

Report to	<b>Scrutiny Committee for Economy, Transport and Environment</b>
Date	<b>14 September 2011</b>
Report By	<b>Director of Economy, Transport and Environment</b>
Title of Report	<b>Scrutiny Review of Road Safety : Progress Report</b>
Purpose of Report	<b>To monitor progress of Scrutiny Review of Road Safety Action Plan Recommendations.</b>

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**RECOMMENDATIONS:** The Committee is recommended to welcome the progress in achieving the Scrutiny Review recommendations and support:

- (1) consideration by Lead Member Economy, Transport & Environment of the business plan for the future direction of Sussex Safer Roads Partnership to achieve greater efficiency in pan Sussex road safety activities and a sustainable funding arrangement;**
- (2) an update by East Sussex Casualty Reduction Steering Group of its Action Plan; and**
- (3) the appraisal of a Road Safety Strategy for East Sussex by East Sussex Casualty Reduction Steering Group (ESCRSG).**

**A further report on progress should be presented to Scrutiny Committee in 6 months time.**

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## **1. Financial Appraisal**

1.1 The overall level of funding for road safety activities will be determined through the Reconciling Policy, Performance & Resources process.

1.2 The level of funding for the Sussex Safer Roads Partnership (SSRP), which is responsible for safety camera operations across Sussex is currently being reviewed with Partner organisations. This will determine the level of funding that will be made available to SSRP and consequently what activities and initiatives can be afforded.

## **2. Supporting Information**

2.1 A Scrutiny Review of Road Safety was considered by Cabinet on 14 December 2010. Cabinet resolved to welcome the recommendations of Scrutiny Committee and approve the response of the Director of Economy, Transport & Environment including an Action Plan. Progress on the Action Plan is considered briefly below with further detail in Appendix 1.

## **3. Comments/Appraisal**

3.1 Action on road safety has historically taken place at both pan-Sussex and East Sussex levels. The ESCC view, shared by ESCRSG partners, is that decisions must first be made about pan-Sussex activities delivered by the SSRP before the East Sussex Strategy and Action Plan can be finalised. Work by SSRP partners, including ESCC, in developing a business plan for

2012/15 is well advanced. The budget for this business plan will take account of the reduced funding from central government and give a much sharper focus to the work of SSRP.

3.2 The review is also considering the potential to gain efficiencies through the rationalisation and sharing of some road safety services especially in areas of data and education programmes. The business case also seeks to increase revenue from diversion courses that with efficiency savings should achieve a self funding model within 3 years. The review will be further discussed at a Partnership Leaders Group Meeting in October and the outcome will be reported to Scrutiny Committee.

3.3 More locally based activities are being progressed to target action on the three main activities for road safety – enforcement, engineering and education. An Action Plan for the East Sussex Casualty Reduction Steering Group (ESCRSG) will be finalised once the SSRP review is complete and the outcome of this work will be also reported to a future meeting of the Scrutiny Committee.

3.4 A Road Safety Strategy is being drafted which examines the future direction the County Council should take on this matter. This will need to be discussed with our partner organisations within ESCRSG.

3.5 Education and publicity for road safety action is being pursued and efforts will be made to increase the awareness of high profile campaigns such as Operation Triangle, and to induce more public participation in activities like Operation Crackdown.

3.6 More details related to progress on each aspect of the Action Plan approved by Cabinet are contained in Appendix 1 to this report.

#### **4. Conclusion and Reason for Recommendation**

4.1 It is recommended that the Scrutiny Committee note the progress against each recommendation from the review and support:

- (1) consideration by Lead Member Economy, Transport & Environment of the business plan for the future direction of SSRP to achieve greater efficiency in pan Sussex road safety activities and a sustainable funding arrangement.
- (2) an update by ESCRSG of its Action Plan on locally targeted action; and
- (3) an appraisal of a Road Safety Strategy for East Sussex by ESCRSG.

4.2 A further report on progress should be presented to Scrutiny Committee in 6 months time.

RUPERT CLUBB

Director of Economy, Transport and Environment

Contact Officer: Tony Cook  
Brian Banks

Tel. No. 01273 481653  
01424 724558

Local Member: All

#### **BACKGROUND DOCUMENTS**

Scrutiny review of road safety in East Sussex – Transport & Environment Scrutiny Board – November 2010

## Appendix 1 - Progress against T&E Scrutiny Committee recommendations

<b>TRANSPORT AND ENVIRONMENT - SCRUTINY REVIEW OF ROAD SAFETY IN EAST SUSSEX – ACTION PLAN</b>			
	<b>RECOMMENDATION</b>	<b>DIRECTOR'S RESPONSE AND ACTION PLAN</b>	<b>PROGRESS</b>
1.	Local targets for road safety should be developed for East Sussex to promote a robust debate amongst partners about how best to use our combined resources to reduce KSIs further. Any future road safety targets must be clearly linked to the initiatives being put in place to achieve them.	Agreed – Local targets for road safety will be agreed by members of the East Sussex Casualty Reduction Steering Group. For 'Educational' or 'Enforcement' initiatives these may include 'improved public awareness' or 'improved compliance with the law' e.g. for drink/driving, speed limits, mobile phone use.	An Action Plan for the East Sussex Casualty Reduction Steering Group is being reviewed. The Action Plan considers local aspects of significant road safety issues including initiatives to improve enforcement and education. Through Sussex Safer Roads Partnership (SSRP), initiatives are based on the Intelligence Led Model. This, by using a collaborative approach to various sources of data, identifies and develops strategic and tactical assessments where resources can be tasked efficiently against an accurate understanding of road casualties and emerging trends. Strategic priorities are set by the SSRP Strategy Group and tactical deployments are developed through a tasking and coordination process.
2.	Information should be provided to Members and residents to explain: (a) why funding will be reduced for conventional road safety engineering schemes (such as pedestrian crossings), and (b) the benefits of a 'whole route approach'. The information should include pointers and assistance to help residents consider alternative self-help	Agreed – the Autumn 2010 edition of Your County included an article providing this explanation and we will use further opportunities to expand on this.	Providing information will continue through further Your County articles and other means. The "Localism" debate will include how Parish Councils and other groups can participate in road safety campaigns. Anti-social driving on the A26 and A267 was a pilot approach to a whole route and other areas will be targeted in the future.

	solutions.		
3.	Police enforcement operations, such as Operation Triangle, should ensure that all possible benefits are realised, including for example: (a) following up and taking action for all violations; and (b) using the data collected to help build more accurate profiles of those most likely to be involved in road crashes.	Agreed – Operation Triangle involved increased enforcement by Sussex Police on the A26 and A267. The results of this initiative are still being gathered but early indications suggest that the operation was successful and that other high risk routes should be targeted in 2011. Follow-up action has been taken and data gathered will be used to inform future strategy and action	Police enforcement is ongoing with various operations such as Operation Triangle, the drink-drive campaigns and others, but there is more to be done in terms of building more accurate profiles of those most likely to be involved in crashes. A proposed central data team at SSRP will help with this and this work is ongoing. Also national studies are providing some pointers for this work.
4.	Publicity and support for Operation Crackdown should be given a boost in East Sussex. Dealing with the resulting increased volume of reports will require managing public expectations about the response they can expect and how the data is to be used. If necessary, the police should highlight the most serious violations it wants the public to report.	Agreed	Sussex Police considers that Operation Crackdown could give more publicity to the successes that have been achieved. The monthly Operation Crackdown reports indicate the level of reporting in each area of the County and mode of reporting. The total number of reports in East Sussex shows a 45% increase for the 12 months to July 2011 compared with the previous 12 months.
5.	Diversion courses for drivers committing relatively minor offences should be continued and expanded in Sussex to include mobile phone usage violations (providing that consistency of approach across the whole of Sussex can be achieved). Additionally, the results of DfT research into the value of such courses in reducing KSIs should be carefully monitored and the scheme improved accordingly.	Agreed – The Association of Chief Police Officers (ACPO) has recently confirmed that the threshold speed for drivers caught on speed cameras should be widened thereby allowing more drivers to be offered the option on a remedial course as opposed to being given a fine and 3 penalty points on a licence.	There are new national courses for Speed Awareness and Driver Improvement (now National Driver Awareness). It is expected that East Sussex could process over 14,000 clients through the courses with similar numbers in West Sussex. This constitutes a major driver education initiative. The numbers being trained each year in East Sussex would equate to approximately 4% of the licence holders in the county and should reflect beneficially in the county's crash

			<p>statistics, and it is possible that some of the effects of the training are passed on to family and associates.</p> <p>The development of further local diversion courses for other minor offences, such as mobile phone use, are not supported by the Government or ACPO, but new national courses are being developed by ACPO to tackle these issues and will be rolled out in due course.</p>
6.	<p>A safety camera operation should be continued in East Sussex. A pan Sussex camera agreement should continue if it is cost effective, but the contribution from East Sussex should be in proportion to the number of cameras being operated in the county.</p>	<p>Agree that a pan Sussex camera agreement is preferable. The overall contribution from East Sussex to the Sussex Safer Roads Partnership will be agreed with our partners, as we receive other benefits than simply those related to enforcement through either the fixed or mobile cameras.</p>	<p>The Safety Camera operation is continuing, but the extent and context within SSRP is still being finalised (see Progress Note 9 below). It is, of course, essential if we are to continue to take full advantage of the driver retraining opportunity provided by Speed Awareness.</p>
7.	<p>Road safety data collection and analysis work, as currently carried out by the SSRP, should continue to be undertaken and developed at a pan Sussex level in order to inform priorities both locally and across the area.</p>	<p>Agreed</p>	<p>The Draft SSRP Review recommends for the future use and analysis of data across Sussex that a number of data areas across all partners are centralised and co-ordinated for greater effectiveness and efficiency. This will bring:</p> <ul style="list-style-type: none"> <li>• an improvement in quality and commonality of data;</li> <li>• standardisation of systems and quality;</li> <li>• central support for partners' data needs;</li> <li>• an improved level of evaluation of schemes/campaigns;</li> <li>• resilience in cover for partners;</li> </ul>

			<ul style="list-style-type: none"> <li>• support for tactical options; and a reduction in resources across the partnership.</li> </ul>
8.	The East Sussex Casualty Reduction Steering Group should own and develop the future road safety strategy for East Sussex and adopt a strategic commissioning approach towards the management and provision of all road safety initiatives. A County Council road safety officer champion will need to provide active leadership to the Group for this to be effective	Agreed. The East Sussex Road Safety Strategy is being written by the current Road Safety Specialist. The Strategy will be informed by our partners on ESCRSG and this group will approve the Strategy. The strategy will be informed by this Scrutiny Report and will define the respective roles of SSRP and ESCRSG. East Sussex County Council will continue to provide leadership to the East Sussex Casualty Reduction Steering Group.	<p>A Draft Road Safety Strategy is still being developed. Once complete it will be reported to the ESCRG. Scrutiny Committee will be informed of the outcome of the draft Road Safety Strategy.</p> <p>Under the restructuring of the Department, there has been created a strengthened Road Safety Team under a new Team Manager, Road Safety.</p>
9.	The relationship between East Sussex County Council and the SSRP needs to change fundamentally to one where the SSRP is 'commissioned' to undertake specific activities, such as the safety camera operation or road casualty data collection and analysis, that are best carried out at a pan Sussex level.	Agreed that the relationship between East Sussex County Council and the SSRP needs to change fundamentally. ESCC will work with its partners in West Sussex CC, Brighton CC, Sussex Police and East and West Sussex Fire & Rescue to define the future scope of SSRP. The East Sussex Road Safety Strategy will also define the respective roles of SSRP and ESCRSG.	The future of SSRP is still being debated following the Government's changes to funding for Road Safety last year. A review of the SSRP has been undertaken in the light of those changes and the effects of other funding decisions on the respective partners. Many options are ongoing and a Leaders Meeting will be held in October. Scrutiny Committee will be informed of the outcome of the Review.
10.	The Lead Member for Transport and Environment should continue to work with our partners to identify activities best undertaken at pan Sussex level and to agree a funding arrangement that reflects the proportion of those activities occurring in East Sussex.	Agreed – linked to the response for Recommendation 9.	See Progress Note 9 above