

February 2026

Parish Report

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Local elections in May 2026 postponed (again!)

At council on Monday 12 January, a debate was held in the morning about the resource implications of an election in May on the delivery of Local Government Reorganization in Suffolk. The Conservative administration unanimously voted down an amendment proposed by my group that the council was in favour of the elections going ahead, although we spoke passionately about the importance of Suffolk voters getting to have their say. A Cabinet meeting was held following the council debate, where the administration voted unanimously to write to the government outlining capacity concerns that might be felt if elections were to go ahead. On 22 January, the government announced that the elections in Suffolk, and in 28 other councils around the country, would not take place in May this year.

The elections were postponed already in May 2025, so this second postponement means county councillors will be serving a seven-year term instead of four years. As part of the Local Government Reorganization process, unitary councils are due to have elections in 2027 and to take control of all services in the county from April 2028

Council budget 2026-27

At Cabinet on Tuesday 27 January, the budget for the 2026-27 financial year was presented for approval. The council is planning to raise council tax by the maximum 4.99% this year, reflecting the serious financial concerns it is facing. The budget for 2026-27 is forecast to overspend by £5.9m and the council will need to draw that from its reserves to balance the books. It is also planning savings of £46.5m across the council to make ends meet, and is predicting a budget 'gap' of £23.4m for 2027-28 and £24.6m by 2028-29 which it will need to fund by savings. Cost pressures for the council include care purchasing in adult social care, high-cost social care placements for children and young people and Special Educational Needs and Disabilities (SEND). Regarding SEND, the council holds a 'negative reserve', a debt of education funding under the Dedicated Schools Grant (DSG) that the government allows it to hold until 31 March 2028. This is a national issue rather than just relating to Suffolk County Council, but the council will not be able to repay it if the government calls it in: by the end of 2027-27 it is forecast to be -£252.3m. Although the council is allowed to hold the debt, it is spending millions on interest costs to service the debt, by 2027-28 the cost of that will be £8.9m. There are also concerns about the amount of money the Local Government Reorganisation will cost the council. This is currently estimated as £47.8m overall, but will be divided between all Suffolk councils.

Net Zero Carbon Report

Also coming to Cabinet on Tuesday 27 January was the annual report on the council's efforts to reach net zero carbon by 2030. In view of the Local Government Reorganisation and Suffolk County Council not existing past 2028, the target has been adjusted to a 63% reduction in emissions by 2027-28 and will only include scopes of emissions that the council is in direct control of – that is, excluding things like its supply chain, or staff commuting to work. In addition, to reflect the financial position of the council, any measures taken by the council towards this will now have to create an in-year financial saving: this means that the financial benefit from it must be greater than the cost. The work undertaken so far for the net zero programme has saved the council many thousands of pounds, for example changes to the heating controls in Endeavour House should reduce energy costs by £30k each year, and a new car park solar array and battery storage at Beacon House is expected to save more than £50k a year. The council is also involved in a heat network project in Ipswich to heat large buildings using energy from the River Gipping. This term the carbon saving budget has led to cost saving of over £4.5 million pounds per annum, had SCC not pursued, we would have been another council writing to government for emergency funding.

Suffolk Roads Rated Red by UK Government

The government recently released RAG (Red, Amber, Green) ratings each county based on how effectively they use the government's highways maintenance funding. Suffolk's road maintenance was rated as Red, the worst category. This has struck a chord with residents in the county, who have been clear that they agree and want the quality of Suffolk's roads to improve. Suffolk County Council's administration, however, has denied that the rating is accurate, saying that overall the condition of Suffolk's roads are rated Amber, with the overall Red rating being arrived at because the Department for Transport did not include in its assessment £10m of highways funding that it brought forward from the 2025-26 financial year and invested early in a resurfacing programme in 2024-25. The council has met with the Department for Transport to press for the Suffolk rating to be raised to Amber, pointing out that Department for Transport data shows that only 3% of the county's A roads is in poor condition, which is better than the England average. In addition, in December the council received £2.9m from the Department for Transport's Incentive Fund, which rewards authorities with a record of good performance in highway maintenance.

New 20mph Policy

At Cabinet on Friday 9 January, a new 20mph speed limit policy was approved with the aim of making the process for communities to apply for a 20mph speed limit easier and more streamlined. From now on, any application for a new 20mph limit in an area where recorded average traffic speeds are 28mph and under is likely to be approved by the council. The local county councillor must also be in favour of the change, and there should be majority support from residents. My group pointed out that the new requirement to prove majority support for the new speed limit was likely to make the process more onerous for town and parish councils rather than less. The council states that local engagement needs to be carried in the community, for example a survey or consultation of residents living on the roads/in the area. Any new 20mph limits will also still need local funding to be in place, unless the scheme aligns with a council programme as part of the Local Transport Plan. The new policy is based on recording speeds as follows:

- Below 28mph – likely to be accepted, with a speed limit sign only, although signs warning that a 20mph zone is ahead may be required
- Between 28 - 32mph - unlikely to be acceptable with signing alone. Gateway signing and traffic calming throughout the area may be required
- Above 32mph - Unlikely to be acceptable without extensive traffic calming measures such as road humps, plus night-time lighting. It would also be subject to a Road Safety Audit

You can read the new policy here: <https://www.suffolk.gov.uk/asset-library/imported/20mph-speed-limit-policy-criteria.pdf>

Social Media and Helpful Links

Follow us on:

Twitter - [Suffolk Green, Lib Dem & Independent Group \(@SuffolkGLI\) / Twitter](#)

Instagram – https://www.instagram.com/suffolkgli_group/

Facebook - [Suffolk GLI - Green, Liberal Democrat & Independent Group | Facebook](#)

Website - [Suffolk Green, Liberal Democrat and Independent Group – The GLI Group at Suffolk County Council \(suffolkgli.wordpress.com\)](#)

Cost of Living help and advice:

<https://infolink.suffolk.gov.uk/kb5/suffolk/infolink/family.page?familychannel=6>

Benefits advice and support:

<https://infolink.suffolk.gov.uk/kb5/suffolk/infolink/adult.page?adultchannel=0>

Flood preparation advice: <https://www.suffolk.gov.uk/suffolk-fire-and-rescue-service/fire-and-rescue-safety-advice-in-the-community/what-to-do-in-a-flood>

<https://suffolkprepared.co.uk/get-prepared/risk-advice/flooding/>

Flood recovery advice and support: <http://www.suffolk.gov.uk/about/flood-recovery-information-for-suffolk>