financial Strategy Consultation covered a wide range of organisations and meetings including Neighbourhood Committees and scrutiny Committees.

Outcome: The Medium Term Financial Strategy approved on the 6 March 2013.
 - **All City Council Councillors** were written to, and offered a bespoke session, to discuss which services within Peterborough, and specifically their ward, were at risk as part of this review of subsidised services.

Outcome: Meetings held with all Councillors who requested a bespoke session.
 - **The Scrutiny Commission for Rural Communities** requested and received a presentation on services that operated in rural Peterborough and which subsidised services were at risk on the 26 March 2013.

Outcome: The Commission asked for officers to:
 - Provide the Commission and Parish Councils with information on the performance of the Call Connect transport service
 - Provide the Commission with the results of the Local Link Equality Impact Assessment once it had been completed
 - **Transport Forum** (open to the public) and organised by Peterborough Environment City Trust was held at the John Clare Theatre on the 19 February 2013. Officers gave a presentation and a discussion took place regarding the subsidised passenger transport review.

Outcome: An open discussion took place discussing the positive contribution that subsidised services made to Peterborough and a general consensus was that reducing the budget available to passenger transport services was undesirable.
 - **A Cross Party Advisory Group** was set up to discuss the review and to make recommendations regarding which subsidised services should continue to receive funding within the agreed budgetary provision of £600,000. The group met on the following dates:
 - 13th of May 2013
 - 20th of May 2013
 - 21st of May 2013

- 29th of May 2013

Outcome: The group held a series of meetings and considered the issues and information listed below. The Groups recommendation was a reduced overall service which would cost the Council £780,000p.a.

- Equality Impact Assessments for all service options
- Bus Service Review for Local Link services
- Current and projected costs to retain current provision of services
- Presentations from:
 - Stagecoach (all their subsidised services)
 - Atkins (Equality Impact Assessments and Bus Service Review for Local Link services)
 - Centrebus (Kimes 9)
 - Support and advice from Passenger Focus

- **Sustainable Growth and Environment Capital Scrutiny Committee meeting 11 July 2013.** The Committee heard a call-in request and was asked to reconsider the results of the consultation undertaken with regard to the decision to discontinue passenger transport subsidised services. And in doing this whether further consultation was required to fully assess and understand the impact of discontinuing these services on vulnerable members of the public in particular with relation to the Local Link service before making the decision.

Outcome: The Committee agreed to call-in the decision and to refer it back to Cabinet to reconsider.

- **An additional Cross Party Advisory Group meeting (with public) 8 August 2013.** At the Cabinet meeting on 23 July 2013 Cabinet recommended an additional Cross Party Advisory Group meeting be held, with members of the public, to discuss the concerns that some residents and councillors had over the removal of the Local Link services.

Outcome: The Group discussed residents' concerns and the new services that the Council would be implementing to help mitigate against the removal of the Local Link service.

9. NEXT STEPS

- 9.1 There are no further committees or Cabinet meetings planned at this stage to discuss subsidised bus services. Officers will continue to monitor the services as well as feedback from members and residents.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 10.1 None

11. APPENDICES

- 11.1 None

Scrutiny Commission for Rural Communities	Agenda Item No. 6
18 November 2013	Public Report

Report of the Assistant Community Cohesion Manager

Contact Officer(s) – Ian Phillips

Contact Details - ian.phillips@peterborough.gov.uk 863849

DISABILITY ISSUES IN RURAL COMMUNITIES

1. PURPOSE

- 1.1 To review the findings of the disability access audits conducted in six rural localities.

2. RECOMMENDATIONS

- 2.1 The Commission is asked to note the contents of the access audits and the issues contained therein and consider commissioning the Directorate of Growth and Regeneration to develop an investment plan to address the recommendations in the access audits.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The issues contained within the access reports link across all aspects of the Sustainable Community Strategy through the identification of issues that directly affect disabled people in all aspects of their life.

4. BACKGROUND

- 4.1 At its meeting in September 2012 the Scrutiny Commission for Rural Communities considered options to identify access issues that disabled people face in rural communities. It was agreed that independent access audits within rural locations would be commissioned. Audits were to be delivered in conjunction with disabled people who would be trained to undertake future access audits, subject to funding becoming available. Unfortunately, due to the limited budget available, it has not so far been possible to train disabled people as future access auditors. A reduced project proposal was instead developed and funded by the Community Cohesion Board who commissioned DIAL Peterborough to undertake the work. The work has now been completed and attached to this report listing a number of recommendations.

5. KEY ISSUES

- 5.1 DIAL Peterborough commissioned About Access Ltd to undertake audits in Eye, Glinton and Wittering. The access reports provide a detailed overview for each of the villages with recommendations and priority actions identified. The report identifies a number of common issues and recommendations that are likely to be replicated across all villages within Peterborough, these include:

- Increased provision of dropped kerbs
- Tactile paving at pedestrian crossings and dropped kerbs
- Removal of 'A' boards from pedestrian walkways/routes
- Regular cut back of vegetation on pedestrian routes
- Removal of bollards unless they are absolutely necessary. Bollards should be a height

of 1000mm with good contrast colour to background and incorporating contrast colour band

- Providing adequate Blue Badge parking bays (these should equate to at least 6% of total parking spaces in car parks)
- Notice Boards should be at a level that people in wheelchairs can read, using 14 point print and mixed lower case and capital letters
- Bus shelters should be provided on both sides of the road if possible
- Avoidance of gravel paths as they are a slip hazard
- Maintenance/regular checks of pedestrian routes to avoid trip hazards
- The use of gratings should be reviewed with an intention of replacing any existing ones with less discriminatory methods of keeping animals out of public areas.

Having identified the issues, the council needs to consider developing an investment plan to address the recommendations in the villages mentioned, and other rural locations.

6. IMPLICATIONS

- 6.1 Financial – Any remedial works will require capital investment and may mean some of these recommendations are not affordable at this time, although urgent consideration should be given to priority one recommendations. However, incorporating this information into planned or future maintenance would keep future costs to a minimum by reducing the amount of remedial work needing to be carried out.

Discrimination and Equality – addressing the recommendations within this report will help the council to meet its obligations under the Equality Act.

7. CONSULTATION

- 7.1 Whilst disabled people have not been involved in conducting these surveys, the reports have been shared with a number of disabled people via DIAL Peterborough. Feedback from disabled people has been positive, with many people commenting on the quality and format of the surveys. In addition, the reports will be shared and discussed through the Disability Forum.

8. NEXT STEPS

- 8.1 The Committee is asked to recommend that the Directorate of Growth and Regeneration review the recommendations in relation to any future or planned maintenance. In addition, an investment plan should be developed to address the recommendations (subject to available funding).

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1 None

10. APPENDICES

- 10.1 Eye village access report and recommendations
Glington village access report and recommendations
Wittering village access report and recommendations

• Access audits • plan appraisals • access statements • training • advice on accessibility • nationwide coverage

Disability Access Audit

Village:

Eye
Nr Peterborough
Cambridgeshire

Prepared upon the Instructions of:

Sandie Burns
DIAL Peterborough
Kingfisher Centre
The Cresset
Bretton
Peterborough
PE3 8DX



15th August 2013

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Executive Summary

This Disability Access Audit was carried out upon the instructions of Sandie Burns during the month of August 2013. The Audit was conducted by Ian Streets, NRAC (Auditor). It was a wet day with heavy showers during the morning and sunshine and showers in the afternoon. The audit was conducted over the day.

The Disability Access Audit was carried out via a series of observations and physical measurements which are based upon Approved Document M of the Building Regulations 2000:2004 Edition, Equality Act Codes of Practice, British Standard 8300:2009 +A1 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People and Department of Transport guidance on the use of tactile paving. A number of recommendations for improvements were identified and recommendations made.

The Audit highlighted a number of improvements, which include the following:

Dropped kerbs have frequently been provided but the use of tactile blister paving with them has not, an exception to this is the High Street, this has also incorporated guidance paving from the back of the footway to the crossing point, at controlled crossings this should be blister paving. The use of guidance paving in conjunction with blister paving is not in any current guidance, but will be of assistance to some users.

A number of dropped kerbs were found not to be flush with the carriage way, for wheelchair users this can be like hitting a brick wall. The dropped kerb should be flush or with a maximum height of 6mm with it being pencil rounded.

On the High Street, a half dished gully can be found, this will be an issue to wheelchair users, getting their wheels in it will be like being on a railway track, no way off, to others a tripping hazard.

On High St bollards could be found within the pedestrian route, unless absolutely necessary these should be removed.

To the play area off Cleve Place a information board could be found, this is at a height that cannot be read from a seated position or for people short of stature.

Although the cemetery did not form part of the audit, it was noted that it had walk ways of gravel, this will be disabling to many users, an access audit should be carried out.

1 Introduction

This report has been made for and on behalf of DIAL Peterborough and carried out by About Access Ltd. The Audit was completed during the month of August 2013. The report may only be copied with the consent of About Access Ltd and must not be reproduced in any other format. The weather was a mixture of heavy showers and sunshine with the audit being conducted over the day.

The Audit was carried out following a site visit involving visual inspection and measurement. The Access Audit provided to assess the current state of accessibility and usability of the buildings by people with a range of impairments.

The Audit gives opinion of the building to single point in time highlighting areas for improvement and prioritising action.

About Access Ltd has taken all reasonable steps to interpret the Acts, Regulations and Approved Codes of Practice. Courts of Law can only interpret these. No guarantees can be given that during any subsequent visit by inspectors with statutory powers other non-compliances may not be found. About Access Ltd will not accept any responsibility for any loss arising as a result.

2 Legislation

2.1 Equality Duty

This Act which came in to force on the 1st October 2010, replaces the Disability Discrimination Acts of 1995 and 2005.

This legislation applies to clubs, associations, societies, businesses, voluntary and community sector organisations, education and employment. Its aim is to bring together a number of different pieces of legislation on diversity, this legislation covers:-

- age
- disability
- sex
- gender reassignment
- sexual orientation.
- pregnancy & maternity (which includes breastfeeding)
- religion or belief
- Race

These are known as protected characteristics.

This report will concentrate on disability; further advice should be sought on other aspects of the legislation as and when required.

Who is Protected?

Anyone who has or has had a disability, mistakenly perceived to be disabled and anyone who is linked or associated with a disabled person e.g. the parent of a disabled child.

A disabled person is defined as someone who has a mental or physical impairment that has a substantial and long-term (more than 12 months) effect on the ability to carry out normal-day-today activities. These are listed as:

- mobility;
- doing something with your hands;
- physical coordination;
- continence (controlling your bladder and bowels);
- ability to lift, carry or move everyday objects;
- speech, hearing or eyesight;
- memory or ability to concentrate, learn or understand; or
- perception of the risk of physical danger.

Substantial means that it is more than minor or trivial and impairment covers for example long-term conditions like asthma or diabetes and conditions that come and go. Mental impairments include mental health conditions (e.g. bipolar, depression), learning difficulties (e.g. dyslexia) and learning disabilities (autism or Down's syndrome). People with cancer, multiple sclerosis and HIV/AIDS are automatically protected as disabled people along with people who have severe disfigurement without having to show that it has a substantial effect on day-to-day activities.

2.1 Equality Duty cont'd...
Who is Protected? cont'd...

The legislation makes it unlawful to discriminate in a number of ways these are:-

Direct discrimination

Indirect discrimination

Harass

Victimisation

Physical features

Discrimination arising from disability

Service providers are those organisations that provide services, whether paid for or for free to members of the public or a section of the public. This is anticipatory, This means that service providers should anticipate, as far as it is reasonable to do so, anticipate the requirements of disabled people and the adjustments that may have to be made for them.

For employment the duty is to make reasonable adjustments to suit the specific individual employee, this is not anticipatory.

Duty to Make Reasonable Adjustments

Should a disabled person be placed at a substantial disadvantage when compared to a non-disabled person then there are three requirements that apply, these are

- Provision, criterion or practice,
- Remove, alter, avoid a physical feature or provide the service in a different way, and finally
- Provide auxiliary aids or services

The first requirement is to change the way things are done this is known as, provision, criterion or practice. Organisations have rules about the way it carries out its business, these can be written or just simply "that's the way we've always done it". It is these rules that may be a barrier to a disabled person.

2.1 Equality Duty cont'd...

Duty to Make Reasonable Adjustments cont'd...

It is these rules that may have to change or be dropped so that they no longer make it unreasonably difficult for a disabled person to use the service or amenity.

The second requirement is around physical features that members of the public or a section of the public may come across. If these features put disabled people at a substantial disadvantage then reasonable steps must be taken to:

- Remove the feature,
- Alter it so that it no longer has the disabling effect,
- Avoid the feature by reasonable means or
- Provide a reasonable alternative method of making the service available to disabled people.

The final requirement is about providing auxiliary aids and services if this would enable disabled people to make use of organisations services. The type of auxiliary aid or service will depend on what the organisation does or offers. Where equipment is offered, it must be in working order, maintained and staff must be trained in its use, also the need for back-up service should be considered.

Types of Discrimination

Direct

This occurs when someone receives worse treatment than someone who does not have a disability. For example a person is asked to leave a restaurant because they have Tourettes Syndrome.

- 2.1 Equality Duty cont'd...
- Types of Discrimination cont'd...

Discrimination Arising from Disability

This occurs when someone is discriminated against because of something connected with their disability and the unfair treatment cannot be justified. The difference between this and the direct is that in the case of direct discrimination it has resulted because of the disability, whereas in “arising for disability” it’s because of something associated with their disability.

Discrimination will not be unlawful if it was not known or could not have reasonably expected to know that the person was disabled. This means that reasonable steps should be taken to find out if someone is disabled or not, but care needs to be taken not to infringe on the disabled person’s dignity or privacy.

Indirect Discrimination

This occurs because of rules, policy or practice that applies to all but puts people with particular impairments at a disadvantage when compared to a non-disabled person and it cannot be shown to be justified and meet a legitimate aim in a balanced, reasonable and fair way.

Reasonable Adjustments

In most environments, reasonable adjustments have to be made to remove physical or any other types (policy, attitudinal) of barrier that could make it difficult or impossible for disabled customers to use or access the services or information being provided.

The aim of making the adjustment is to make sure that a disabled person (e.g. someone who may be deaf or visually impaired or have difficulty in walking) can use an organisations service as close as it is reasonably possible to get the standard usually offered to non-disabled people.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

The duty to make changes is an anticipatory one, the organisation must think in advance about how people who have impairments may be affected in accessing their services and what can be done to remove any barriers.

If an organisation finds there are barriers to access for disabled people, then it has a duty to consider making changes to remove or adjust any barriers to access. It will be up to the organisation to consider if the adjustments are reasonable and make them.

It is recommended that if any barriers to access are identified and the organisation concerned believes they are not reasonable to remove, alter, avoid or provide the service by an alternative means, then it should make a dated record of the reasoning along with any evidence to support this belief. The evidence could be a letter from the local conservation officer stating that the proposed changes to the listed building are not allowed or a quote from a lift supplier giving details of installation costs. This information should also include a review date.

An organisation has to do what is reasonable. Reasonableness will depend on a whole range of factors for example, but not limited to, cost, disruption caused in making the adjustment, resources available (other than cost), the type of service being offered, time required to make adjustment.

Adjustments do not have to be made to make the building or service more accessible if it will lead to a breach of any other legal duties, **but** this will be in exceptional circumstances only where the other legal duties are very specific and the service provider has no other choice.

The duty to make reasonable adjustment falls into three main areas:

1. provision, criterion or practice;
2. provide auxiliary aids and services;
3. overcome a physical feature by
 - i. removing the feature; or
 - ii. altering it; or
 - iii. avoiding it; or
 - iv. providing services by alternative methods.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

What is seen as reasonable will depend upon the type of service being offered, along with the size of the provider, taking into account the nature of the service and resources available to it.

Things to consider are:-

- would the suggested steps be effective in improving accessibility,
- is it practical for the service provider to take the recommended steps,
- financial cost of the recommendations,
- the disruption caused whilst making the adjustments,
- the financial resources available, the amount already spent on making improvements to access, and,
- any other resources (financial or otherwise) that is available.

For not making adjustments, evidence should be gathered, e.g. Financial implications, disruption caused, number of visitors etc. This should then be recorded and reviewed. This could then be used as part of a defence against a claim of discrimination.

Harassment

This is unwanted behaviour related to disability that has the purpose or effect of violating a person's dignity or creating an intimidating, hostile, degrading, humiliating or offensive environment. This is unlawful treatment.

Victimisation

If someone makes a complaint about discrimination or harassment relating to the Act or has helped another or it is believed that they are helping or have complained, then it is unlawful for them to be treated badly, this applies whether or not the person being treated badly is disabled.

2.1 Equality Duty cont'd...

Positive Action

Positive action toward disabled people is allowed, this can be used to target a particular group, in this case disabled people. Research should be carried out to see if this group of people are under-represented as guidance states it should not be assumed.

Public Sector Equality Duty

A public body e.g. Police, Fire & Rescue Service, Local Authorities or those providing a service of a public nature e.g. a company operating a prison, have a Public Sector Equality Duty, depending upon their status they may have two duties, a General and a Specific Duty, all will have a General Duty, in addition to those as a service provider e.g. when running a sports centre or being an employer.

They must still not directly or indirectly discriminate, harass or victimise against anyone in relation to one or more protected characteristics.

Under the Equality Duty a public authority when exercising its functions must have due regard to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not

2.2 Definition of Disability

A disabled person, as defined in the Equality Act Code of Practice, is someone who has a physical or mental impairment, which has a substantial and long-term affect on this ability to carry out normal day to day activities.

2.3 **Building Regulations**

Approved Document Part M of the Building Regulations 2000:2004 Edition provides guidance on access and facilities for disabled people on non-domestic buildings and dwellings.

2.4 **The Report**

The report contains descriptions of how the physical features and other elements of the building are found at the time of the visit. Recommendations are made within each section. At the back of the report is a schedule of recommendations, which have been prioritised. These priorities should be read in context of the report as their grading may well depend on how severe a barrier to access it is.

The priorities are:-

1: This is seen as a major barrier to access or a health and safety issue, works should be carried out as a matter of priority. For example, not providing dropped kerbs on a busy road or the installation is of extremely poor quality.

2: The feature is an issue and puts disabled people at a disadvantage, but can be overcome, needs to be put into a programme of works. For example, footway may show signs of breaking up, but a top dressing would improve things.

3: This is seen as an inconvenience. For example, overgrowing hedges across a path, whilst not pushing anyone in to the road, or causing injury from branches, does reduce the path width, and could result in people getting wet from foliage. If allowed to carry on growing, would certainly move up the priority scale.

3 Description

Eye has a current population of around 4,300 and sits alongside the south side of the A47 bypass.

The village can be split in to four quarters by Eyebury Rd and Crowland Rd which run north/south and Peterborough Rd/High St/Thorney Rd which run west/east. and bisect Eyebury Rd/Crowland Rd. Majority of the village is to the west of Eyebury Rd/Crowland Rd

Eye has a number of shops along with a primary school.

Assessment

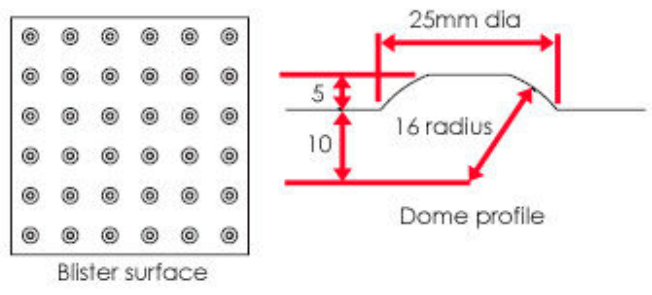
4 Peterborough Road

Description: This is to the west of the village and is approached off the A1139. Peterborough Rd ends where it meets the roundabout with High St. This is a residential part of the village.

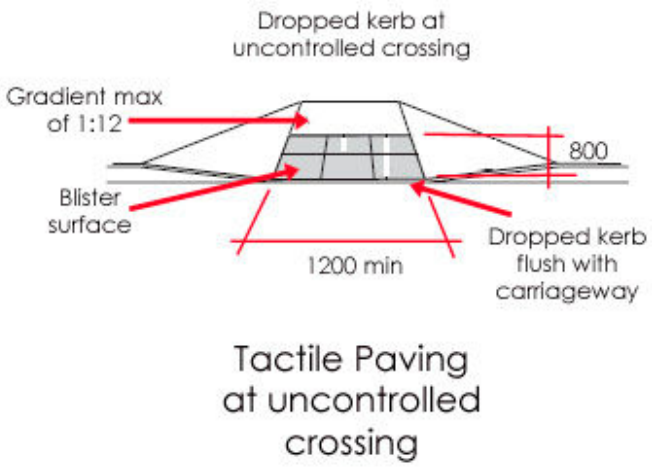
Ref	Observation	Recommendation	Priority
4.1	Generally there is a continuous unobstructed access route along the footway.		
4.2	The route has does have kerbs which have been dropped.		
4.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
4.4	There is no pedestrian crossing point close to the roundabout with High St, this is seen as a suitable place to provide a crossing especially as it is close to the bus stops.	Provide a crossing point adjacent the roundabout and bus stop	1
4.5	The surface is even and slip-resistant with the surface being made up of tarmac.		
4.6	The route provides adequate width.		
4.7	It is free of hazards such as bollards, litter bins.etc		
4.8	Street furniture is sited out of the general line of travel.		

Ref	Observation	Recommendation	Priority
4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
4.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) See Ramps and External Steps.		
4.11	Drainage gratings are not within the access route.		
4.12	A bus shelter is provided to one side of the road only.	Consider providing a shelter to the opposite side of the road	3
4.13	There is a pedestrian cut-through to Ixworth Close this is close to the roundabout with High Street. The route is firm and even with a chicane at the end closest to Peterborough Rd. For some people this will be an issue and should be removed as it is unlikely to deter cyclists.	Remove chicane	
4.14	Lighting levels to the pedestrian cut-through should be checked when dark as trees may reduce lighting levels	Check lighting levels when dark and increase as necessary.	
4.15	Pedestrian cut-through has a children's playground along its route, this provides a firm and even surface.		

4 Peterborough Road cont'd...



36



Dropped kerbs adjacent to the bus stop and roundabout with High St

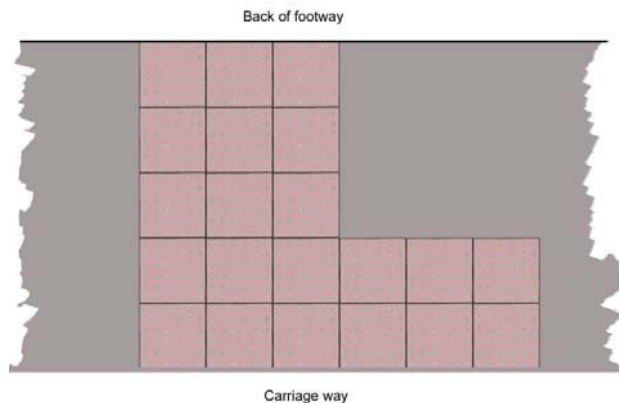
5 High Street

Description: This runs from the roundabout with Peterborough Rd to the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd. Most of the shops in Eye are located along this street.

Ref	Observation	Recommendation	Priority
5.1	Generally there is a continuous unobstructed access route along the footway.		
5.2	The route has have kerbs which have been dropped to some crossing points at street junctions, in addition the carriageway has been raised and narrowed at various location along high street as traffic calming measures. These sections have blister paving associated with them and also guidance path paving. The use of guidance paving in this manner is not within any current guidance, for some it will be a great benefit.		
5.3	Tactile paving has not been provided at all pedestrian crossings points e.g. junctions with streets off High Street.	Provide tactile warning to dropped kerb locations	1
5.4	It was also noted that red tactile has been used at uncontrolled crossings, this should be reserved for controlled crossings only.	Replace red tactile paving with other contrasting colour to uncontrolled crossings when the opportunity arises	3

Ref	Observation	Recommendation	Priority
5.5	The zebra crossing outside the post office has not had its blister paving laid in accordance with guidance as this also uses guidance path paving. For controlled crossings, the blister paving should have a section leading to the back of the footway. The blister paving is red and so is the adjoining block paving. At controlled crossings, the blister paving should be red and contrast with the adjoining surfaces.	Provide blister paving to the zebra crossing as per guidance.	2
5.6	The surface is generally even and slip-resistant with the surface being made up of tarmac. However, towards the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd, a half dished gully can be found within the pedestrian routes, this is not obvious and to visually impaired people and wheelchair users this could be an issue/hazard.	Look to replace half dished gully with a flush flat top gully	2
5.7	The route provides adequate width.		
5.8	It is not free of hazards as bollards and "A" boards can be found along the route. To visually impaired people these can be a real issue.	Check on the use of "A" boards by retailers. If used they should be placed outside of the pedestrian routes. Bollards unless absolutely necessary should be removed.	1
5.9	Street furniture is well sited out of the general line of travel.		
5.10	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
5.11	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
5.12	<p>Drainage gratings are generally not within the access route, but gullies are see 5.4.</p> <p>It was observed that to one of the crossing points in with the guidance paving there is a gully, this runs at 90° to the general direction of travel when not using the crossing but is in line when using it. The size of the slots are wider than the recommended of 13mm. Gratings this wide can be an issue for a number of pedestrians.</p>		
5.13	Bus stops are provided with shelter on one side only. It is seen as not feasible to provide a shelter on the opposite side due to the lack of space.		
5.14	Bus stops do not have raised platforms.	Provide bus stops with raised boarding platforms	2



Layout of blister paving at a controlled crossing



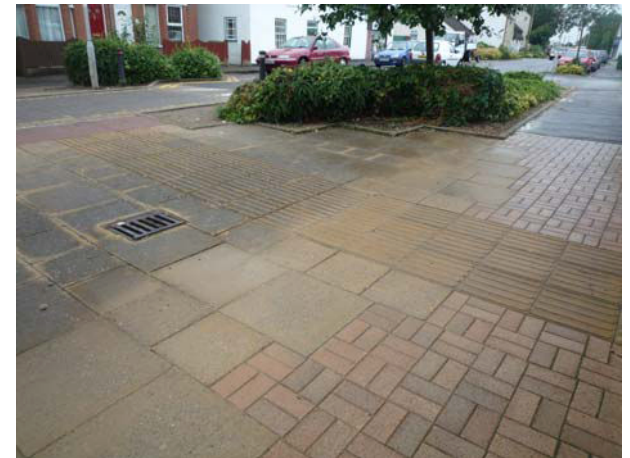
5 High St cont'd...



Dished gully used in the middle of the footway



Blister paving and guidance paving used at crossing points along High St



Red blister paving used at an uncontrolled crossing



"A" boards and bollards are an issue to visually impaired



40

6 Thorney Road

Description: This is a continuation of High St but on the opposite side of the roundabout. Close to the roundabout there is a small retail shop with the rest of the road being for residential use. After the last houses the footway is to one side only.

Ref	Observation	Recommendation	Priority
6.1	Generally there is a continuous unobstructed access route along the footway.		
6.2	The route has have kerbs which have been dropped to Fountains Place and the new development of Whitby Ave, Millport Drive.		
6.3	Tactile paving has not been provided at all pedestrian crossings points. To entrances to the new development dropped kerbs and tactile paving have been provided, but not to the junction with Fountains Place or St Benet's Gardens.	Provide tactile warning to dropped kerb locations at the junction of St Benet's Gardens and Fountains Place.	1
6.4	The dropped kerbs at the roundabout are not flush with the road surface, this is an issue for visually impaired and wheelchair users. Dropped kerbs should be no higher than 6mm above the carriage way with a pencil rounded edge.	Make dropped kerbs flush with the carriage way.	1
6.5	The surface is even and slip-resistant with the surface being made up of tarmac.		

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Ref	Observation	Recommendation	Priority
6.6	The route provides adequate width generally except for a short section from the roundabout past the retail unit, it is not seen as feasible to increase this..		
6.7	It is free of hazards such as bollards, litter bins etc.		
6.8	Street furniture is well sited out of the general line of travel.		
6.9	The route does to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
6.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
6.11	Drainage gratings are not within the access route.		



Thorney Rd/Fountains Place



St Benet's Gardens/Fountains Place

6 Thorney Rd cont'd...



Dropped kerb at the roundabout at the end of Thorney Rd

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7 Eyebury Road

Description: From the roundabout with High St/Thorney Rd, Eyebury Rd heads south out of Eye. Along its route there is the Primary School and housing. For the start of the road from the roundabout there is a path to one side only till past the church, after this point a path is provided to both sides with traffic calming measures.

Ref	Observation	Recommendation	Priority
7.1	Generally there is a continuous unobstructed access route along the footway.		
7.2	The routes does not have dropped to the junction of Back Lane. A dropped kerb can only be provided to one side as there is a footway to one side only.	Provide dropped kerb and tactile paving to the junctions with Back Lane.	1
7.3	Tactile paving has not been provided at pedestrian crossings points or to the vehicle crossover points to the school	Provide tactile warning to dropped kerb locations and at the vehicle access points to the school	1
7.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
7.5	The route provides adequate width with the exception of a short stretch from the roundabout which is not feasible to increase.		
7.6	It is free of hazards such as bollards, litter bins.		
7.7	Street furniture is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
7.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
7.10	The route is (i.e. with no gradient steeper than 1 in 20 and with no steps).		
7.11	Drainage gratings are not within the access route.		
7.12	Bus stops are provided with shelter on both sides one side only.		
7.13	Bus stops have raised platforms.		

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Vehicle crossover to the school, no tactile warning



Little Close with a dropped kerb but no blister tactile warning

8 Crowland Road

Description: From the roundabout with High St/Thorney Rd, Crowland Rd heads north out of Eye. Along its route there is the cemetery and housing, this then leads to the A47 with a footbridge over it, this leads to Eye Green.

Ref	Observation	Recommendation	Priority
8.1	Generally there is a continuous unobstructed access route along the footway.		
8.2	The route has kerbs which have been dropped.		
8.3	Tactile paving has been provided at pedestrian crossings points.		
8.4	The surface is even and slip-resistant with the surface being made up of tarmac		
8.5	The route provides adequate width.		
8.6	It is free of hazards such as bollards, litter bins.		
8.7	Street furniture is well sited out of the general line of travel.		
8.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
8.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) with the exception of the footbridge of the A47. It is not feasible to alter the features to meet with current design guidance for ramps e.g. gradient and length. Handrails have been provided to both sides at a suitable height, but the contrast with its background is poor.	Provide colour contrast between the handrail and its background	3
8.10	Drainage gratings are not within the access route.		
8.11	Cemetery: This has a surface of gravel, for a number of users this will make accessing the grounds impossible, this should be reviewed.	Carryout an access audit of cemetery grounds	1



Poor colour contrasting handrails



Cemetery with large areas of gravel which is disabling to some.

9 Westminster Gardens, Monks Drive, Abbey Close, The Cloisters

Description: This is a residential development to the western end of the village close to the A1139. The design of the roads are all similar

Ref	Observation	Recommendation	Priority
9.1	Generally there is a continuous unobstructed access route along the footway.		
9.2	The route does not have kerbs which have been dropped but the carriageway has been raised, unfortunately the footway kerb and carriageway are not flush, this will be an issue for wheelchair users and visually impaired.	Provide dropped kerbs that are flush with the carriage way	2
9.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations and raised carriage way crossing points	1
9.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
9.5	The route provides adequate width		
9.6	It is free of hazards such as bollards, litter bins.		
9.7	Street furniture is well sited out of the general line of travel.		
9.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
9.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps)		
9.10	Drainage gratings are not within the access route.		



Raised carriage way makes a good crossing point but not flush with kerb and no blister warning



Dropped kerb with no blister warning

10 Beech Lane

Description: This is located off the roundabout with Peterborough Rd/High St, it is a cul-de-sac, there is not a footpath once passed the dropped kerbs adjacent the roundabout, it becomes a shared surface between pedestrians and cars, until the end of the lane is reached and a footway has been provided in front of some new build houses. This is a residential street.

Ref	Observation	Recommendation	Priority
10.1	Generally there is a continuous unobstructed access route along the footway.		
10.2	The route has kerbs which have been dropped at the start of Beech Lane but not to the new footpath at the end of Beech Lane.		
10.3	Tactile paving has not been provided where the footway ends on Beech Lane.	Provide tactile warning to dropped kerb locations	1
10.4	The road surface is even and slip-resistant with the surface being made up of tarmac.		
10.5	The route provides adequate width.		
10.6	It is free of hazards such as bollards, litter bins.		
10.7	Street furniture is well sited out of the general line of travel.		
10.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
10.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
10.10	Drainage gratings are not within the access route.		



Dropped kerb but lacking in tactile paving

11 Hodney Road, Chancery Lane, Beaulieu Court and Tintern Rise

Description: These roads are off the roundabout with Peterborough Rd/High St. Hodney Rd is the main street with the others coming from it. This is a residential area with all the roads being cul-de-sacs..

Ref	Observation	Recommendation	Priority
11.1	Generally there is a continuous unobstructed access route along the footway.		
11.2	The route has kerbs which have been dropped to Tintern Rise but not to the other junctions..	Provide dropped kerbs at road junctions	1
11.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
11.4	The surface is even and slip-resistant with the surface being made up of		
11.5	The route provides adequate width. However on the pedestrian footbridge foliage is starting to encroach on to the footway, this should be cut back.	Cut back vegetation growth on footbridge	2
11.6	It is not free of hazards such as bollards, as these can be found to the area in front of the bungalows on Tintern Rise and at the far end of the overhead foot bridge.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
11.7	Street furniture does is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
11.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
11.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) , with the exception of the footbridge. It is not feasible to alter the bridge for it to meet with current guidance for gradient and length. Handrails have been provide to each side at a suitable height, but these offer poor colour contrast with their background.	When next painting provide colour contrast between handrails and its background.	3
11.10	Drainage gratings are not within the access route.		



Bollard on foot bridge. This, if absolutely necessary should be 1000mm high with good colour contrast and incorporate a colour contrasting band.



Handrails with poor colour contrast

12 Cartmel Way, Deerhurst Way, Lindisfarne Road, St Olave's Drive, St Alban's Drive, Leiston Court, Walsingham Way, Delarpe Court and Ixworth Close.

Description: This is a residential area. There is a footpath, St Michael's Walk, starting on Cartmel Way and passing the ends of St Olave's Drive and St Alban's Drive and connecting to The Crescent a neighbouring street.

Ref	Observation	Recommendation	Priority
12.1	Generally there is a continuous unobstructed access route along the footways.		
12.2	The route does not have kerbs which have been dropped, with the exception of those at the junction of Delarpe Court with Washington Way. The pedestrian only route, St Michaels Walk, does not have dropped kerbs where it cross roads.	Provide dropped kerbs at pedestrian crossing points e.g. road junctions.	1
12.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
12.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was noted that a number of paths are starting to show signs of breaking up, remediation works should be put in a programme of works.	Programme remediation works to footways	3
12.5	The route provides adequate width.		
12.6	It is free of hazards such as bollards, litter bins.		
12.7	Street furniture is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
12.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
12.9	The routes are level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
12.10	Drainage gratings are not within the access route.		



Path showing the early sign of breaking up

13 Cleve Place

Description: This is off High St and gives access to the village hall, , recycling bins and playground, there are also a number of houses.

Ref	Observation	Recommendation	Priority
13.1	Generally there is a continuous unobstructed access route along the footway.		
13.2	The route has kerbs which have been dropped.		
13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
13.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
13.5	The route provides adequate width.		
13.6	It is not free of hazards such as bollards, as these can be found at the end of the footpath leading towards the play area and at the start of the paths adjacent to houses.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
13.7	Street furniture is well sited out of the general line of travel.		
13.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
13.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
13.10	Drainage gratings are not within the access route.		
13.11	At the start of the path leading towards the play area there is an information board. This is at a height and position that a person using a wheelchair would find difficult to read.	Provide information that is accessible to all in terms of text and positioning	1



Example of low level bollard in path and information panel which cannot be read by anyone seated or short of stature.

14 Bath Road

Description: This is a new development with a mix of footways and shared surfaces. Shared surfaces are not liked by all, in particular visually impaired people as eye contact between drivers and pedestrians cannot be made. This road loops back on its self.

Ref	Observation	Recommendation	Priority
14.1	Generally there is a continuous unobstructed access route along the footway.		
14.2	The route has kerbs which have been dropped.		
14.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
14.4	The surface is even and slip-resistant with the surface being made up of tarmac and brick/block setts.		
14.5	The route provides adequate width.		
14.6	It is free of hazards such as bollards, litter bins.		
14.7	Street furniture is well sited out of the general line of travel.		
14.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
14.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
14.10	Drainage gratings are not within the access route.		

15 Lukes Lane and Back Lane

Description: Lukes Lane is access from High St which then leads on to Back Lane which then leads to Eyebury Rd. On Lukes Lane there are eight parking bays which are angled to the road. When accessing Back Lane from Lukes Lane, you do so at the middle, with one end being a cul-de-sac and the other leading to Eyebury Rd. At the cul-de-sac end there is a footpath, Waltham Walk, linking it to Deerhurst Way and at the other side a footpath leads to Woad Court. Parts of Back Lane provide a footway to one side only.

Ref	Observation	Recommendation	Priority
15.1	Generally there is a continuous unobstructed access route along the footway.		
15.2	The route has does not have kerbs which have been dropped.	At road junctions/pedestrian crossing points provide dropped kerbs.	1
15.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
15.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
15.5	The route provides adequate width. The exception being the cut-through between Back Lane to Deerhurst Way, however, it is not feasible to increase this.		
15.6	It is not free of hazards such as bollards, as these can be found at the ends of the Woad Court/Back Lane pedestrian only route.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1

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Ref	Observation	Recommendation	Priority
15.7	Street furniture is well sited out of the general line of travel.		
15.8	The routes do appear to be adequately lit along the highway, however this should be checked when dark. The pedestrian only route does not appear to be adequately lit and should be checked.	Check lighting levels when dark and increase as necessary	2
15.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
15.10	Drainage gratings are not within the access route.		
15.11	The parking bays on Lukes Lane do not include any designated for Blue Badge holders. It could be argued that Blue Badge holders can park almost anywhere (subject to traffic regulations and providing they are not causing an obstruction) so that a bay is not required, however, providing suitable bays is recommended.	Provide a designated bay for Blue Badge holders on Lukes Lane.	3



Top left: Parking on Lukes Lane

Left: Bollards at the start of the pedestrian cut through to Woad Court

Above: Single bollard on Woad Court cut-through

16 New Road, Woad Court, The Crescent, Little Close and Boxgrove Close

Description: This is a housing estate with access to it from Eyebury Rd via New Road or Little Close.

Ref	Observation	Recommendation	Priority
16.1	Generally there is a continuous unobstructed access route along the footway.		
16.2	The route has some kerbs which have been dropped. These do not always tie up to a dropped kerb on the opposite side of the carriageway.	Provide dropped kerbs at street junction or other suitable pedestrian crossing points	1
16.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
16.4	The surface is even and slip-resistant with the surface being made up of tarmac		
16.5	The route provides adequate width.		
16.6	It is free of hazards such as bollards, litter bins.		
16.7	Street furniture is sited out of the general line of travel.		
16.8	The route does / does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
16.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		

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Ref	Observation	Recommendation	Priority
16.10	Drainage gratings are not within the access route.		

17 St Benet's Gardens and Fountain Place

Description: These are located on the south side of Thorney Rd, both are cul-de-sacs and residential estates.

Ref	Observation	Recommendation	Priority
17.1	Generally there is a continuous unobstructed access route along the footway.		
17.2	The route has kerbs which have been dropped. With St Benet's Gardens having a raised carriage way where it meets Thorney Rd.		
17.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
17.5	The route provides adequate width.		
17.6	It is free of hazards such as bollards, litter bins		
17.7	Street furniture is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
17.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
17.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
17.10	Drainage gratings are not within the access route.		

18 Whitby Avenue and Millport Drive

Description: This is a new housing estate with Whitby Avenue having a mix of footways and shared surfaces. Shared surfaces are not liked by all, in particular visually impaired people, as eye contact between drivers and pedestrians cannot be made.

Ref	Observation	Recommendation	Priority
18.1	Generally there is a continuous unobstructed access route along the footway.		
18.2	The route has kerbs which have been dropped.		
18.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
18.4	The surface is even and slip-resistant with the surface being made up of tarmac and setts		
18.5	The route provides adequate width.		

Ref	Observation	Recommendation	Priority
18.6	It is free of hazards such as bollards, litter bins.		
18.7	Street furniture is well sited out of the general line of travel.		
18.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
18.9	The routes are level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
18.10	Drainage gratings are not within the access routes.		

19 Eye Green Industries

Description: This provides access to a petrol station, hotel and a fast food outlet, this is on the northern side of the A47 to Eye.

Ref	Observation	Recommendation	Priority
19.1	Generally there is not a continuous unobstructed access route along the footway. The footpath is not continuous and there is a large amount of traffic movement. With the hotel being present it is feasible that pedestrians unfamiliar to the area could be using this area.	Provide a continuous footway to the fast food outlet	1

Ref	Observation	Recommendation	Priority
19.2	The route does not have kerbs which have been dropped.	Provide dropped kerbs	1
19.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
19.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
19.5	The route provides adequate width.		
19.6	It is free of hazards such as bollards, litter bins.		
19.7	Street furniture is sited out of the general line of travel.		
19.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
19.9	The route is not level (i.e. with no gradient steeper than 1 in 20 and with no steps) but it is not feasible to alter this as it follows the natural contours of the land.		
19.10	Drainage gratings are not within the access route.		
19.11	Vegetation was found to be encroaching on to the footway.	Cut back overgrowing vegetation	2

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Eye Green Industries cont'd...



Looking towards the petrol station and fast food outlet. No dropped kerbs and vegetation encroaching on to footway.

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20 Signage

Ref	Observation	Recommendation	Priority
20.1	Street way finding signage is provided		
20.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size suitable for many to read e.g. 14 point	2

21 Declaration

We can advise that this Disability Access Audit has been carried out by
Ian Streets NRAC Auditor

A handwritten signature in black ink, appearing to read 'Ian Streets', written over a horizontal line.

Signed.....

Ian Streets NRAC Auditor

28th August 2013

Dated.....

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22 Table of Prioritised Recommendations

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
1	4.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
2	4.4	There is no pedestrian crossing point close to the roundabout with High St, this is seen as a suitable place to provide a crossing especially as it is close to the bus stops.	Provide a crossing point adjacent the roundabout and bus stop	1
3	5.30	Tactile paving has not been provided at all pedestrian crossings points e.g. junctions with streets off High Street.	Provide tactile warning to dropped kerb locations	1
4	5.60	It is not free of hazards such as bollards, litter bins as "A" boards can be found along the route. To visually impaired people these can be a real issue.	Check on the use of "A" boards by retailers. If used they should be placed outside of the pedestrian routes.	1
5	6.30	Tactile paving has not been provided at all pedestrian crossings points. To entrances to the new development dropped kerbs and tactile paving have been provided, but not to the junction with Fountains Place or St Benet's Gardens.	Provide tactile warning to dropped kerb locations at the junction of St Benet's Gardens and Fountains Place.	1
6	6.40	The dropped kerbs at the roundabout are not flush with the road surface, this is an issue for visually impaired and wheelchair users. Dropped kerbs should be no higher than 6mm above the carriage way with a pencil rounded edge.	Make dropped kerbs flush with the carriage way.	1

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	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
7	7.20	The routes does not have dropped to the junction of Back Lane. A dropped kerb can only be provided to one side as there is a footway to one side only.	Provide dropped kerb and tactile paving to the junctions with Back Lane.	1
8	7.30	Tactile paving has not been provided at pedestrian crossings points or to the vehicle crossover points to the school	Provide tactile warning to dropped kerb locations and at the vehicle access points to the school	1
9	8.11	Cemetery: This has a surface of gravel, for a number of users this will make accessing the grounds impossible, this should be reviewed.	Carryout an access audit of cemetery grounds	1
10	9.30	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations and raised carriage way crossing points	1
11	10.3	Tactile paving has not been provided where the footway ends on Beech Lane.	Provide tactile warning to dropped kerb locations	1
12	11.2	The route has kerbs which have been dropped to Tintern Rise but not to the other junctions..	Provide dropped kerbs at road junctions	1
13	11.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
14	11.6	It is not free of hazards such as bollards, as these can be found to the area in front of the bungalows on Tintern Rise and at the far end of the overhead foot bridge.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
15	12.2	The route does not have kerbs which have been dropped, with the exception of those at the junction of Delarpe Court with Washington Way. The pedestrian only route, St Michaels Walk, does not have dropped kerbs where it cross roads.	Provide dropped kerbs at pedestrian crossing points e.g. road junctions.	1
16	12.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17	13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
18	13.6	It is not free of hazards such as bollards, as these can be found at the end of the footpath leading towards the play area and at the start of the paths adjacent to houses.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
19	13.11	At the start of the path leading towards the play area there is an information board. This is at a height and position that a person using a wheelchair would find difficult to read.	Provide information that is accessible to all in terms of text and positioning	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
20	14.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
21	15.2	The route has does not have kerbs which have been dropped.	At road junctions/pedestrian crossing points provide dropped kerbs.	1
22	15.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
23	15.6	It is not free of hazards such as bollards, as these can be found at the ends of the Woad Court/Back Lane pedestrian only route.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
24	16.2	The route has some kerbs which have been dropped. These do not always tie up to a dropped kerb on the opposite side of the carriageway.	Provide dropped kerbs at street junction or other suitable pedestrian crossing points	1
25	16.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
26	17.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
27	18.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
28	19.1	<p>Generally there is not a continuous unobstructed access route along the footway.</p> <p>The footpath is not continuous and there is a large amount of traffic movement. With the hotel being present it is feasible that pedestrians unfamiliar to the area could be using this area.</p>	Provide a continuous footway to the fast food outlet	1
29	19.2	The route does not have kerbs which have been dropped.	Provide dropped kerbs	1
30	19.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
31	4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
32		The zebra crossing outside the post office has not had its blister paving laid in accordance with guidance as this also uses guidance path paving. For controlled crossings, the blister paving should have a section leading to the back of the footway. The blister paving is red and so is the adjoining block paving. At controlled crossings, the blister paving should be red and contrast with the adjoining surfaces.	Provide blister paving to the zebra crossing as per guidance.	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
33	5.40	The surface is generally even and slip-resistant with the surface being made up of tarmac. However, towards the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd, a half dished gully can be found within the pedestrian routes, this is not obvious and to visually impaired people and wheelchair users this could be an issue/hazard.	Look to replace half dished gully with a flush flat top gully	2
34	5.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
35	5.12	Bus stops do not have raised platforms.	Provide bus stops with raised boarding platforms	2
36	6.90	The route does to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
37	7.90	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
38	8.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
39	9.20	The route does not have kerbs which have been dropped but the carriageway has been raised, unfortunately the footway kerb and carriageway are not flush, this will be an issue for wheelchair users and visually impaired.	Provide dropped kerbs that are flush with the carriage way	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
40	9.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
41	10.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
42	11.5	The route provides adequate width. However on the pedestrian footbridge foliage is starting to encroach on to the footway, this should be cut back.	Cut back vegetation growth on footbridge	2
43	11.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
44	12.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
45	13.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
46	14.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
47	15.8	The routes do appear to be adequately lit along the highway, however this should be checked when dark. The pedestrian only route does not appear to be adequately lit and should be checked.	Check lighting levels when dark and increase as necessary	2
48	16.8	The route does / does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
49	17.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
50	18.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
51	19.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
52	19.11	Vegetation was found to be encroaching on to the footway.	Cut back overgrowing vegetation	2
53	20.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size suitable for many to read e.g. 14 point	2
54	4.12	A bus shelter is provided to one side of the road only.	Consider providing a shelter to the opposite side of the road	3
55	8.90	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) with the exception of the footbridge of the A47. It is not feasible to alter the features to meet with current design guidance for ramps e.g. gradient and length. Handrails have been provided to both sides at a suitable height, but the contrast with its background is poor.	Provide colour contrast between the handrail and its background	3

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
56	11.9	<p>The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) , with the exception of the footbridge.</p> <p>It is not feasible to alter the bridge for it to meet with current guidance for gradient and length. Handrails have been provide to each side at a suitable height, but these offer poor colour contrast with their background.</p>	When next painting provide colour contrast between handrails and its background.	3
57	12.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was noted that a number of paths are starting to show signs of breaking up, remediation works should be put in a programme of works.	Programme remediation works to footways	3
58	15.11	The parking bays on Lukes Lane do not include any designated for Blue Badge holders. It could be argued that Blue Badge holders can park almost anywhere (subject to traffic regulations and providing they are not causing an obstruction) so that a bay is not required, however, providing suitable bays is recommended.	Provide a designated bay for Blue Badge holders on Lukes Lane.	3

1: High priority, a major barrier to access or a H&S issue

2: Medium priority, puts disabled people at a disadvantage, but can be overcome

3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works

	Ref	Observation	Recommendation	Priority
1	4.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
2	4.4	There is no pedestrian crossing point close to the roundabout with High St, this is seen as a suitable place to provide a crossing especially as it is close to the bus stops.	Provide a crossing point adjacent the roundabout and bus stop	1
3	5.30	Tactile paving has not been provided at all pedestrian crossings points e.g. junctions with streets off High Street.	Provide tactile warning to dropped kerb locations	1
4	5.60	It is not free of hazards such as bollards, litter bins as "A" boards can be found along the route. To visually impaired people these can be a real issue.	Check on the use of "A" boards by retailers. If used they should be placed outside of the pedestrian routes.	1
5	6.30	Tactile paving has not been provided at all pedestrian crossings points. To entrances to the new development dropped kerbs and tactile paving have been provided, but not to the junction with Fountains Place or St Benet's Gardens.	Provide tactile warning to dropped kerb locations at the junction of St Benet's Gardens and Fountains Place.	1
6	6.40	The dropped kerbs at the roundabout are not flush with the road surface, this is an issue for visually impaired and wheelchair users. Dropped kerbs should be no higher than 6mm above the carriage way with a pencil rounded edge.	Make dropped kerbs flush with the carriage way.	1
7	7.20	The routes does not have dropped to the junction of Back Lane. A dropped kerb can only be provided to one side as there is a footway to one side only.	Provide dropped kerb and tactile paving to the junctions with Back Lane.	1
8	7.30	Tactile paving has not been provided at pedestrian crossings points or to the vehicle crossover points to the school	Provide tactile warning to dropped kerb locations and at the vehicle access points to the school	1
9	8.11	Cemetery: This has a surface of gravel, for a number of users this will make accessing the grounds impossible, this should be reviewed.	Carryout an access audit of cemetery grounds	1

10	9.30	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations and raised carriage way crossing points	1
11	10.3	Tactile paving has not been provided where the footway ends on Beech Lane.	Provide tactile warning to dropped kerb locations	1
12	11.2	The route has kerbs which have been dropped to Tintern Rise but not to the other junctions..	Provide dropped kerbs at road junctions	1
13	11.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
14	11.6	It is not free of hazards such as bollards, as these can be found to the area in front of the bungalows on Tintern Rise and at the far end of the overhead foot bridge.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
15	12.2	The route does not have kerbs which have been dropped, with the exception of those at the junction of Delarpe Court with Washington Way. The pedestrian only route, St Michaels Walk, does not have dropped kerbs where it cross roads.	Provide dropped kerbs at pedestrian crossing points e.g. road junctions.	1
16	12.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17	13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
18	13.6	It is not free of hazards such as bollards, as these can be found at the end of the footpath leading towards the play area and at the start of the paths adjacent to houses.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
19	13.11	At the start of the path leading towards the play area there is an information board. This is at a height and position that a person using a wheelchair would find difficult to read.	Provide information that is accessible to all in terms of text and positioning	1
20	14.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
21	15.2	The route has does not have kerbs which have been dropped.	At road junctions/pedestrian crossing points provide dropped kerbs.	1

22	15.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
23	15.6	It is not free of hazards such as bollards, as these can be found at the ends of the Woad Court/Back Lane pedestrian only route.	Unless absolutely necessary bollards should be removed. If they cannot be removed they should provide good colour contrast against their background and incorporate a colour contrasting band.	1
24	16.2	The route has some kerbs which have been dropped. These do not always tie up to a dropped kerb on the opposite side of the carriageway.	Provide dropped kerbs at street junction or other suitable pedestrian crossing points	1
25	16.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
26	17.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
27	18.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
28	19.1	Generally there is not a continuous unobstructed access route along the footway. The footpath is not continuous and there is a large amount of traffic movement. With the hotel being present it is feasible that pedestrians unfamiliar to the area could be using this area.	Provide a continuous footway to the fast food outlet	1
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30	19.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
31	4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
32		The zebra crossing outside the post office has not had its blister paving laid in accordance with guidance as this also uses guidance path paving. For controlled crossings, the blister paving should have a section leading to the back of the footway. The blister paving is red and so is the adjoining block paving. At controlled crossings, the blister paving should be red and contrast with the adjoining surfaces.	Provide blister paving to the zebra crossing as per guidance.	2

33	5.40	The surface is generally even and slip-resistant with the surface being made up of tarmac. However, towards the roundabout with Eyebury Rd/Thorney Rd/Crowland Rd, a half dished gully can be found within the pedestrian routes, this is not obvious and to visually impaired people and wheelchair users this could be an issue/hazard.	Look to replace half dished gully with a flush flat top gully	2
34	5.80	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
35	5.12	Bus stops do not have raised platforms.	Provide bus stops with raised boarding platforms	2
36	6.90	The route does to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
37	7.90	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
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39	9.20	The route does not have kerbs which have been dropped but the carriageway has been raised, unfortunately the footway kerb and carriageway are not flush, this will be an issue for wheelchair users and visually impaired.	Provide dropped kerbs that are flush with the carriage way	2
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41	10.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
42	11.5	The route provides adequate width. However on the pedestrian footbridge foliage is starting to encroach on to the footway, this should be cut back.	Cut back vegetation growth on footbridge	2
43	11.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
44	12.8	The routes do appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
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47	15.8	The routes do appear to be adequately lit along the highway, however this should be checked when dark. The pedestrian only route does not appear to be adequately lit and should be checked.	Check lighting levels when dark and increase as necessary	2
48	16.8	The route does / does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
49	17.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
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51	19.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
52	19.11	Vegetation was found to be encroaching on to the footway.	Cut back overgrowing vegetation	2
53	20.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size4 suitable for many to read e.g. 14 point	2
54	4.12	A bus shelter is provided to one side of the road only.	Consider providing a shelter to the opposite side of the road	3
55	8.90	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) with the exception of the footbridge of the A47. It is not feasible to alter the features to meet with current design guidance for ramps e.g. gradient and length. Handrails have been provided to both sides at a suitable height, but the contrast with its background is poor.	Provide colour contrast between the handrail and its background	3
56	11.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) , with the exception of the footbridge. It is not feasible to alter the bridge for it to meet with current guidance for gradient and length. Handrails have been provide to each side at a suitable height, but these offer poor colour contrast with their background.	When next painting provide colour contrast between handrails and its background.	3
57	12.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was noted that a number of paths are starting to show signs of breaking up, remediation works should be put in a programme of works.	Programme remediation works to footways	3

- 58 15.11 The parking bays on Lukes Lane do not include any designated for Blue Badge holders. It could be argued that Blue Badge holders can park almost anywhere (subject to traffic regulations and providing they are not causing an obstruction) so that a bay is not required, however, providing suitable bays is recommended. Provide a designated bay for Blue Badge holders on Lukes Lane. 3

• Access audits • plan appraisals • access statements • training • advice on accessibility • nationwide coverage

Disability Access Audit

Village:

Glinton
Nr Peterborough
Cambridgeshire

Prepared upon the Instructions of:

Sandie Burns
DIAL Peterborough
Kingfisher Centre
The Cresset
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15th August 2013

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Executive Summary

This Disability Access Audit was carried out upon the instructions of Sandie Burns during the month of August 2013. The Audit was conducted by Ian Streets, NRAC (Auditor). It was a sunny day, with the audit being conducted late morning.

The Disability Access Audit was carried out via a series of observations and physical measurements which are based upon Approved Document M of the Building Regulations 2000:2004 Edition, Equality Act Codes of Practice, British Standard 8300:2009 +A1 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People and Department of Transport guidance on the use of tactile paving. A number of recommendations for improvements were identified and recommendations made.

The Audit highlighted a number of improvements, which include the following:

The provision of dropped kerbs and tactile paving at road junctions is a hit and miss affair, to visually impaired people tactile paving is important, and of course the provision of dropped kerbs for wheelchair users is vital. There is a mix of roads where some kerbs have been dropped and others where they are absent, where absent they should be provided.

Overgrowing vegetation can be an issue, especially when it gets to a point where it reduces access width or at worst, can cause injury or push people in to the highway, this needs ongoing monitoring with a policy to backup any occurrences especially when it is the result of third party neglect.

To Welmore Rd there are a number of short rise steps down from the carriage way to the footway. These do not meet with current guidance for their design. Handrails should be provided to both sides along with colour contrasting nosings. Tactile warning should also be provided but this would not be feasible to the top as this is directly on to the carriage way, the bottom it could be provided. There is an alternative approach for people who cannot use these steps, but it is a long detour, consideration should be given to providing a mid-point accessible location.

1 Introduction

This report has been made for and on behalf of DIAL Peterborough and carried out by About Access Ltd. The Audit was completed during the month of August 2013. The report may only be copied with the consent of About Access Ltd and must not be reproduced in any other format. The weather was sunny with the inspection carried out during the morning.

The Audit was carried out following a site visit involving visual inspection and measurement. The Access Audit provided to assess the current state of accessibility and usability of the buildings by people with a range of impairments.

The Audit gives opinion of the building to single point in time highlighting areas for improvement and prioritising action.

About Access Ltd has taken all reasonable steps to interpret the Acts, Regulations and Approved Codes of Practice. Courts of Law can only interpret these. No guarantees can be given that during any subsequent visit by inspectors with statutory powers other non-compliances may not be found. About Access Ltd will not accept any responsibility for any loss arising as a result.

2 Legislation

2.1 Equality Duty

This Act which came in to force on the 1st October 2010, replaces the Disability Discrimination Acts of 1995 and 2005.

This legislation applies to clubs, associations, societies, businesses, voluntary and community sector organisations, education and employment. Its aim is to bring together a number of different pieces of legislation on diversity, this legislation covers:-

- age
- gender reassignment
- religion or belief
- disability
- sexual orientation.
- Race
- sex
- pregnancy & maternity (which includes breastfeeding)

These are known as protected characteristics.

This report will concentrate on disability; further advice should be sought on other aspects of the legislation as and when required.

Who is Protected?

Anyone who has or has had a disability, mistakenly perceived to be disabled and anyone who is linked or associated with a disabled person e.g. the parent of a disabled child.

A disabled person is defined as someone who has a mental or physical impairment that has a substantial and long-term (more than 12 months) effect on the ability to carry out normal-day-today activities. These are listed as:

- mobility;
- doing something with your hands;
- physical coordination;
- continence (controlling your bladder and bowels);
- ability to lift, carry or move everyday objects;
- speech, hearing or eyesight;
- memory or ability to concentrate, learn or understand; or
- perception of the risk of physical danger.

Substantial means that it is more than minor or trivial and impairment covers for example long-term conditions like asthma or diabetes and conditions that come and go. Mental impairments include mental health conditions (e.g. bipolar, depression), learning difficulties (e.g. dyslexia) and learning disabilities (autism or Down's syndrome). People with cancer, multiple sclerosis and HIV/AIDS are automatically protected as disabled people along with people who have severe disfigurement without having to show that it has a substantial effect on day-to-day activities.

2.1 Equality Duty cont'd...
Who is Protected? cont'd...

The legislation makes it unlawful to discriminate in a number of ways these are:-

Direct discrimination

Indirect discrimination

Harass

Victimisation

Physical features

Discrimination arising from disability

Service providers are those organisations that provide services, whether paid for or for free to members of the public or a section of the public. This is anticipatory, This means that service providers should anticipate, as far as it is reasonable to do so, anticipate the requirements of disabled people and the adjustments that may have to be made for them.

For employment the duty is to make reasonable adjustments to suit the specific individual employee, this is not anticipatory.

Duty to Make Reasonable Adjustments

Should a disabled person be placed at a substantial disadvantage when compared to a non-disabled person then there are three requirements that apply, these are

- Provision, criterion or practice,
- Remove, alter, avoid a physical feature or provide the service in a different way, and finally
- Provide auxiliary aids or services

The first requirement is to change the way things are done this is known as, provision, criterion or practice. Organisations have rules about the way it carries out its business, these can be written or just simply "that's the way we've always done it". It is these rules that may be a barrier to a disabled person.

2.1 Equality Duty cont'd...

Duty to Make Reasonable Adjustments cont'd...

It is these rules that may have to change or be dropped so that they no longer make it unreasonably difficult for a disabled person to use the service or amenity.

The second requirement is around physical features that members of the public or a section of the public may come across. If these features put disabled people at a substantial disadvantage then reasonable steps must be taken to:

- Remove the feature,
- Alter it so that it no longer has the disabling effect,
- Avoid the feature by reasonable means or
- Provide a reasonable alternative method of making the service available to disabled people.

The final requirement is about providing auxiliary aids and services if this would enable disabled people to make use of organisations services. The type of auxiliary aid or service will depend on what the organisation does or offers. Where equipment is offered, it must be in working order, maintained and staff must be trained in its use, also the need for back-up service should be considered.

Types of Discrimination

Direct

This occurs when someone receives worse treatment than someone who does not have a disability. For example a person is asked to leave a restaurant because they have Tourettes Syndrome.

- 2.1 Equality Duty cont'd...
Types of Discrimination cont'd...

Discrimination Arising from Disability

This occurs when someone is discriminated against because of something connected with their disability and the unfair treatment cannot be justified. The difference between this and the direct is that in the case of direct discrimination it has resulted because of the disability, whereas in “arising for disability” it’s because of something associated with their disability.

Discrimination will not be unlawful if it was not known or could not have reasonably expected to know that the person was disabled. This means that reasonable steps should be taken to find out if someone is disabled or not, but care needs to be taken not to infringe on the disabled person’s dignity or privacy.

Indirect Discrimination

This occurs because of rules, policy or practice that applies to all but puts people with particular impairments at a disadvantage when compared to a non-disabled person and it cannot be shown to be justified and meet a legitimate aim in a balanced, reasonable and fair way.

Reasonable Adjustments

In most environments, reasonable adjustments have to be made to remove physical or any other types (policy, attitudinal) of barrier that could make it difficult or impossible for disabled customers to use or access the services or information being provided.

The aim of making the adjustment is to make sure that a disabled person (e.g. someone who may be deaf or visually impaired or have difficulty in walking) can use an organisations service as close as it is reasonably possible to get the standard usually offered to non-disabled people.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

The duty to make changes is an anticipatory one, the organisation must think in advance about how people who have impairments may be affected in accessing their services and what can be done to remove any barriers.

If an organisation finds there are barriers to access for disabled people, then it has a duty to consider making changes to remove or adjust any barriers to access. It will be up to the organisation to consider if the adjustments are reasonable and make them.

It is recommended that if any barriers to access are identified and the organisation concerned believes they are not reasonable to remove, alter, avoid or provide the service by an alternative means, then it should make a dated record of the reasoning along with any evidence to support this belief. The evidence could be a letter from the local conservation officer stating that the proposed changes to the listed building are not allowed or a quote from a lift supplier giving details of installation costs. This information should also include a review date.

An organisation has to do what is reasonable. Reasonableness will depend on a whole range of factors for example, but not limited to, cost, disruption caused in making the adjustment, resources available (other than cost), the type of service being offered, time required to make adjustment.

Adjustments do not have to be made to make the building or service more accessible if it will lead to a breach of any other legal duties, **but** this will be in exceptional circumstances only where the other legal duties are very specific and the service provider has no other choice.

The duty to make reasonable adjustment falls into three main areas:

1. provision, criterion or practice;
2. provide auxiliary aids and services;
3. overcome a physical feature by
 - i. removing the feature; or
 - ii. altering it; or
 - iii. avoiding it; or
 - iv. providing services by alternative methods.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

What is seen as reasonable will depend upon the type of service being offered, along with the size of the provider, taking into account the nature of the service and resources available to it.

Things to consider are:-

- would the suggested steps be effective in improving accessibility,
- is it practical for the service provider to take the recommended steps,
- financial cost of the recommendations,
- the disruption caused whilst making the adjustments,
- the financial resources available, the amount already spent on making improvements to access, and,
- any other resources (financial or otherwise) that is available.

For not making adjustments, evidence should be gathered, e.g. Financial implications, disruption caused, number of visitors etc. This should then be recorded and reviewed. This could then be used as part of a defence against a claim of discrimination.

Harassment

This is unwanted behaviour related to disability that has the purpose or effect of violating a person's dignity or creating an intimidating, hostile, degrading, humiliating or offensive environment. This is unlawful treatment.

Victimisation

If someone makes a complaint about discrimination or harassment relating to the Act or has helped another or it is believed that they are helping or have complained, then it is unlawful for them to be treated badly, this applies whether or not the person being treated badly is disabled.

2.1 Equality Duty cont'd...

Positive Action

Positive action toward disabled people is allowed, this can be used to target a particular group, in this case disabled people. Research should be carried out to see if this group of people are under-represented as guidance states it should not be assumed.

Public Sector Equality Duty

A public body e.g. Police, Fire & Rescue Service, Local Authorities or those providing a service of a public nature e.g. a company operating a prison, have a Public Sector Equality Duty, depending upon their status they may have two duties, a General and a Specific Duty, all will have a General Duty, in addition to those as a service provider e.g. when running a sports centre or being an employer.

They must still not directly or indirectly discriminate, harass or victimise against anyone in relation to one or more protected characteristics.

Under the Equality Duty a public authority when exercising its functions must have due regard to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not

2.2 Definition of Disability

A disabled person, as defined in the Equality Act Code of Practice, is someone who has a physical or mental impairment, which has a substantial and long-term affect on this ability to carry out normal day to day activities.

2.3 **Building Regulations**

Approved Document Part M of the Building Regulations 2000:2004 Edition provides guidance on access and facilities for disabled people on non-domestic buildings and dwellings.

2.4 **The Report**

The report contains descriptions of how the physical features and other elements of the building are found at the time of the visit. Recommendations are made within each section. At the back of the report is a schedule of recommendations, which have been prioritised. These priorities should be read in context of the report as their grading may well depend on how severe a barrier to access it is.

The priorities are:-

1: This is seen as a major barrier to access or a health and safety issue, works should be carried out as a matter of priority. For example, not providing dropped kerbs on a busy road or the installation is of extremely poor quality.

2: The feature is an issue and puts disabled people at a disadvantage, but can be overcome, needs to be put into a programme of works. For example, footway may show signs of breaking up, but a top dressing would improve things.

3: This is seen as an inconvenience. For example, overgrowing hedges across a path, whilst not pushing anyone in to the road, or causing injury from branches, does reduce the path width, and could result in people getting wet from foliage. If allowed to carry on growing, would certainly move up the priority scale.

3 Description

Glinton is a village of about 3130 people according to the 2001 Census, with around 1200 dwellings and is located between Peterborough in Cambridgeshire, and Market Deeping in Lincolnshire. Glinton is separated from Peterborough and Werrington by the A15 Peterborough bypass.

Glinton has two small shops: a chemist and also a post office/general store. There is a pub (The Bluebell) in the village, the 2nd pub closing in 2006 and becoming a residential property in 2011.

There are two schools in the village, Peakirk cum Glinton (a Church of England primary school with about 200 pupils) and Arthur Mellows Village College (a large secondary school with about 1700 pupils).

The main road passing through the village is Lincoln Rd, this runs north/south, at its southern end it joins the A15. Helpston Rd which runs west/east is west of Lincoln Rd and joins the A15. Where Helpston Rd meets Lincoln Rd, in the middle of the village, it continues on the eastern side of Lincoln Rd in the name of the High St changing to Peakirk Rd.

Assessment

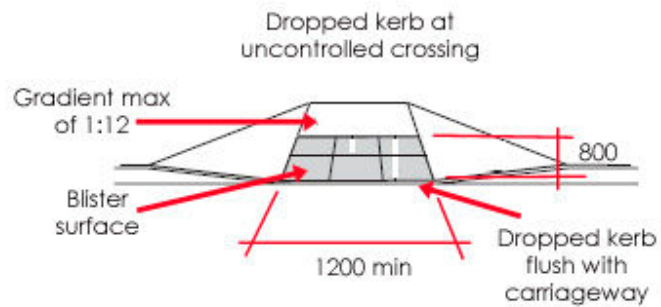
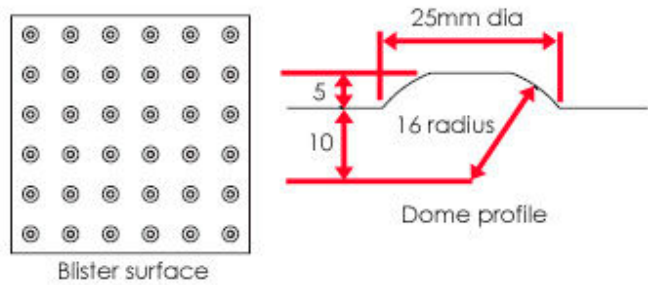
4 High Street / Peakirk Road

Description: This is one of four main arterial roads of the village with most of the housing being off this road.

Ref	Observation	Recommendation	Priority
4.1	Generally there is a continuous unobstructed access route along the footway. At the eastern end of the village the footway is a shared cycle path, it does not provide the recommended width for this. The width of the path at this location is approximately 1500mm, which is the minimum recommended. It may be that the authority has evidence to support the reduced width based on pedestrian/cyclist numbers.		
4.2	The route generally has kerbs which have been dropped. However, where High St meets Lincoln Rd there are no dropped kerbs	Provide dropped kerbs with tactile paving at the junction of High St/Lincoln Rd	1
4.3	Tactile paving has not been provided at pedestrian crossings points.	Tactile paving to meet with current guidance should be provided at street crossing points. Where the footway is a segregated shared path between cyclists and pedestrians the recommended tactile paving and delineator should be provided.	1

Ref	Observation	Recommendation	Priority
4.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was observed at the eastern end of the road on the outskirts of the village the footway is starting to show the signs of breaking up, remediation works should be planned	Programme remediation works to the footway at the eastern end of the village.	3
4.5	The route provides adequate width for the most, see 4.1 segregated cyclist/pedestrians		
4.6	It is free of hazards such as bollards, litter bins, however, a street lightning column was found within the footway outside No 10a. This was unusual as lighting columns and other street furniture was out of the direct route of travel.	When the opportunity arises relocate.	3
4.7	Street furniture is generally out of the general line of travel so this is not an issue, with the exception of 4.6. which does not contrast in colour and luminance with its background.	Provide colour contrast to lighting column. See also 4.8.	2
4.8	Free standing posts and columns do not incorporate a 150mm contrasting band with bottom edge at 1500mm high.	See 4.6 & 4.7	
4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	3
4.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
4.11	Drainage gratings are not within the access route.		

Ref	Observation	Recommendation	Priority
4.12	Bus stops do not have raised platforms.	Provide bus boarders	2
4.13	Bench seating has been provided, but an inclusive space for a wheelchair user to sit alongside has not been provided.	Provide an inclusive space for a wheelchair user to sit alongside bench seats	3



Tactile Paving at uncontrolled crossing

5 Lincoln Road

Description: This runs north-south through the village

Ref	Observation	Recommendation	Priority
5.1	Generally there is a continuous unobstructed access route along the footway.		
5.2	The route has kerbs which have been dropped.		
5.3	Tactile paving has been provided at pedestrian crossings points. It was observed that at the entrance to the public house where the vehicle cross-over is located that tactile paving is not provided. It is recommended that where it is likely that there could be regular traffic tactile paving should be installed. Tactile paving has been provided at the pedestrian crossing which gives access between the west and east sides of Lincoln Road.	Consider the provision of tactile paving to the public house entrance.	2
5.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
5.5	The route provides adequate width.		
5.6	It is free of hazards such as bollards, litter bins.		
5.7	Street furniture is well sited out of the general line of travel.		

Ref	Observation	Recommendation	Priority
5.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
5.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
5.11	Bus stops are provided with shelter on one side only. It is not always feasible to provide shelters for both directions of travel due to lack of space, but just outside the village to the south, there is a bus stop with one side having a shelter and the opposite not.	Provide a shelter to both side of bus stops when feasible.	3
5.12	Bus stops have raised platforms.		

6 Clarendon Way & Pembroke Grove

Description: This is a development of residential houses forming a cul-de-sac, there is a footway leading to the neighbouring development, The Willows.

Ref	Observation	Recommendation	Priority
6.1	Generally there is a continuous unobstructed access route along the footway.		
6.2	The route has kerbs which have been dropped. There are a number of raised sections of the highway, these would make suitable crossing points, except the height difference between the raised carriageway and the kerb to the footway is in excess of the recommended 5mm, it should be flush.	If the opportunity arises, make flush the kerb with the raised highway sections	3
6.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile paving at dropped kerb locations	1
6.4	The surface is even and slip-resistant with the surface being made up of tarmac		
6.5	The route provides adequate width.		
6.6	It is free of hazards such as bollards, litter bins.		
6.7	Street furniture is well sited out of the general line of travel.		
6.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
6.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
6.11	Drainage gratings are not within the access route.		
6.12	The path from Clarendon Way to The Willows is firm, even with a tarmac surface. It provides a suitable width.		



Dropped kerb location with no tactile warning



Path between Clarendon Way and The Willows

7 Welmore Road

Description: This road is located where High St and Peakirk Rd meet. It provides access to a number of streets off it, the road its self is a cul-de-sac. For the first part of the road, up to The Willows there is a footway to one side only.

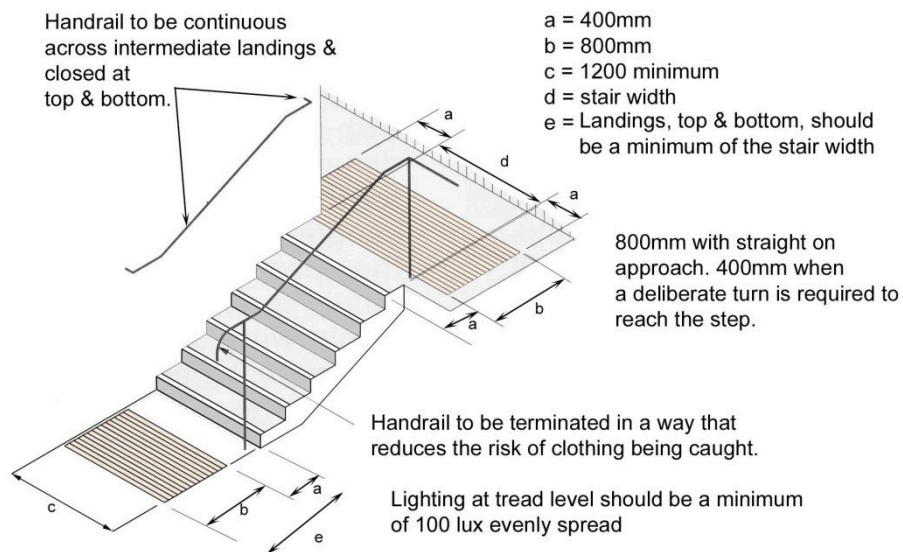
Ref	Observation	Recommendation	Priority
7.1	Generally there is a continuous unobstructed access route along the footway.		
7.2	The route has kerbs which have been dropped. However, where the path starts on the eastern side adjacent The Willows, there is no dropped kerb.	Provide a dropped kerb where the footway starts adjacent The Willows.	1
7.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
7.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
7.5	The route provides adequate width for the main part, but the last section where the footway is at a lower level then the highway the width is less than the recommended minimum because of hedges overgrowing on to the path.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2
7.6	It is free of hazards such as bollards, litter bins.		
7.7	Street furniture is well sited out of the general line of travel.		

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Ref	Observation	Recommendation	Priority
7.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
7.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps) for the most part, see 7.10 steps.		
7.10	Starting on the opposite side of the road to Ashburn Close there seven short rise flight of steps down from the highway to the footway. These typically have uniform height risers (200mm) and treads (300mm) of equal depth. The steps are steep with a handrail to one side only (left when climbing) at a typical height of 600mm and 1070mm, these are of a similar design to key clamp. Handrails should be provided to each side of a flight of steps. The width of the steps is typically 900mm. The following has not been provided: tactile warning, colour contrasting nosings, suitable sized landing to the top, handrails which extend horizontally beyond the top and bottom of the flight. To provide tactile warning and suitably sized landings to the top is not seen as feasible/reasonable.	Provide contrasting nosings, provide handrails to both sides of the steps or at the very least alternate handrails to the left and right sides of the steps	

Ref	Observation	Recommendation	Priority
7.11	Steps to path opposite Ashburn Close: There is no alternative ramped access route between the steps, people who cannot negotiate the steps have to use the footway starting at either end which is approximately 90m. Consideration should be given to installing a ramp approximately half along the path length, this would also require no parking at the top of it.	Consider the provision of ramped access	
7.12	Drainage gratings are not within the access route.		

Stairs, Tactile Warning & Key Dimensions



8 St Benedicts Close, Ashburn Close and The Willows

Description: These streets provide houses/bungalows of similar styles and street layout, they are all cul-de-sacs. There is a pedestrian cut-through from St Benedict's Close through to Lincoln Rd with a second cut-through from St Benedict's Close through to Ashburn Close, this also provides a children's play area.

Ref	Observation	Recommendation	Priority
8.1	Generally there is a continuous unobstructed access route along the footway.		
8.2	The route does not have kerbs which have been dropped.	Dropped kerbs and tactile paving should be provided at suitable street crossing locations, e.g. junctions with other roads.	1
8.3	The surface is even and slip-resistant with the surface being made up of tarmac.		
8.4	The route provides adequate width.		
8.5	It is free of hazards such as bollards, litter bins.		
8.6	Street furniture is well sited out of the general line of travel.		
8.7	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
8.8	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		

Ref	Observation	Recommendation	Priority
8.9	Drainage gratings are not within the access route.		
8.10	The cut-through which starts on Welmore Rd but passes along side St Benedict's Close provides a suitable width until it meets with the path from the playing field, from this point on to Lincoln Rd it provides less than 1500mm. There is vegetation from the sides and above encroaching on to the path, this should all be cut back. Increasing the width may not be seen as being reasonable, but suitable passing places should be installed.	Cut back overgrowing vegetation and introduce passing places	1
8.11	The cut-through between St Benedict's Close and Ashburn Close has overgrowing vegetation from the adjoining properties, this should be cut back.	Cut back overgrowing vegetation and introduce passing places	1
8.12	Playground: From the cut-through there is a chicane to negotiate to enter the play area, but not at the entrance on Ashburn Close, the chicane should be removed.	Remove the chicane	2



Example of road junction with no dropped kerbs or tactile warning



The cut-through which starts on Welmore Rd but passes along side St Benedict's Close provides a suitable width until it meets with the path from the playing field, from this point on to Lincoln Rd

9 The Willows

Description: Description: This is a development of residential houses forming a cul-de-sac, there is a footway leading to the neighbouring development, Clarendon Way.

Ref	Observation	Recommendation	Priority
9.1	Generally there is a continuous unobstructed access route along the footway.		
9.2	The route has kerbs which have been dropped.		
9.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
9.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
9.5	The route provides adequate width / a minimum width of mm / or a route in excess of mm wide.		
9.6	It is free of hazards such as bollards, litter bins.		
9.7	Street furniture is well sited out of the general line of travel.		
9.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
9.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		

Ref	Observation	Recommendation	Priority
9.10	Drainage gratings are not within the access route.		

10 Scotts Road, Neaverson Road, Walker Road, Vergette Road and Holmes Road

Description: Scotts Road is located off Welmore Road. From Scotts Road, Neaverson Road, Walker Road, Vergette Road and Holmes Road can all be accessed. The street design is of the same design.

Ref	Observation	Recommendation	Priority
10.1	Generally there is a continuous unobstructed access route along the footway.		
10.2	The route does have kerbs which have been dropped at the junction of Scotts Rd/Welmore Rd, but not to any of the other junctions.	Provide dropped kerbs with tactile warning to the road junctions.	1
10.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
10.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
10.5	The route provides adequate width.		

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Ref	Observation	Recommendation	Priority
10.6	It is generally free of hazards such as bollards, litter bins, but there is a paved section of Neaverson Road to dwellings numbered 11 & 12 and Walker Road to dwellings 10 & 9, that has bollards at one end. These offer poor colour contrast, do not stand a metre high and have no colour contrasting band.	Provide bollards with a height of 1000mm, provide good colour contrast with their background and incorporate a colour contrasting band to the top.	
10.7	Street furniture is well sited out of the general line of travel for the most part. However along Neaverson Rd a lighting column was placed at the kerb edge, whereas on other footways they are placed at the back next to the boundary line of the houses.		
10.8	Free standing posts and columns incorporate / do not incorporate a 150mm contrasting band with bottom edge at 1500mm high.		
10.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
10.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
10.11	Drainage gratings are not within the access route.		

10 Scotts Road, Neaverson Road, Walker Road, Vergette Road and Holmes Road cont'd...



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11 Websters Close and Saddlers Close

Description: Websters Close leads to Saddlers Close, both are cul-de-sacs. From Saddlers Close there is a short path to the playing field which has a children's play area.

Ref	Observation	Recommendation	Priority
11.1	Generally there is a continuous unobstructed access route along the footway.		

Ref	Observation	Recommendation	Priority
11.2	The route has kerbs which have been dropped, but only at the junction of Websters Close/High Street. There are no other dropped kerbs at crossing points to Websters Close or Saddlers Close.	Provide dropped kerbs with tactile paving at road junctions.	1
11.3	Tactile paving has not been provided at the junction of Websters Close/High Street.	Provide tactile warning to dropped kerb locations	1
11.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
11.5	The route provides adequate width.		
11.6	It is free of hazards such as bollards, litter bins.		
11.7	Street furniture is well sited out of the general line of travel.		
11.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
11.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
11.11	Drainage gratings are not within the access route.		

Ref	Observation	Recommendation	Priority
11.12	<p>From Saddlers Close there is a short path to the playing field where there is a children's playground. The path width is suitable with a firm surface.</p> <p>The playground has a fence around it with two access points, these have grates for the width and length of the opening, approximately 2000mm, this is to prevent animals, in particular dogs from entering this area, this however does discriminate towards people with assistance dogs who may be out with children wanting to play in this area. It also can be an issue for people using sticks, crutches, possibly some wheelchair users and people wearing high heels. The use of gratings should be reviewed with the intention of replacing with less discriminatory methods of keeping dogs out, e.g. gates.</p>	Review the use of grates to play areas with a view to replacing with more accessible methods.	1



Gratings to play area prevent people with assistance dogs entering the area.

12 The Green and North Fen Road

Description: These roads are located around the church with North Fen Road heading out of the village on a typical country road.

Ref	Observation	Recommendation	Priority
12.1	Generally there is a continuous unobstructed access route along the footway where provided. Along The Green to the rear of the church there is a painted white line on the carriageway marking the boundary between the highway and footway. On North Fen Road for parts there is no footway at all.		
12.2	The route has some kerbs which have been dropped.		
12.3	Tactile paving has not been provided at any pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
12.4	The surface is not always even and slip-resistant with the surface being made up of tarmac. The Green to the rear of the church has the marked footway which is particularly uneven	Improve the road surface to The Green at the rear of the Church.	2
12.5	The route generally provides adequate width, with the exception of two paths running to the west of the church grounds and the other at the south east corner.		
12.6	It is free of hazards such as bollards, litter bins, but a number of hedges are becoming over grown and encroaching on to footways.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2

Ref	Observation	Recommendation	Priority
12.7	Street furniture is well sited out of the general line of travel.		
12.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
12.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
12.10	Drainage gratings are not within the access route.		



White line divides footway from carriageway

13 Rectory Lane

Description: This is a cul-de-sac next to the school, there is no footway except for a short section where it meets with High St. Traffic levels will be a minimum. At the end of the lane is a cemetery along with a footway leading to the playing field.

Ref	Observation	Recommendation	Priority
13.1	A part from a short section at the start of the lane, there is no footway to this lane.		
13.2	The route has kerbs which have been dropped.		
13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
13.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
13.5	The footway does provide the recommended width, but beyond this the road to the properties at the bottom of the lane is suitable. It is not seen as reasonable to alter the existing path width except for the inclusion of tactile paving.		
13.6	It is not free of hazards such as bollards, as these can be found outside the school. They offer poor colour contrast, are less than 1000mm high and do not incorporate a colour contrasting band.	If the bollards are not absolutely necessary, they should be removed, failing that they should incorporate a colour contrasting band.	2
13.7	There is no street furniture.		

Ref	Observation	Recommendation	Priority
13.8	The route does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
13.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
13.10	Drainage gratings are not within the access route.		
13.11	The footway leading to the playing field is narrow, but it is seen as not feasible to alter. The Parish Council should review the accessibility of the cemetery.		

14 School Lane

Description: This is a cul-de-sac next to the school, there is no footway except for a short section where it meets with High St. Traffic levels will be a minimum.

Ref	Observation	Recommendation	Priority
14.1	A part from a short section at the start of the lane, there is no footway to this lane.		
4.2	The route has kerbs which have been dropped.		
14.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
14.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
14.5	The footway does provide the recommended width, but beyond this the road to the properties at the bottom of the lane is suitable. It is not seen as reasonable to alter the existing path width except for the inclusion of tactile paving.		
14.6	It is free of hazards such as bollards.		
14.7	The street furniture is out of the general line of travel.		
14.8	The route does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

Ref	Observation	Recommendation	Priority
4.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
14.10	Drainage gratings are not within the access route.		

15 Helpston Road

Description: The is accessed from Lincoln Road and gives access to Arthur Mellows Village College and with Beech Road, Chestnut Close, Elm Crescent and Oak Road.

Ref	Observation	Recommendation	Priority
15.1	Generally there is a continuous unobstructed access route along the footway.		
15.2	The route has kerbs which have been dropped. The ones nearest Lincoln Road are some distance (>70m) from Lincoln Road, so if walking along Lincoln Road these cannot be seen.	Provide dropped kerbs with tactile warning and a path closer to Lincoln Rd	2
15.3	Tactile paving has been provided close to the junction of Lincoln Rd. It was noted however, that it has only been provided to the first entrance in to the College and not the following two or to Beech Road junction.	Provide tactile warning to dropped kerb locations	1

Ref	Observation	Recommendation	Priority
15.4	The surface is even and slip-resistant with the surface being made up of tarmac		
15.5	The route provides adequate width.		
15.6	It is free of hazards such as bollards, litter bins.		
15.7	Street furniture is well sited out of the general line of travel.		
15.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
15.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
15.10	Drainage gratings are not within the access route.		
15.11	At the end of Helpston Rd there is a pedestrian footbridge over the A15. This has a gradient and length that does not meet with current guidance, however, it is seen as not feasible to alter. Handrails have not been provided and should be to both sides.	Provide handrails to both sides at 600mm and 900-1000mm above the line of pitch.	2



Dropped kerb
location to cross
Helpston Rd



Pedestrian footbridge with no handrails



School entrance with no tactile warning

16 Beech Road, Chestnut Close, Elm Crescent and Oak Road

Description: These roads are located off Helpston Rd and form a small estate.

Ref	Observation	Recommendation	Priority
16.1	Generally there is a continuous unobstructed access route along the footway.		
16.2	The route does not have kerbs which have been dropped.	Provide dropped kerbs with tactile paving at junctions.	1
16.3	The surface is even and slip-resistant with the surface being made up of tarmac.		
16.4	The route provides adequate width.		
16.5	It is free of hazards such as bollards, litter bins.		
16.6	Street furniture is well sited out of the general line of travel.		
16.7	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
16.8	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
16.9	Drainage gratings are not within the access route.		

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17 Signage

Ref	Observation	Recommendation	Priority
17.1	Street way finding signage is provided		
17.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size suitable for many to read e.g. 14 point	2

18 Declaration

We can advise that this Disability Access Audit has been carried out by
Ian Streets NRAC Auditor

A handwritten signature in black ink, appearing to read 'Ian Streets', written over a horizontal line.

Signed.....

Ian Streets NRAC Auditor

28th August 2013

Dated.....

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19 Table of Prioritised Recommendations

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
1	4.2	The route generally has kerbs which have been dropped. However, where High St meets Lincoln Rd there are no dropped kerbs	Provide dropped kerbs with tactile paving at the junction of High St/Lincoln Rd	1
2	4.3	Tactile paving has not been provided at pedestrian crossings points.	Tactile paving to meet with current guidance should be provided at street crossing points. Where the footway is a segregated shared path between cyclists and pedestrians the recommended tactile paving and delineator should be provided.	1
3	6.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile paving at dropped kerb locations	1
4	7.2	The route has kerbs which have been dropped. However, where the path starts on the eastern side adjacent The Willows, there is no dropped kerb.	Provide a dropped kerb where the footway starts adjacent The Willows.	1
5	7.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
6	8.2	The route does not have kerbs which have been dropped.	Dropped kerbs and tactile paving should be provided at suitable street crossing locations, e.g. junctions with other roads.	1
7	8.1	The cut-through which starts on Welmore Rd but passes along side St Benedict's Close provides a suitable width until it meets with the path from the playing field, from this point on to Lincoln Rd it provides less than 1500mm. There is vegetation from the sides and above encroaching on to the path, this should all be cut back. Increasing the width may not be seen as being reasonable, but suitable passing places should be installed.	Cut back overgrowing vegetation and introduce passing places	1
8	8.11	The cut-through between St Benedict's Close and Ashburn Close has overgrowing vegetation from the adjoining properties, this should be cut back.	Cut back overgrowing vegetation and introduce passing places	1
9	9.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
10	10.2	The route does have kerbs which have been dropped at the junction of Scotts Rd/Welmore Rd, but not to any of the other junctions.	Provide dropped kerbs with tactile warning to the road junctions.	1
11	10.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
12	11.2	The route has kerbs which have been dropped, but only at the junction of Websters Close/High Street. There are no other dropped kerbs at crossing points to Websters Close or Saddlers Close.	Provide dropped kerbs with tactile paving at road junctions.	1
13	11.3	Tactile paving has not been provided at the junction of Websters Close/High Street.	Provide tactile warning to dropped kerb locations	1
14	11.12	<p>From Saddlers Close there is a short path to the playing field where there is a children's playground. The path width is suitable with a firm surface.</p> <p>The playground has a fence around it with two access points, these have grates for the width and length of the opening, approximately 2000mm, this is to prevent animals, in particular dogs from entering this area, this however does discriminate towards people with assistance dogs who may be out with children wanting to play in this area. It also can be an issue for people using sticks, crutches, possibly some wheelchair users and people wearing high heels. The use of gratings should be reviewed with the intention of replacing with less discriminatory methods of keeping dogs out, e.g. gates.</p>	Review the use of grates to play areas with a view to replacing with more accessible methods.	1
15	12.3	Tactile paving has not been provided at any pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
16	13.3	Tactile paving has not been provided at pedestrian crossings points.	Provide tactile warning to dropped kerb locations	1
17	4.7	Street furniture is generally out of the general line of travel so this is not an issue, with the exception of 4.6. which does not contrast in colour and luminance with its background.	Provide colour contrast to lighting column. See also 4.8.	2
18	4.12	Bus stops do not have raised platforms.	Provide bus boarders	2
19	5.3	Tactile paving has been provided at pedestrian crossings points. It was observed that at the entrance to the public house where the vehicle cross-over is located that tactile paving is not provided. It is recommended that where it is likely that there could be regular traffic tactile paving should be installed. Tactile paving has been provided at the pedestrian crossing which gives access between the west and east sides of Lincoln Road.	Consider the provision of tactile paving to the public house entrance.	2
20	5.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
21	6.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
22	7.5	The route provides adequate width for the main part, but the last section where the footway is at a lower level than the highway the width is less than the recommended minimum because of hedges overgrowing on to the path.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2
23	7.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
24	8.7	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
25	8.12	Playground: From the cut-through there is a chicane to negotiate to enter the play area, but not at the entrance on Ashburn Close, the chicane should be removed.	Remove the chicane	2
26	9.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
27	10.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
28	11.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
29	12.4	The surface is not always even and slip-resistant with the surface being made up of tarmac. The Green to the rear of the church has the marked footway which is particularly uneven	Improve the road surface to The Green at the rear of the Church.	2

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
30	12.6	It is free of hazards such as bollards, litter bins, but a number of hedges are becoming over grown and encroaching on to footways.	Speak to house owners with hedges encroaching on to the path requesting they are cut back, failing that the Council should further action.	2
31	12.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
32	13.6	It is not free of hazards such as bollards, as these can be found outside the school. They offer poor colour contrast, are less than 1000mm high and do not incorporate a colour contrasting band.	If the bollards are not absolutely necessary, they should be removed, failing that they should incorporate a colour contrasting band.	2
33	13.8	The route does not appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
34	17.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people.	Information provided should be in a font size suitable for many to read e.g. 14 point	2
35	4.4	The surface is even and slip-resistant with the surface being made up of tarmac. It was observed at the eastern end of the road on the outskirts of the village the footway is starting to show the signs of breaking up, remediation works should be planned	Programme remediation works to the footway at the eastern end of the village.	3

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	Ref	Observation	Recommendation	Priority
36	4.6	It is free of hazards such as bollards, litter bins, however, a street lighting column was found within the footway outside No 10a. This was unusual as lighting columns and other street furniture was out of the direct route of travel.	When the opportunity arises relocate.	3
37	4.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	3
38	4.13	Bench seating has been provided, but an inclusive space for a wheelchair user to sit alongside has not been provided.	Provide an inclusive space for a wheelchair user to sit alongside bench seats	3
39	5.11	Bus stops are provided with shelter on one side only. It is not always feasible to provide shelters for both directions of travel due to lack of space, but just outside the village to the south, there is a bus stop with one side having a shelter and the opposite not.	Provide a shelter to both side of bus stops when feasible.	3
40	6.2	The route has kerbs which have been dropped. There are a number of raised sections of the highway, these would make suitable crossing points, except the height difference between the raised carriageway and the kerb to the footway is in excess of the recommended 5mm, it should be flush.	If the opportunity arises, make flush the kerb with the raised highway sections	3

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Disability Access Audit

Village:
Wittering
Nr Peterborough
Cambridgeshire

Prepared upon the Instructions of:

Sandie Burns
DIAL Peterborough
Kingfisher Centre
The Cresset
Bretton
Peterborough
PE3 8DX



15th August 2013

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Executive Summary

This Disability Access Audit was carried out upon the instructions of Sandie Burns during the month of August 2013. The Audit was conducted by Ian Streets, NRAC (Auditor). It was a sunny day, with the audit being conducted late morning.

The Disability Access Audit was carried out via a series of observations and physical measurements which are based upon Approved Document M of the Building Regulations 2000:2004 Edition, Equality Act Codes of Practice and British Standard 8300:2009 +A1 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People. A number of recommendations for improvements were identified and recommendations made.

Where possible and reasonable to do so, improvements have been suggested which should lead to greater accessibility without impacting on the character of the building.

The Audit highlighted a number of improvements, which include the following:

The provision of dropped kerbs and tactile paving at road junctions is a hit and miss affair, to visually impaired people tactile paving is important, and of course the provision of dropped kerbs for wheelchair users is vital. There is a mix of roads where some kerbs have been dropped and others where they are absent, where absent they should be provided.

The provision of a village map is welcomed, but this map could benefit from being renewed as to one corner it is creased and there is no orientation point advising of your location.

1 Introduction

This report has been made for and on behalf of DIAL Peterborough and carried out by About Access Ltd. The Audit was completed during the month of August 2013. The report may only be copied with the consent of About Access Ltd and must not be reproduced in any other format. The weather was sunny with the inspection carried out during the morning.

The Audit was carried out following a site visit involving visual inspection and measurement. The Access Audit provided to assess the current state of accessibility and usability of the buildings by people with a range of impairments.

The Audit gives opinion of the building to single point in time highlighting areas for improvement and prioritising action.

About Access Ltd has taken all reasonable steps to interpret the Acts, Regulations and Approved Codes of Practice. Courts of Law can only interpret these. No guarantees can be given that during any subsequent visit by inspectors with statutory powers other non-compliances may not be found. About Access Ltd will not accept any responsibility for any loss arising as a result.

2 Legislation

2.1 Equality Duty

This Act which came in to force on the 1st October 2010, replaces the Disability Discrimination Acts of 1995 and 2005.

This legislation applies to clubs, associations, societies, businesses, voluntary and community sector organisations, education and employment. Its aim is to bring together a number of different pieces of legislation on diversity, this legislation covers:-

- age
- gender reassignment
- religion or belief
- disability
- sexual orientation.
- Race
- sex
- pregnancy & maternity (which includes breastfeeding)

These are known as protected characteristics.

This report will concentrate on disability; further advice should be sought on other aspects of the legislation as and when required.

Who is Protected?

Anyone who has or has had a disability, mistakenly perceived to be disabled and anyone who is linked or associated with a disabled person e.g. the parent of a disabled child.

A disabled person is defined as someone who has a mental or physical impairment that has a substantial and long-term (more than 12 months) effect on the ability to carry out normal-day-today activities. These are listed as:

- mobility;
- doing something with your hands;
- physical coordination;
- continence (controlling your bladder and bowels);
- ability to lift, carry or move everyday objects;
- speech, hearing or eyesight;
- memory or ability to concentrate, learn or understand; or
- perception of the risk of physical danger.

Substantial means that it is more than minor or trivial and impairment covers for example long-term conditions like asthma or diabetes and conditions that come and go. Mental impairments include mental health conditions (e.g. bipolar, depression), learning difficulties (e.g. dyslexia) and learning disabilities (autism or Down's syndrome). People with cancer, multiple sclerosis and HIV/AIDS are automatically protected as disabled people along with people who have severe disfigurement without having to show that it has a substantial effect on day-to-day activities.

2.1 Equality Duty cont'd...
Who is Protected? cont'd...

The legislation makes it unlawful to discriminate in a number of ways these are:-

Direct discrimination

Indirect discrimination

Harass

Victimisation

Physical features

Discrimination arising from disability

Service providers are those organisations that provide services, whether paid for or for free to members of the public or a section of the public. This is anticipatory, This means that service providers should anticipate, as far as it is reasonable to do so, anticipate the requirements of disabled people and the adjustments that may have to be made for them.

For employment the duty is to make reasonable adjustments to suit the specific individual employee, this is not anticipatory.

Duty to Make Reasonable Adjustments

Should a disabled person be placed at a substantial disadvantage when compared to a non-disabled person then there are three requirements that apply, these are

- Provision, criterion or practice,
- Remove, alter, avoid a physical feature or provide the service in a different way, and finally
- Provide auxiliary aids or services

The first requirement is to change the way things are done this is known as, provision, criterion or practice. Organisations have rules about the way it carries out its business, these can be written or just simply "that's the way we've always done it". It is these rules that may be a barrier to a disabled person.

2.1 Equality Duty cont'd...

Duty to Make Reasonable Adjustments cont'd...

It is these rules that may have to change or be dropped so that they no longer make it unreasonably difficult for a disabled person to use the service or amenity.

The second requirement is around physical features that members of the public or a section of the public may come across. If these features put disabled people at a substantial disadvantage then reasonable steps must be taken to:

- Remove the feature,
- Alter it so that it no longer has the disabling effect,
- Avoid the feature by reasonable means or
- Provide a reasonable alternative method of making the service available to disabled people.

The final requirement is about providing auxiliary aids and services if this would enable disabled people to make use of organisations services. The type of auxiliary aid or service will depend on what the organisation does or offers. Where equipment is offered, it must be in working order, maintained and staff must be trained in its use, also the need for back-up service should be considered.

Types of Discrimination

Direct

This occurs when someone receives worse treatment than someone who does not have a disability. For example a person is asked to leave a restaurant because they have Tourettes Syndrome.

- 2.1 Equality Duty cont'd...
Types of Discrimination cont'd...

Discrimination Arising from Disability

This occurs when someone is discriminated against because of something connected with their disability and the unfair treatment cannot be justified. The difference between this and the direct is that in the case of direct discrimination it has resulted because of the disability, whereas in “arising for disability” it’s because of something associated with their disability.

Discrimination will not be unlawful if it was not known or could not have reasonably expected to know that the person was disabled. This means that reasonable steps should be taken to find out if someone is disabled or not, but care needs to be taken not to infringe on the disabled person’s dignity or privacy.

Indirect Discrimination

This occurs because of rules, policy or practice that applies to all but puts people with particular impairments at a disadvantage when compared to a non-disabled person and it cannot be shown to be justified and meet a legitimate aim in a balanced, reasonable and fair way.

Reasonable Adjustments

In most environments, reasonable adjustments have to be made to remove physical or any other types (policy, attitudinal) of barrier that could make it difficult or impossible for disabled customers to use or access the services or information being provided.

The aim of making the adjustment is to make sure that a disabled person (e.g. someone who may be deaf or visually impaired or have difficulty in walking) can use an organisations service as close as it is reasonably possible to get the standard usually offered to non-disabled people.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

The duty to make changes is an anticipatory one, the organisation must think in advance about how people who have impairments may be affected in accessing their services and what can be done to remove any barriers.

If an organisation finds there are barriers to access for disabled people, then it has a duty to consider making changes to remove or adjust any barriers to access. It will be up to the organisation to consider if the adjustments are reasonable and make them.

It is recommended that if any barriers to access are identified and the organisation concerned believes they are not reasonable to remove, alter, avoid or provide the service by an alternative means, then it should make a dated record of the reasoning along with any evidence to support this belief. The evidence could be a letter from the local conservation officer stating that the proposed changes to the listed building are not allowed or a quote from a lift supplier giving details of installation costs. This information should also include a review date.

An organisation has to do what is reasonable. Reasonableness will depend on a whole range of factors for example, but not limited to, cost, disruption caused in making the adjustment, resources available (other than cost), the type of service being offered, time required to make adjustment.

Adjustments do not have to be made to make the building or service more accessible if it will lead to a breach of any other legal duties, **but** this will be in exceptional circumstances only where the other legal duties are very specific and the service provider has no other choice.

The duty to make reasonable adjustment falls into three main areas:

1. provision, criterion or practice;
2. provide auxiliary aids and services;
3. overcome a physical feature by
 - i. removing the feature; or
 - ii. altering it; or
 - iii. avoiding it; or
 - iv. providing services by alternative methods.

2.1 Equality Duty cont'd... Reasonable Adjustments cont'd...

What is seen as reasonable will depend upon the type of service being offered, along with the size of the provider, taking into account the nature of the service and resources available to it.

Things to consider are:-

- would the suggested steps be effective in improving accessibility,
- is it practical for the service provider to take the recommended steps,
- financial cost of the recommendations,
- the disruption caused whilst making the adjustments,
- the financial resources available, the amount already spent on making improvements to access, and,
- any other resources (financial or otherwise) that is available.

For not making adjustments, evidence should be gathered, e.g. Financial implications, disruption caused, number of visitors etc. This should then be recorded and reviewed. This could then be used as part of a defence against a claim of discrimination.

Harassment

This is unwanted behaviour related to disability that has the purpose or effect of violating a person's dignity or creating an intimidating, hostile, degrading, humiliating or offensive environment. This is unlawful treatment.

Victimisation

If someone makes a complaint about discrimination or harassment relating to the Act or has helped another or it is believed that they are helping or have complained, then it is unlawful for them to be treated badly, this applies whether or not the person being treated badly is disabled.

2.1 Equality Duty cont'd...

Positive Action

Positive action toward disabled people is allowed, this can be used to target a particular group, in this case disabled people. Research should be carried out to see if this group of people are under-represented as guidance states it should not be assumed.

Public Sector Equality Duty

A public body e.g. Police, Fire & Rescue Service, Local Authorities or those providing a service of a public nature e.g. a company operating a prison, have a Public Sector Equality Duty, depending upon their status they may have two duties, a General and a Specific Duty, all will have a General Duty, in addition to those as a service provider e.g. when running a sports centre or being an employer.

They must still not directly or indirectly discriminate, harass or victimise against anyone in relation to one or more protected characteristics.

Under the Equality Duty a public authority when exercising its functions must have due regard to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not

2.2 Definition of Disability

A disabled person, as defined in the Equality Act Code of Practice, is someone who has a physical or mental impairment, which has a substantial and long-term effect on this ability to carry out normal day to day activities.

2.3 **Building Regulations**

Approved Document Part M of the Building Regulations 2000:2004 Edition provides guidance on access and facilities for disabled people on non-domestic buildings and dwellings.

2.4 **The Report**

The report contains descriptions of how the physical features and other elements of the building are found at the time of the visit. Recommendations are made within each section. At the back of the report is a schedule of recommendations, which have been prioritised. These priorities should be read in context of the report as their grading may well depend on how severe a barrier to access it is.

The priorities are:-

High: This is seen as a major barrier to access or a health and safety issue, works should be carried out as a matter of priority. For example, not providing dropped kerbs on a busy road or the installation is of extremely poor quality.

Medium: The feature is an issue and puts disabled people at a disadvantage, but can be overcome, needs to be put into a programme of works. For example, footway may show signs of breaking up, but a top dressing would improve things.

Low: This is seen as an inconvenience. For example, overgrowing hedges across a path, whilst not pushing anyone in to the road, or causing injury from branches, does reduce the path width, and could result in people getting wet from foliage. If allowed to carry on growing, would certainly move up the priority scale.

3 Description

Wittering has a population of about 2200 people according to the 2001 Census, with around 711 dwellings and is located between Peterborough in Cambridgeshire, and Stamford in Lincolnshire.

Wittering also has provides the airbase RAF Wittering.

There is a primary school to the village, Wittering Primary School along with a general store, post office and other services.

Assessment

4 Townsend Road

Description: This is the main road through the village from the A1, it runs east/west, with the RAF base being to the north of it and most housing being to the south.

Ref	Observation	Recommendation	Priority
4.1	Generally there is a continuous unobstructed access route along the footway.		
4.2	The route has kerbs which have been dropped to Silver Birch Court, Harvey Close, Church Road.	Provide dropped kerbs with tactile warning to the junctions of Exeter Rd, closed entrance in to RAF base opposite Burghley Ave, Burghley Ave, entrance to the RAF base and Church Rd.	1
4.3	Tactile paving has provided at pedestrian crossings points to The Limes, outside Casworth Motors, Boxer Road and Hillside Gardens.	Provide tactile warning to dropped kerb locations at Silver Birch Court and Harvey Close.	1
4.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
4.5	The route provides adequate width.		
4.6	It is free of hazards such as bollards, litter bins, however overhanging trees between Burghley Ave and Exeter Rd could be found.	Cut back overhanging trees	2

Ref	Observation	Recommendation	Priority
4.7	Street furniture is well sited out of the general line of travel.		
4.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
4.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
4.10	Drainage gratings are not within the access route.		



Above & right: Examples of where dropped kerbs and or tactile warning is required



Low hanging foliage

5 Exeter Rd, Holt Close, Freeman Close, Brownes Rd, Burghley Ave, St Michael's Ave, St Mary's Ave, St John's Rd, St George's Rd, Baldwin Close, Lawrence Rd, Hammond Close, Darley Close, Radford Close, Jefferson Close, Maltby Close, Lale Walk, Parker Rd, Broadhurst Rd, Embry Rd, Carneige Rd, Legg Rd, Sutcliffe Rd, Woodroffe Rd, Eccles Rd, Trent Rd, Rose Walk

Description: These streets form the bulk of the street layout to the village with common design features.

Ref	Observation	Recommendation	Priority
5.1	Generally there is a continuous unobstructed access route along the footway.		
5.2	The route has kerbs which have been dropped to the following junctions: Brownes Rd/Burghley Ave, Burghley Ave/Exeter Rd, St Michael's Ave parking area, Sutcliffe Rd/Woodroffe Rd, Rose Walk/Carneige Rd, Rose Walk vehicle access	Dropped kerbs with tactile paving should be provided to crossing points at junctions and where traffic flows across footways e.g. to car parks. Where traffic flows are not expected to be of any consequence, the kerbs should still be flush.	1
5.3	Tactile paving has been provided at pedestrian crossings points.	See above	
5.4	The surface is even and slip-resistant with the surface being made up of tarmac		
5.5	The route provides adequate width.		

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Ref	Observation	Recommendation	Priority
5.6	It is not free of hazards such as bollards as these can be found within a number of pedestrian routes: path off Lawrence Rd adjacent to Jefferies Close, pedestrian route from Parker Rd to Jefferson Close, footway along Parker Rd adjacent to parking area band bus shelter, Bollards are at a height of mm. It is recommended that bollards should have a minimum height of 1000mm.	Unless absolutely necessary remove bollards. If this is not feasible provide colour contrasting band.	1
5.7	Street furniture is well sited out of the general line of travel.		
5.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
5.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
5.10	Drainage gratings are not within the access route.		
5.11	Bus stops are provided with shelter on one side only.		
5.12	Bus stops have raised platforms.		

- 5 Exeter Rd, Holt Close, Freeman Close, Brownes Rd, Burghley Ave, St Michael's Ave, St Mary's Ave, St John's Rd, St George's Rd, Baldwin Close, Lawrence Rd, Hammond Close, Darley Close, Radford Close, Jefferson Close, Maltby Close, Lale Walk, Parker Rd, Broadhurst Rd, Embry Rd, Carneige Rd, Legg Rd, Sutcliffe Rd, Woodroffe Rd, Eccles Rd, Trent Rd, Rose Walk cont'd...



Examples of bollards, these should be removed unless absolutely necessary.



6 Trent Road, Church Road and Hall Lane.

Description: Trent Road starts in the southern corner of the village where it meets with Parker Rd, and changes its name to Church Rd adjacent the church and continues along until it meets with Townsend Rd. Trent Road has a footway to one side only with Church Rd having paths to both sides. Along Church Rd there are a number of cul-de-sacs off, these are part of Church Rd. Hall Lane also provides access to houses 1-4 on Church Lane. Hall Lane has a footway to one side only.

Ref	Observation	Recommendation	Priority
6.1	Generally there is a continuous unobstructed access route along the footway.		
6.2	The route has kerbs which have been dropped, but not to cul-de-sacs along Church Rd.	Provide dropped kerbs to cul-de-sacs along Church Rd	1
6.3	Tactile paving has been provided at pedestrian crossings point adjacent Casworth Motors on the vehicle crossover, with a further section on the opposite side of the road, this section does not tie in with a section opposite it, at the school entrances, but not to the main car park	Provide tactile warning to dropped kerb locations. e.g. cul-de-sacs off Church Rd	1
6.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
6.5	The route provides adequate width.		
6.6	It is free of hazards such as bollards, litter bins.		

Ref	Observation	Recommendation	Priority
6.7	Street furniture is well sited out of the general line of travel.		
6.8	Free standing posts and columns incorporate / do not incorporate a 150mm contrasting band with bottom edge at 1500mm high.		
6.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
6.10	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
6.11	Drainage gratings are not within the access route.		

7 **Boxer Road and Manor Close**

Description: Boxer Rd and Manor Close are located to the eastern end of the village. Manor Close is off Boxer Rd, they are both cul-de-sacs. Boxer Rd has a footway to one side only.

Ref	Observation	Recommendation	Priority
7.1	Generally there is a continuous unobstructed access route along the footway.		
7.2	The route has kerbs which have been dropped.		

Ref	Observation	Recommendation	Priority
7.3	Tactile paving has been provided at pedestrian crossings points.		
7.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
7.5	The route provides adequate width.		
7.6	It is free of hazards such as bollards, litter bins.		
7.7	Street furniture does is well sited out of the general line of travel.		
7.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
7.9	The route is level (i.e. with no gradient steeper than 1 in 20 and with no steps).		
7.10	Drainage gratings are not within the access route.		
7.11	Just before the houses start along Boxer Rd there is a bench seat overlooking the country side, this has no dropped kerb or suitable place for a wheelchair user to sit alongside.	Provide suitable access point and space for a wheelchair user to sit alongside the bench seat.	2
7.12	There is access from Boxer Rd to a public footpath over open countryside, the gate is not accessible, not only to wheelchair users but people with poor mobility because of the approach.	Improve access through the gate as far as is reasonably practical	2

7 Boxer Road and Manor Close cont'd...



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8 Hillside Gardens

Description: This is a relatively new development at the eastern end of the village.

Ref	Observation	Recommendation	Priority
8.1	Generally there is a continuous unobstructed access route along the footway.		
8.2	The route has kerbs which have been dropped.		
8.3	Tactile paving has been provided at pedestrian crossings points.		
8.4	The surface is even and slip-resistant with the surface being made up of tarmac.		
8.5	The route provides adequate width.		
8.6	It is free of hazards such as bollards, litter bins.		
8.7	Street is well sited out of the general line of travel.		
8.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
8.9	The route is not level (i.e. with no gradient steeper than 1 in 20 and with no steps), however, it is not feasible to alter.		
8.10	Drainage gratings are not within the access route.		

9 Signage

Ref	Observation	Recommendation	Priority
9.1	Street way finding signage is provided		
9.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people. There is also a paper map of the village, this is badly creased to one corner, fading and no orientation point to indicate your position.	Information provided should be in a font size4 suitable for many to read e.g. 14 point. The map should be renewed with an orientation point.	2



10 Declaration

We can advise that this Disability Access Audit has been carried out by
Ian Streets NRAC Auditor

A handwritten signature in black ink, appearing to read 'Ian Streets', written over a horizontal line.

Signed.....

Ian Streets NRAC Auditor

28th August 2013

Dated.....

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11 Table of Prioritised Recommendations

	<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>			
	Ref	Observation	Recommendation	Priority
1	4.2	The route has kerbs which have been dropped to Silver Birch Court, Harvey Close, Church Road.	Provide dropped kerbs with tactile warning to the junctions of Exeter Rd, closed entrance in to RAF base opposite Burghley Ave, Burghley Ave, entrance to the RAF base and Church Rd.	1
2	4.3	Tactile paving has provided at pedestrian crossings points to The Limes, outside Casworth Motors, Boxer Road and Hillside Gardens.	Provide tactile warning to dropped kerb locations at Silver Birch Court and Harvey Close.	1
3	5.2	The route has kerbs which have been dropped to the following junctions: Brownes Rd/Burghley Ave, Burghley Ave/Exeter Rd, St Michael's Ave parking area, Sutcliffe Rd/Woodroffe Rd, Rose Walk/Carneige Rd, Rose Walk vehicle access	Dropped kerbs with tactile paving should be provided to crossing points at junctions and where traffic flows across footways e.g. to car parks. Where traffic flows are not expected to be of any consequence, the kerbs should still be flush.	1

		<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>		
	Ref	Observation	Recommendation	
	Priority			
4	5.6	It is not free of hazards such as bollards as these can be found within a number of pedestrian routes: path off Lawrence Rd adjacent to Jefferies Close, pedestrian route from Parker Rd to Jefferson Close, footway along Parker Rd adjacent to parking area band bus shelter, Bollards are at a height of mm. It is recommended that bollards should have a minimum height of 1000mm.	Unless absolutely necessary remove bollards. If this is not feasible provide colour contrasting band.	1
5	6.2	The route has kerbs which have been dropped, but not to cul-de-sacs along Church Rd.	Provide dropped kerbs to cul-de-sacs along Church Rd	1
6	6.3	Tactile paving has been provided at pedestrian crossings point adjacent Casworth Motors on the vehicle crossover, with a further section on the opposite side of the road, this section does not tie in with a section opposite it, at the school entrances, but not to the main car park	Provide tactile warning to dropped kerb locations. e.g. cul-de-sacs off Church Rd	1
7	4.6	It is free of hazards such as bollards, litter bins, however overhanging trees between Burghley Ave and Exeter Rd could be found.	Cut back overhanging trees	2
8	4.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
9	5.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2

		<p>1: High priority, a major barrier to access or a H&S issue</p> <p>2: Medium priority, puts disabled people at a disadvantage, but can be overcome</p> <p>3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works</p>		
	Ref	Observation	Recommendation	
	Priority			
10	6.9	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
11	7.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
12	7.11	Just before the houses start along Boxer Rd there is a bench seat overlooking the country side, this has no dropped kerb or suitable place for a wheelchair user to sit alongside.	Provide suitable access point and space for a wheelchair user to sit alongside the bench seat.	2
13	7.12	There is access from Boxer Rd to a public footpath over open countryside, the gate is not accessible, not only to wheelchair users but people with poor mobility because of the approach.	Improve access through the gate as far as is reasonably practical	2
14	8.8	The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
15	9.2	Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people. There is also a paper map of the village, this is badly creased to one corner, fading and no orientation point to indicate your position.	Information provided should be in a font size4 suitable for many to read e.g. 14 point. The map should be renewed with an orientation point.	2

- 1: High priority, a major barrier to access or a H&S issue
- 2: Medium priority, puts disabled people at a disadvantage, but can be overcome
- 3: Low priority, this is seen as an inconvenience, but should be put in to a programme of works

Ref	Observation	Recommendation	Priority
1	4.2 The route has kerbs which have been dropped to Silver Birch Court, Harvey Close, Church Road.	Provide dropped kerbs with tactile warning to the junctions of Exeter Rd, closed entrance in to RAF base opposite Burghley Ave, Burghley Ave, entrance to the RAF base and Church Rd.	1
2	4.3 Tactile paving has provided at pedestrian crossings points to The Limes, outside Casworth Motors, Boxer Road and Hillside Gardens.	Provide tactile warning to dropped kerb locations at Silver Birch Court and Harvey Close.	1
3	5.2 The route has kerbs which have been dropped to the following junctions: Brownes Rd/Burghley Ave, Burghley Ave/Exeter Rd, St Michael's Ave parking area, Sutcliffe Rd/Woodroffe Rd, Rose Walk/Carneige Rd, Rose Walk vehicle access	Dropped kerbs with tactile paving should be provided to crossing points at junctions and where traffic flows across footways e.g. to car parks. Where traffic flows are not expected to be of any consequence, the kerbs should still be flush.	1
4	5.6 It is not free of hazards such as bollards as these can be found within a number of pedestrian routes: path off Lawrence Rd adjacent to Jefferies Close, pedestrian route from Parker Rd to Jefferson Close, footway along Parker Rd adjacent to parking area and bus shelter, Bollards are at a height of mm. It is recommended that bollards should have a minimum height of 1000mm.	Unless absolutely necessary remove bollards. If this is not feasible provide colour contrasting band.	1
5	6.2 The route has kerbs which have been dropped, but not to cul-de-sacs along Church Rd.	Provide dropped kerbs to cul-de-sacs along Church Rd	1
6	6.3 Tactile paving has been provided at pedestrian crossings point adjacent Casworth Motors on the vehicle crossover, with a further section on the opposite side of the road, this section does not tie in with a section opposite it, at the school entrances, but not to the main car park	Provide tactile warning to dropped kerb locations. e.g. cul-de-sacs off Church Rd	1

7	4.6 It is free of hazards such as bollards, litter bins, however overhanging trees between Burghley Ave and Exeter Rd could be found.	Cut back overhanging trees	2
8	4.8 The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
9	5.8 The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
10	6.9 The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
11	7.8 The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
12	7.11 Just before the houses start along Boxer Rd there is a bench seat overlooking the country side, this has no dropped kerb or suitable place for a wheelchair user to sit alongside.	Provide suitable access point and space for a wheelchair user to sit alongside the bench seat.	2
13	7.12 There is access from Boxer Rd to a public footpath over open countryside, the gate is not accessible, not only to wheelchair users but people with poor mobility because of the approach.	Improve access through the gate as far as is reasonably practical	2
14	8.8 The route does appear to be adequately lit, however this should be checked when dark.	Check lighting levels when dark and increase as necessary	2
15	9.2 Notice boards are provided, it is not known if these are for Parish use only or if Peterborough City Council use them. The information provided has a mix of text heights with some being small and difficult to read for visually impaired people. There is also a paper map of the village, this is badly creased to one corner, fading and no orientation point to indicate your position.	Information provided should be in a font size4 suitable for many to read e.g. 14 point. The map should be renewed with an orientation point.	2

SCRUTINY COMMISSION FOR RURAL COMMUNITIES	Agenda Item No. 7
18 NOVEMBER 2013	Public Report

Report of the Executive Director of Children's Services

Contact Officer – Jonathan Lewis – Assistant Director – Education and Resources / Gary Perkins – Head of School Improvement
Contact Details – 01733 863912 / jonathan.lewis@peterborough.gov.uk

EDUCATIONAL ATTAINMENT

1. PURPOSE

- 1.1 The committee requested a report to provide a report outlining the primary and secondary examination results for 2013 and a review of how the schools were currently graded by Ofsted. A similar report was brought to the committee in February 2012.

2. RECOMMENDATIONS

- 2.1 The committee is requested to review the information presented and request further explanation / information if required.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 Single Delivery Plan - Programme 1 – Creating jobs through growth and improved skills and education.

4. BACKGROUND

- 4.1 There are 9 maintained primary schools within the rural area of Peterborough and one secondary school (which has academy status).
- Barnack Primary (Voluntary Controlled)
 - Castor Primary (Voluntary Aided)
 - Eye Primary (Voluntary Controlled)
 - John Clare Primary (Community)
 - Newborough Primary (Voluntary Controlled)
 - Northborough Primary (Community)
 - Peakirk cum Glington Primary (Voluntary Aided)
 - The Duke of Bedford Primary (Community)
 - Wittering Primary (Community)
 - Arthur Mellows Village College (Academy)
- 4.2 The rural area covers a significant amount of land – there is 14.5 miles between Wittering in the West and The Duke of Bedford in the East.

5. KEY ISSUES

- 5.1 Appendix 1 and 2 gives the performance of rural primary schools in Peterborough in comparison to the City and to England as a whole. The table outlines results for those pupils who are in Year 6 (age 11) and are from Key Stage 2 tests taken in May annually.
- 5.2 At this age, the expected level of attainment for these pupils is at least Level 4 of the National Curriculum. In addition, it is expected for pupils to have made progress by at least 2 levels from

the end of KS1 (age 7) to the end of KS2 (age 11). The information in appendix 1 looks at the 4 floor targets (i.e. the target for schools to achieve as a minimum) for

- The percentage of children achieving Level 4 or above.
- The percentage of children achieving two levels of progress from key stage 1 in Reading.
- The percentage of children achieving two levels of progress from key stage 1 in Writing.
- The percentage of children achieving two levels of progress from key stage 1 in Maths.

- 5.3 Where schools are below the required level in three of these areas, they are considered to be vulnerable by the Department for Education. Where schools are below all 4 measures, they are considered to be “Below the Floor” and it is expected that significant intervention would take place by the local authority. Appendix 3 gives contextual information around the schools and their Ofsted rating.
- 5.4 As the information shows, the performance of schools in the rural area is strong. The School Improvement Team within the local authority is working intensively with those schools in the vulnerable category to drive up standards and improve the outcomes for children.
- 5.5 There is only one rural secondary school in Peterborough. However a proportion of children from within the rural area access both Peterborough city schools (particularly those have a particular ethos e.g. faith) and those schools outside of the borders of Peterborough. Appendix 4 gives the performance of Arthur Mellows in comparison to the City and to England as a whole. The table outlines results are for those pupils who are in Year 6 (age 11) and are from Key Stage 2 tests taken in May annually.
- 5.6 These results are for those pupils who were in Year 11 (age 16) during 2012-13, and are from GCSE Examinations taken in 2013.
- 5.7 The expected level of attainment for these pupils is at least Grade C and for pupils to have made progress by at least 3 levels from the end of KS2 (age 11) to the end of KS4 (age 16).
- 5.8 The measures reported on are for the proportion of students achieving:
- at least 5 A* - C grades, including English and mathematics;
 - The proportion of students making expected progress in English
 - The proportion of students making expected progress in mathematics
- 5.9 The Local Authority’s approach to improving standards in schools across the city is through the following activities –
- Formal “Standards Performance and Safety” Warning Notices and more informal Letters of Concern are issued to schools which are performing below ‘floor standards’. Likewise academy sponsors are challenged where they are not performing. These actions require schools to document how they will improve or else the LA reserves the right to take further action if appropriate at that time which may include formal intervention or structural solutions to improve standards. The focus is now very much on a ‘no excuses’ culture.
 - Highlighting weaknesses and evaluating improvement plans in all primary schools with head teachers and governors;
 - We are currently collating expected results for schools next year (targets) and these will be challenged and may lead to intervention in their own right.
 - Undertaking focused and targeted work with school leaders and teachers in schools which are causing concern, tailored to the needs and weaknesses of the school;
 - Working with school leaders and governors by undertaking LA reviews of whole schools or departments;
 - Preparing schools and governors for the rigour of the revised Ofsted Inspection Framework, and the further changes implemented in September 2013;
 - Providing advice, support, challenge and intervention around the tracking of pupil progress and the identification of target groups for whom progress has not been fast enough.

- Reviewing where a ‘sponsored’ academy might provide the necessary stimulus to a school to improve standards especially where performance is below national expectations for a significant period of time.
- The authority is currently reviewing a number of options around strategies to support learning across the city who have English as an additional language.
- Development of Schools to School partnership to drive up improvement.
- Focussed work is also underway around SEN through the ‘Achievement for All Programme’ which 30 schools have signed up for and more generally on strategies to raise standards.
- The authority is a member of the Peterborough Learning Partnerships which brings together schools to offer staff within schools high quality professional development to improve standards. The partnership consists of 3 strands – leadership for learning, curriculum for learning and behaviours for learning;
- Where schools are Below Floor, Requiring Improvement or vulnerable in any other way, we offer and provide:
 - Detailed analysis of data to identify underperforming groups;
 - Challenge and support meetings with headteachers and chairs of governors where appropriate;
 - Tailored support to improve aspects of leadership and management or the quality of teaching;
 - Tailored reviews of aspects of provision, taking the form of “mini OfSTED” visits;
 - Focused support regarding performance management objectives for key staff;
 - Training and information sessions for senior leaders and governors in school improvement activities;
 - Analysis and evaluation of school self-evaluation and development planning at school or subject level;
 - Brokerage and commissioning of external support where this is required and beneficial

6. IMPLICATIONS

6.1 *None*

7. CONSULTATION

7.1 *N/A*

8. NEXT STEPS

8.1 *None*

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

9.1 A range of local school data, early years information and national DfE data.

10. APPENDICES

- 10.1 Appendix 1 – Rural Primary Schools Education Performance – KS2 Attainment
 Appendix 2 – Rural Primary Schools Education Performance – KS2 Progress
 Appendix 3 - Rural Primary Schools Contextual Information
 Appendix 4 - Rural Secondary Schools Education Performance – KS4 Attainment, Progress and Context

Appendix 1 – Key Stage 2 (Year 6, age 11 years) – Attainment

The proportion (%) of pupils achieving at the expected level (L4+) and above the expected level (L5+) against the gap to national.

School	L4+ Rdg	Gap to Nat	L4+ Wtg	Gap to Nat	L4+ Ma	Gap to Nat	L4+ RWM	Gap to Nat	L5+ Rdg	Gap to Nat	L5+ Wtg	Gap to Nat	L5+ Ma	Gap to Nat	L5+ RWM	Gap to Nat
Barnack	91	+5	91	+8	91	+6	91	+15	59	+14	36	+6	46	+5	27	+6
Castor	81	-5	86	+3	76	-9	67	-9	38	-7	43	+13	33	-8	19	-2
Eye	88	+2	77	-6	72	-13	61	-15	26	-19	12	-18	30	-11	7	-14
John Clare	94	+8	94	+11	94	+9	94	+18	63	+18	44	+14	31	-10	25	+4
Newborough	93	+7	85	+2	78	-7	74	-2	48	+3	33	+3	44	+3	30	+9
Northborough	94	+8	94	+11	94	+9	88	+12	59	+14	47	+17	56	+15	34	+13
Peakirk	87	+1	90	+7	94	+9	87	+11	39	-6	48	+18	52	+11	32	+11
The Duke of Bedford	82	-4	79	-4	77	-8	74	-2	50	+5	24	-6	38	-3	12	-9
Wittering	100	+14	91	+8	100	+15	91	+15	74	+19	31	+1	51	+10	20	-1
Rural Average	90	+4	87	+4	86	+1	81	+5	51	+6	35	+5	42	+1	23	+2
LA Average	79	-7	79	-4	82	-3	70	-6	37	-8	25	-5	36	-5	17	-4
National Average	86		83		85		76		45		30		41		21	

Appendix 2 – Key Stage 2 (Year 6, age 11 years) – Progress

The proportion (%) of pupils achieving at least the expected rate of progress between Y2 (age 7) and Year 6 (age 11):

School	Expected Progress Reading	Gap to National	Expected Progress Writing	Gap to National	Expected Progress Maths	Gap to National	Number of Criteria Below Floor Standard (out of 4)
Barnack	100	+12	100	+8	100	+12	0
Castor	84	-4	100	+8	58	-30	2
Eye	84	-4	84	-8	74	-14	3
John Clare	92	+4	92	0	100	+12	0
Newborough	96	+6	89	-3	89	+1	2
Northborough	91	+3	94	+2	97	+9	0
Peakirk	90	+2	97	+5	97	+9	0
The Duke of Bedford	79	-9	94	+2	82	-6	2
Wittering	100	+12	94	+2	100	+12	0
Rural Average	91	+3	94	+2	89	+1	1
LA Average	86	-2	92	0	87	-1	2
National Average	88		92		88		

Appendix 3 – Other Data for Primary Schools

	Free School Meal %	Percentage of Children EAL	IDACI	OfSTED Date	OfSTED Judgement
Barnack	7.3	4.2	22.4%	June 2011	Outstanding
Castor	5.4	x	29.5%	May 2011	Good
Eye	17.7	7.1	50.4%	December 2012	Requires Improvement
John Clare	x	x	23.6%	February 2012	Good
Newborough	5.9	5.7	38.5%	October 2013	Requires Improvement
Northborough	8.2	x	22.2%	June 2013	Good
Peakirk	6.2	4.7	27.6%	June 2012	Good
The Duke of Bedford	9.7	1.9	52.9%	July 2012	Requires Improvement
Wittering	3.9	1.3	14.7%	March 2011	Good
LA Average (PRI)	21.2	35.7	65.9%	N/A	N/A
National Average (PRI)	18.1	18.1	50%	N/A	N/A

x = Figures of 1 or 2 pupils or a percentage based on 1 or 2 pupils have been suppressed

IDACI - The IDACI percentage is a measure of Income Deprivation Affecting Children - measures in a local area the proportion of children under the age of 16 that live in low income households. A higher percentage indicates a higher level of deprivation.

Appendix 4 - Key Stage 4 (Year 11, age 16 years) – Attainment and Progress:

The proportion of pupils achieving at the expected level (5+ A*-C grades at GCSE including English and mathematics) and making at least the expected rate of progress between Year 6 (age 11 years) and Year 11 (age 16 years):

School	5+ A*-C incl Eng and Maths	Gap to National	Expected Progress English	Gap to National	Expected Progress Maths	Gap to National	Number of Criteria Below Floor Standard (out of 3)
Arthur Mellows Village College	70%	+11	77%	+6	81%	+9	0
LA Average (SEC)	58%	-1	69%	-2	68%	-4	2 (assuming Progress Floor 70%)
National Average (SEC)	59%		71%		72%		

	FSM	EAL	IDACI	OfSTED Date	OfSTED Judgement
Arthur Mellows Village College	5.5	2.9	35.3%	October 2009	Outstanding
LA Average (SEC)	15.7	26.4	61.7%	N/A	N/A
National Average (SEC)	15.1	13.6	50%	N/A	N/A

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SCRUTINY COMMISSION FOR RURAL COMMUNITIES	Agenda Item No. 8
18 NOVEMBER 2013	Public Report

Report of the Head of Legal Services

Contact Officer(s) – Adrian Chapman (863887) and Paulina Ford (452508)

SCRUTINY IN A DAY: UNDERSTANDING AND MANAGING THE IMPACTS OF WELFARE REFORM ON COMMUNITIES IN PETERBOROUGH

1. PURPOSE

- 1.1 This report provides an update to all Scrutiny Committees and Commissions on the progress being made towards organising the Scrutiny in a Day event on 17th January 2014.

2. RECOMMENDATIONS

- 2.1 Scrutiny Members are asked to:
- review the progress being made, especially the plans for the day itself, and suggest other content that is relevant to their own Scrutiny Committee or Commission
 - suggest a small number of key themes relevant to their Scrutiny Committee or Commission that they would especially like to focus on during the combined Scrutiny event

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The welfare reform programme will present both opportunities and risks for many aspects of our work, and each of the priorities set out in the Sustainable Community Strategy could be impacted upon by these changes.

4. BACKGROUND

- 4.1 All of the Council's Scrutiny Committees and Commissions, when they met during the summer, agreed to hold a Scrutiny in a Day combined scrutiny event focusing on the impacts of welfare reform on communities in Peterborough.
- 4.2 The 2012 Welfare Reform Act is making the biggest change to the welfare benefits system since the 1940's. These changes will have a direct impact for most benefit claimants, which for some will be significant. There may also be a number of indirect and unintended consequences, some negative (such as overcrowding) and some positive (such as greater innovation leading to new employment schemes).
- 4.3 Welfare Reform will have an impact in how the Council and its partners deliver support, advice and services to the public. The council will need to work even more closely with local partners across the public and civil society sectors and with businesses in delivering the changes that Welfare Reform brings. Key to the successful implementation of Welfare Reform will be ensuring that the council and local partners have an agreed strategy and understanding of the issues and how they can be addressed.

- 4.4 A working group has been formed comprising representatives from all Scrutiny Committees and Commissions to lead the development of the Scrutiny in a Day event. Members of this working group are Cllr Nick Arculus and Cllr Judy Fox (Sustainable Growth and Environment Capital), Cllr Sue Day and Al Kingsley – Co-opted Member (Creating Opportunities and Tackling Inequalities), Cllr Lisa Forbes and Cllr John Fox (Strong and Supportive Communities), Cllr David Over (Rural Communities), and Cllr Ann Sylvester (Health Issues).
- 4.5 The Council has also secured the advice of the Centre for Public Scrutiny (CfPS) to help ensure the event is a successful one. CfPS are the national experts in matters associated with good scrutiny and governance, and we have secured three days of free advice from one of their Expert Advisers, Brenda Cook.
- 4.6 The Scrutiny in a Day event will be organised using the principles of the CfPS Return on Investment Model. This is a tool developed by CfPS that provides focus for intensive scrutiny of a single issue, whilst at the same time enabling the Council to determine the impact of and return on its investment from the scrutiny process. For example, it is anticipated that the event in January will produce a range of ideas, proposals, recommendations and actions; the Return on Investment model will ensure that the outcomes associated with these are properly understood and assessed and any consequential savings, efficiencies and other returns can be calculated.

5. KEY ISSUES

- 5.1 The working group has developed a draft programme for the day, and this is attached at appendix 1. It is proposed that the day is organised in two halves – the morning sessions will be development sessions and therefore closed to the public and media, whilst much of the afternoon sessions will be held in public.
- 5.2 The working group has been keen to develop an interactive and participatory programme which combines learning and experiential opportunities, as well as opportunities to engage direct with those already affected by the reforms.
- 5.3 Ahead of the event, further information will be issued to all Scrutiny Members setting out evidence, data and other information that will help inform the day itself. It will be vital that Members receive this in a timely manner in order to provide ample opportunity to read and absorb it, and to ask any questions ahead of the day. This evidence and information will be used to define the focus of the scrutiny discussions throughout the day.
- 5.4 In addition, Members are also now asked to suggest key themes relevant to their Committee or Commission, or that are drawn from their own experiences of their work in wards, that can be part of the focus of the day. The welfare reform agenda is extremely wide ranging and its impacts are cross-cutting. The working group have therefore recommended that each Committee or Commission, during the afternoon sessions, focus on two or three key lines of enquiry to retain focus and to achieve the best possible outcomes.

6. IMPLICATIONS

- 6.1 Focussing on a single cross-cutting theme in this way will ensure that the council's response to the opportunities and challenges presented by welfare reform is completely joined-up and has the highest possible impact.

7. CONSULTATION

- 7.1 The planning process for the Scrutiny in a Day event is being overseen by the working group described above. In addition, a number of key agencies from the wider public sector and the voluntary, community and faith sectors have also been consulted with a large number committing resource and time to the event. A small cross-departmental officer working group has also been formed to take any actions forward and to plan and implement the necessary detail.

8. NEXT STEPS

- 8.1 The working group will continue to plan the event, and will also consider all of the combined evidence, information and data alongside suggestions for key themes made from this committee or commission meeting.

9. BACKGROUND DOCUMENTS

- 9.1 None

10. APPENDICES

- 10.1 Appendix 1: Draft Programme

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Appendix 1

SCRUTINY IN A DAY

Understanding and Managing the Impacts of Welfare Reform on Communities in Peterborough

DRAFT PROGRAMME

9.00 – 9.30	Arrivals, registration and coffee
9.30 – 9.45	Welcome and introduction to the day
9.45 – 10.00	Overview of the Reforms
10.00 – 10.15	The wider context: Poverty in Peterborough
	<u>Participatory sessions:</u>
10.15 – 11.15	<u>Session 1</u> The Experience An interactive walk-through of the impacts of welfare reform, the support available and the temptations to individuals and families Impacts, e.g. Eviction Debt Health Crime and ASB Support, e.g. CAB Foodbank Credit Union Carezone Statutory services Temptations, e.g. Payday loans Loan sharks Benefit fraud
11.15 – 11.45	<u>Session 2a</u> <i>Members attend either session 2a or session 2b</i> The Evidence A workshop focussing on data and evidence showing: <ul style="list-style-type: none">• The impacts of reform so far• The potential future impacts of reform• The picture on poverty in Peterborough

Appendix 1

11.15 – 11.45	<p><u>Session 2b</u> <i>Members attend either session 2a or session 2b</i></p> <p>The Reality An opportunity to meet some local residents who have been impacted by welfare reform in an informal setting, AND an opportunity to hear from and engage with those agencies providing frontline support to people facing up to the impacts of welfare reform:</p> <ul style="list-style-type: none"> • CAB • Foodbank • Carezone • Credit Union • PCVS • MIND • DIAL • Age UK • PCC services
11.45 – 12.15	<p><u>Repeat sessions 2a and 2b</u></p> <p><i>Members attend the alternative session to that attended previously</i></p>
12.15 – 1.00	<p><u>Session 3</u></p> <p>The Impacts An opportunity to watch and engage with a performance that aims to demonstrate some of the impacts of reform</p>
1.00 – 1.45	<p>Lunch</p>
1.45 – 2.00	<p>Introduction to the afternoon sessions</p> <p>A summary of the morning sessions and a reminder of the key themes for scrutiny</p>
2.00 – 3.00	<p>Joint Scrutiny Committee – the Big Debate</p> <p>All five Scrutiny Committees and Commissions combined to have a single debate</p>
3.00 – 4.00	<p>Individual Scrutiny Committee and Commission Meetings</p> <p>All Scrutiny Committees and Commissions meet separately to develop recommendations</p>
4.00 – 4.20	<p>Joint Scrutiny Committee – Feeding Back</p> <p>All five Scrutiny Committees and Commissions combined to provide feedback and to summarise the key recommendations</p>
4.20 – 4.30	<p>Final remarks, next steps and close</p>

Appendix 1

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SCRUTINY COMMISSION FOR RURAL COMMUNITIES	Agenda Item No. 9
18 NOVEMBER 2013	Public Report

Report of the Head of Legal Services

Report Author – Paulina Ford, Senior Governance Officer, Scrutiny

Contact Details – 01733 452508 or email paulina.ford@peterborough.gov.uk

FORWARD PLAN OF KEY DECISIONS

1. PURPOSE

- 1.1 This is a regular report to the Scrutiny Commission for Rural Communities outlining the content of the Forward Plan of Key Decisions.

2. RECOMMENDATIONS

- 2.1 That the Commission identifies any relevant items for inclusion within their work programme.

3. BACKGROUND

- 3.1 The latest version of the Forward Plan of Key Decisions is attached at Appendix 1. The Forward Plan contains those key decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) can take and any new key decisions to be taken after 29 November 2013.
- 3.2 The information in the Forward Plan of Key Decisions provides the Commission with the opportunity of considering whether it wishes to seek to influence any of these key decisions, or to request further information.
- 3.3 If the Commission wished to examine any of the key decisions, consideration would need to be given as to how this could be accommodated within the work programme.
- 3.4 As the Forward Plan is published fortnightly any version of the Forward Plan published after dispatch of this agenda will be tabled at the meeting.

4. CONSULTATION

- 4.1 Details of any consultation on individual decisions are contained within the Forward Plan of Key Decisions.

5. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

None

6. APPENDICES

Appendix 1 – Forward Plan of Key Decisions

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PETERBOROUGH CITY COUNCIL'S FORWARD PLAN OF KEY DECISIONS

PUBLISHED: 1 NOVEMBER 2013

FORWARD PLAN OF KEY DECISIONS

In the period commencing 28 days after the date of publication of this Plan, Peterborough City Council's Executive intends to take 'key decisions' on the issues set out below. Key decisions relate to those executive decisions which are likely to result in the Council spending or saving money in excess of £500,000 and/or have a significant impact on two or more wards in Peterborough.

If the decision is to be taken by an individual cabinet member, the name of the cabinet member is shown against the decision, in addition to details of the councillor's portfolio. If the decision is to be taken by the Cabinet, it's members are as listed below:

Cllr Cereste (Leader); Cllr Elsey; Cllr Fitzgerald; Cllr Holdich (Deputy Leader); Cllr North; Cllr Seaton; Cllr Scott; and Cllr Walsh.

This Plan should be seen as an outline of the proposed decisions for the forthcoming month and it will be updated on a fortnightly basis. Each new Plan supersedes the previous Plan and items may be carried over into forthcoming Plans. Any questions on specific issues included on the Plan should be included on the form which appears at the back of the Plan and submitted to Alex Daynes, Senior Governance Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483). Alternatively, you can submit your views via e-mail to alexander.daynes@peterborough.gov.uk or by telephone on 01733 452447.

Whilst the majority of the Executive's business at the meetings listed in this Plan will be open to the public and media organisations to attend, there will be some business to be considered that contains, for example, confidential, commercially sensitive or personal information. In these circumstances the meeting may be held in private, and on the rare occasion this applies this is indicated in the list below. A formal notice of the intention to hold the meeting, or part of it, in private, will be given 28 clear days in advance of any private meeting in accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Council invites members of the public to attend any of the meetings at which these decisions will be discussed (unless a notice of intention to hold the meeting in private has been given).

You are entitled to view any documents listed on the Plan, or obtain extracts from any documents listed or subsequently submitted to the decision maker prior to the decision being made, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on the notice and relevant documents subsequently being submitted can be requested from Alex Daynes, Senior Governance Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483), e-mail to alexander.daynes@peterborough.gov.uk or by telephone on 01733 452447. For each decision a public report will be available from the Governance Team one week before the decision is taken.

All decisions will be posted on the Council's website: www.peterborough.gov.uk/executivedecisions. If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Governance Support Officer using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this Plan.

KEY DECISIONS FROM 29 NOVEMBER 2013

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	MEETING OPEN TO PUBLIC	RELEVANT SCRUTINY COMMITTEE	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (IF ANY OTHER THAN PUBLIC REPORT)
<p>Replacement of air handling plant at the Regional Pool - KEY/29NOV13/01</p> <p>To award a contract for the replacement of the air handling plant at the Regional Pool.</p>	<p>Councillor David Seaton Cabinet Member for Resources</p>	<p>December 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Steven Morris Client Property Manager Tel: 01733 384657 steven.morris@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents</p>
<p>District Heating Scheme For PCC Properties - KEY/29NOV13/02</p> <p>To award a contract for the installation of a district heating system for the Town Hall, Regional Pool and Lido.</p>	<p>Councillor David Seaton Cabinet Member for Resources</p>	<p>December 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Steven Morris Client Property Manager Tel: 01733 384657 steven.morris@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>

<p>Legal Advisory Services for the City Council on Behalf of the Energy Services Company (ESCO) "Blue Sky Peterborough" and Related Projects and other City Council Major Development / Investment Projects - KEY/29NOV13/03 To award a contract for the provision of legal advisory services.</p>	<p>Councillor David Seaton Cabinet Member for Resources</p>	<p>November 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Andrew Cox Senior Category Manager andy.cox@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents</p>
<p>PREVIOUSLY ADVERTISED DECISIONS</p>							
<p>Delivery of the Council's Capital Receipt Programme through the Sale of Dickens Street Car Park - KEY/03JUL/11 To authorise the Chief Executive, in consultation with the Solicitor to the Council, Executive Director – Strategic Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale of Dickens Street Car Park.</p>	<p>Councillor David Seaton Cabinet Member for Resources</p>	<p>November 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Consultation will take place with the Cabinet Member, Ward councillors, relevant internal departments & external stakeholders as appropriate.</p>	<p>Richard Hodgson Head of Strategic Projects Tel: 01733 384535 richard.hodgson@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>

<p>Care and Repair Framework Agreement - KEY/18DEC12/01 To approve a framework agreement and schedule of rates to deliver disabled facility grant work, specifically providing disabled access to toilet and washing facilities and associated work in domestic properties.</p>	<p>Councillor Nigel North Cabinet Member for Environment Capital and Neighbourhoods</p>	<p>Between 2 Nov 2013 and 31 Dec 2013</p>	<p>N/A</p>	<p>Strong and Supportive Communities</p>	<p>Relevant Internal Departments.</p>	<p>Russ Carr Care & Repair Manager Tel: 01733 863864 russ.carr@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>Fletton Parkway Junction 17 to 2 improvement scheme - KEY/24JAN13/07 To approve the contract for the construction works.</p>	<p>Councillor Gr. Uff. Marco Cereste Leader of the Council and Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p>	<p>December 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Mark Speed Transport Planning Team Manager Tel: 317471 mark.speed@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>

<p>Sale of Craig Street Car Park - KEY/25MAR13/01 To approve the sale of land known as Craig Street Car Park.</p>	<p>Councillor David Seaton Cabinet Member for Resources</p>	<p>November 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant Internal and External Stakeholders and ward councillors.</p>	<p>David Gray Capital Projects Officer Tel: 01733 384531 david.gray@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>The Expansion of Fulbridge Academy to four forms of entry - KEY/25JUL13/02 Award of Contract for the Expansion of Fulbridge Academy, including the approval of property, legal and financial arrangements for various enabling agreements with third parties.</p>	<p>Councillor John Holdich OBE Cabinet Member for Education, Skills and University, Cabinet Member for Resources</p>	<p>Before 31 Oct 2013</p>	<p>N/A</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Relevant internal and external stakeholders.</p>	<p>Brian Howard Programme Manager - Secondary Schools Development Tel: 01733 863976 brian.howard@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>The Expansion of Ravensthorpe Primary School to two forms of entry - KEY/08AUG13/02 Award of Contract for the Expansion of Ravensthorpe Primary School, including the approval of property, legal and financial arrangements for various enabling agreements with third parties.</p>	<p>Councillor John Holdich OBE Cabinet Member for Education, Skills and University</p>	<p>Before 31 Oct 2013</p>	<p>N/A</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Relevant internal and external stakeholders including ward councillors.</p>	<p>Brian Howard Programme Manager - Secondary Schools Development Tel: 01733 863976 brian.howard@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents</p>

<p>Clare Lodge - KEY/22AUG13/01 To award a contract for the provision of services.</p>	<p>Councillor Sheila Scott OBE Cabinet Member for Children's Services</p>	<p>May 2014</p>	<p>N/A</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Oliver Hayward Commissioning Officer - Aiming High Tel: 01733 863910 oliver.hayward@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>Personal Care and Support for Adults (Homecare) - KEY/06SEP13/03 Award of contract for the provision of Personal Care and Support services.</p>	<p>Councillor Wayne Fitzgerald Cabinet Member for Adult Social Care</p>	<p>Between 14 Oct 2013 and 29 Nov 2013</p>	<p>N/A</p>	<p>Health Issues</p>	<p>Relevant internal and external stakeholders.</p>	<p>Nick Blake Improvement & Development Manager Tel: 01733 452406 nick.blake@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>Transformation of Person Centred Activities for Younger Adults in Peterborough - KEY/20SEP13/01 Agree the consultation plan for the Transformation of Person Centred Activities for Younger Adults in Peterborough (Day and Employment services for people with learning and physical disabilities).</p>	<p>Cabinet</p>	<p>18 Nov 2013</p>	<p>Yes</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Relevant internal and external stakeholders including service users and staff.</p>	<p>Mubarak Darbar Head of Commissioning Learning Disabilities Tel: 01733 452509 mubarak.darbar@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>

<p>Materials Recycling Facility contract - KEY/20SEP13/02 Agree to joint procurement of MRF for bulking, sorting and onward processing and sale of recyclable materials, in collaboration with RECAP Partner Councils.</p>	<p>Councillor Gavin Eisey Cabinet Member for Culture, Recreation and Waste Management</p>	<p>November 2013</p>	<p>N/A</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Richard Pearn Programme Manager - Waste Infrastructure richard.pearn@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>City College Extension Project - KEY/20SEP13/03 Using Education Funding Agency grant to create a dedicated, customised space for students aged 16-19 with learning difficulties and disabilities.</p>	<p>Councillor John Holdich OBE Cabinet Member for Education, Skills and University</p>	<p>January 2014</p>	<p>N/A</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Relevant internal and external stakeholders.</p>	<p>Brian Howard Programme Manager - Secondary Schools Development Tel: 01733 863976 brian.howard@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>
<p>Contract Award for the Provision of Domestic Abuse and Sexual Violence Services - KEY/04OCT13/01 To award the contract for the provision of Domestic Abuse and Sexual Violence Services.</p>	<p>Councillor Irene Walsh Cabinet Member for Community Cohesion, Safety and Public Health</p>	<p>November 2013</p>	<p>N/A</p>	<p>Strong and Supportive Communities</p>	<p>Safer Peterborough Partnership.</p>	<p>Karen Kibblewhite Safer Peterborough Manager - Cutting Crime Tel: 01733 864122 karen.kibblewhite@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any further documents.</p>

<p>Amendments to the Affordable Housing Capital Funding Policy - KEY/04OCT13/02 To agree the amendments to the Affordable Housing Capital Funding Policy.</p>	Cabinet	16 Dec 2013	Yes	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Richard Kay Policy and Strategy Manager richard.kay@peterborough.gov.uk	It is not anticipated that there will be any further documents.
<p>Strategy for People with Dementia and their Carers - KEY/04OCT13/05 To approve the Dementia Strategy.</p>	Councillor Wayne Fitzgerald Cabinet Member for Adult Social Care	November 2013	N/A	Health Issues	Service users, relevant departments and Scrutiny Commission for Health Issues.	Rob Henchy Commissioning Manager Tel: 01733 452429 rob.henchy@peterborough.gov.uk	It is not anticipated that there will be any further documents.
<p>Strategic Infrastructure Partnership - KEY/04NOV13/01 To enter into a strategic partnership to improve the communication infrastructure in Peterborough.</p>	Cabinet	4 Nov 2013	No.	Sustainable Growth and Environment Capital	Relevant internal departments & external stakeholders as appropriate.	Richard Godfrey ICT and Transactional Services Partnership Manager Tel: 01733 317989 richard.godfrey@peterborough.gov.uk	It is not anticipated that there will be any further documents.
<p>Long Causeway Public Realm Improvements - KEY/15NOV13/01 To award the contract to undertake engineering works as part of the Long Causeway Public Realm Improvement works.</p>	Councillor Gr. Uff. Marco Cereste Leader of the Council and Cabinet Member for Growth, Strategic Planning,	December 2013	N/A	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Simon Mullins Project Engineer/Development Engineer Tel: 01733 453548 simon.mullins@peterborough.gov.uk	It is not anticipated that there will be any further documents.

									Consultation Document	
									<p>Pam Setterfield Assistant Head of Children & Families Services (0-13) Tel: 01733 863897 pam.setterfield@peterborough.gov.uk</p>	<p>Paul Stevenson Interim Head of Finance Tel: 01733 452306 paul.stevenson@peterborough.gov.uk</p>
									Legal Services, Human Resources and other internal and external stakeholders.	Relevant stakeholders.
									Creating Opportunities and Tackling Inequalities	Health Issues
									Yes	N/A
									January 2014	November 2013
Housing, Economic Development and Business Engagement	Cabinet									<p>Councillor Wayne Fitzgerald Cabinet Member for Adult Social Care</p>
The Future Direction of Children's Centres Delivery - KEY/15NOV13/02 To confirm the direction of the delivery of children's centres in the city.										<p>S256 Agreement between the Council and Cambridgeshire and Peterborough CCG - KEY/15NOV13/03 To agree the transfer of funding for social care.</p>

RESOURCES DEPARTMENT Executive Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Strategic Finance
Internal Audit
Schools Infrastructure (Assets and School Place Planning)
Corporate Property
Waste and Energy
Strategic Client Services (Enterprise Peterborough / Vivacity / SERCO including Customer Services, ICT and Business Support)

CHILDREN'S SERVICES DEPARTMENT Executive Director's Office at Bayard Place, Broadway, PE1 1FB

Safeguarding Family and Communities
Education
School Improvement
Special Educational Needs / Inclusion and the Pupil Referral Service

ADULT SOCIAL CARE Executive Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Care Services Delivery (Assessment and Care Management and Integrated Learning Disability Services)
Mental Health
Public Health (including Health Performance Management)

COMMUNITIES DEPARTMENT Director's Office at Bayard Place, Broadway, PE1 1FB

Strategic Commissioning
Safer Peterborough, Cohesion, Social Inclusion and Neighbourhood Management

GOVERNANCE DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Communications
Legal and Governance Services
HR Business Relations (Training and Development, Occupational Health and Reward and Policy)
Strategic Regulatory Services
Performance Management

GROWTH AND REGENERATION DEPARTMENT Director's Office Stuart House, St Johns Street, Peterborough, PE1 5DD

Strategic Growth and Development Services
Strategic Housing
Planning Transport and Engineering (Development Management, Construction and Compliance, Infrastructure Planning and Delivery, Network Management and Passenger Transport)
Commercial Operations (Strategic Parking and Commercial CCTV, City Centre, Markets and Commercial Trading and Tourism)

APPENDIX 2

SCRUTINY COMMISSION FOR RURAL COMMUNITIES
WORK PROGRAMME 2013/14

Updated: 7 October 2013

Meeting Date	Item	Progress
17 June 2013 <i>Draft report 30 May</i> <i>Final report 6 June</i>	Review of 2012/13 and Future Work Programme	
	To review the work undertaken during 2011/12 and to consider the future work programme of the Committee	
	Contact Officer: Paulina Ford	
	Update on Superfast Broadband	
	Contact Officer: Richard Godfrey	
	Use of the Homecare Monitoring System – Update	
	Contact Officer: Nick Blake	
	Impact of the Welfare Reform on Rural Areas	
	Contact Officer: Leonie McCarthy	
15 July 2013 <i>Draft report 27 June</i> <i>Final report 4 July</i>	First Response Groups in Rural Areas	
	To receive and comment on a report which informs the Commission on the development of First Response Groups in Rural Areas.	
	Contact Officer: East of England Ambulance Service NHS 111	
	To receive and comment on a report which informs the Commission on the new NHS 111 telephone service.	

APPENDIX 2

Meeting Date	Item	Progress
	<p>Contact Officer, Jessica Bawden, Support for the Development of Community Centres and Village Halls in Rural Areas</p> <p>To receive and comment on a report which explores the support available for the development of community centres and village halls in rural areas.</p> <p>Contact Officer: Cate Harding</p> <p>Scrutiny In A Day: A Focus on Welfare Reform</p> <p>To receive a report on a proposal for a Scrutiny in a Day review into the Impact of Welfare Reform.</p> <p>Contact Officer: Paulina Ford / Adrian Chapman</p>	
<p>16 September 2013</p> <p><i>Draft report 29 Aug</i></p> <p><i>Final report 5 Sept</i></p>	<p>Parish Plans – Progress</p> <p>Contact Officer: Peter Heath-Brown</p> <p>Solar and Wind Farms</p> <p>To receive an update on current progress with the solar and wind farm project.</p> <p>Contact Officer: John Harrison</p> <p>Use of Homecare Monitoring System - Data</p> <p>Contact Officer: Nick Blake</p>	<p>Requested at June 2013 meeting.</p> <p>Requested at March 2013 meeting.</p> <p>Requested at June 2013 meeting.</p>
<p>18 November 2013</p> <p><i>Draft report 31 Oct</i></p>	<p>Educational Attainment in Rural Areas</p> <p>To receive a report on the primary and secondary examination results for</p>	

APPENDIX 2

Meeting Date	Item	Progress
Final report 7 Nov	<p>2013 and request further information/explanation if required.</p> <p>Contact Officer: Jonathan Lewis</p> <p>Disability Issues in Rural Areas – Update</p> <p>To review the findings of the disability access audits which were conducted in six rural localities and make comments.</p> <p>Contact Officer: Jawaid Khan/Ian Phillips</p> <p>Passenger Transport Services in Rural Areas</p> <p>To receive and comment on the passenger transport arrangements for rural areas.</p> <p>Contact Officer: Mark Speed</p> <p>Use of Homecare Monitoring System – Data</p> <p>To receive an update on the use of homecare monitoring systems and make comments.</p> <p>Contact Officer: Nick Blake</p> <p>Scrutiny in a Day: Understanding and Managing the Impacts of Welfare Reform on Communities in Peterborough</p> <p>To provide the Committee with an update on the progress being made towards organising the Scrutiny in a Day event on 17th January 2014.</p> <p>Contact Officer: Adrian Chapman / Paulina Ford</p>	
13 January 2014	British Transport Police	
Draft report 24 Dec		
Final report 2 Jan	<p>Contact Officer:</p> <p>Crime and Disorder in Rural Areas</p>	Requested at June 2013 meeting.

APPENDIX 2

Meeting Date	Item	Progress
	Contact Officer: Gary Goose	
8 or 20 January 2014 (Joint Meeting of the Scrutiny Committees and Commissions)	Budget 2013/14 and Medium Term Financial Plan To scrutinise the Executive's proposals for the Budget 2014/15 and Medium Term Financial Plan. Contact Officer: John Harrison/Steven Pilsworth	
17 January 2014 (Joint Meeting of Scrutiny Committees and Commissions)	Scrutiny in a Day: Focus on Impact of Welfare Reform To conduct an in depth one day review with a focus on the impacts of Welfare Reform across all scrutiny agendas and make recommendations to mitigate those impacts. Contact officers: Paulina Ford / Adrian Chapman	
1 April 2014 <i>Draft report 14 March</i> <i>Final report 21 March</i>		

Items to be programmed in:

- Local Flood Risk Management Draft Strategy – Julia Chatterton