

Report to: **Scrutiny Committee for Economy, Transport and Environment**

Date: **20 November 2013**

Report By: **Director of Communities, Economy and Transport**

Title of Report: **Scrutiny Review of Road Safety: Update Report**

Purpose of Report: **To consider progress in developing a Road Safety Strategy and joint working partnerships.**

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**RECOMMENDATIONS: The Committee is recommended to note the progress in:**

- (1) Developing a pan Sussex approach to a Road Safety Strategy focusing on the key identified priorities of the Sussex Safer Roads Partnership; and**
  - (2) Work being carried out to incorporate the Community Safety Partnerships and Public Health into a coordinated approach to delivering road safety activities in a consistent manner across the County.**
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## **1. Financial Appraisal**

1.1 Work is underway to move the Sussex Safer Roads Partnership (SSRP) to a 'self funding' model where all surplus money from diversionary education courses available to Sussex Police is ring fenced to support the SSRP. In consequence, the County Council's specific financial contribution to the SSRP is not required next year in accordance with the approved business plan. As part of the Reconciling Policy, Performance & Resources process, funding for Road Safety has been reduced. The non staff amount available for all road safety work next year (2014/15) will be approximately £150,000.

## **2. Supporting Information**

2.1 The previous progress report on the Scrutiny Review of Road Safety on 20 November 2012 examined our work with SSRP and other bodies to achieve an appropriate balance between enforcement, education and engineering in East Sussex. This report will consider progress with achieving a coherent, evidence based road safety strategy covering East Sussex. This will include an appraisal of the effectiveness of joint working.

## **3. Comments/Appraisal**

3.1 The review of the SSRP has resulted in a significant improvement in the operation of the Partnership with a much clearer focus. The issue of road safety strategies has been discussed with our SSRP partners and a consensus emerged to aim to have a pan Sussex Strategic Road Safety Strategy which focuses on the priorities identified by the Partnership. This has been endorsed in principle by the Director's Group of the SSRP and an initial draft was presented to their meeting on 13 November 2013. A brief overview of the draft strategy and an oral update will be given to Scrutiny Committee at the Meeting. It can be seen that continuing progress is being made with increasing the effectiveness of SSRP.

3.2 The previous Scrutiny Report on Road Safety identified the constraints restricting the effectiveness of the East Sussex Casualty Reduction Steering Group. The context for local road safety is changing. In order to improve local effectiveness, new structures were required. Two significant developments influenced this situation:

- The adoption of road safety as a priority for the local Community Safety Partnerships operating as part of the Joint Action Groups (JAG) embedded within local areas.
- The transfer of Public Health to local authorities and the remit they have for the reduction of unintentional injuries, which includes road traffic collisions.

3.3 Community Safety Partnerships have given us the opportunity to reach a far wider audience than was previously possible. An overview of this approach is included in Appendix 1. The launch of Road Safety within the Community Safety Partnerships formed the morning session of the recent Town and Parish Council Conference held at the De La Warr Pavilion in Bexhill. A copy of the presentations will be available for Members at the Committee Meeting.

3.4 Road Safety is now very much to the fore. The two existing Road Safety Groups covering Rother and Wealden have been included within the initial discussions relating to the approach we are taking. The make up of these groups includes members of the emergency services and the local authorities. They therefore have a direct link to the local JAG. Further work is planned covering Hastings and Eastbourne Boroughs, and Lewes District.

3.5 A robust evidence base is required. Figures for the number of people killed or seriously injured on East Sussex roads have continued to show an encouraging downward trend for the last 3 years. A more detailed breakdown is attached at Appendix 2. Pan Sussex data available to individual groups is attached as Appendix 3. This data will be broken down further to individual District/Borough level which will influence the focus of each Community Safety Partnership Group.

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

4.1 It is recommended that the Scrutiny Committee notes the progress being made with making joint working more effective, especially:

- (1) The development of a pan Sussex Road Safety Strategy focussing on the key identified priorities; and
- (2) The work being carried out to incorporate the Community Safety Partnerships and Public Health into a coordinated approach to delivering road safety activities in a consistent manner across the County.

RUPERT CLUBB  
Director of Communities, Economy and Transport

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Local Member: All

BACKGROUND DOCUMENTS:  
Presentation – East Sussex Parish and Town Council Conference 2013



## Road Safety Initiative

- Road safety leads have now been established for all 5 district and borough areas in the County, as well as within agencies such as Sussex Police, Public Health and East Sussex County Council's Communities, Economy and Transport Department.
- East Sussex Fire and Rescue Service are involved with each Community Safety Partnership, invariably as the road safety lead.
- The coordination group has identified two themes of work
  - The provision of data
  - Communication
- The Sussex Safer Roads Partnership is developing one overarching pan Sussex Road Safety Strategy.
- In East Sussex, each CSP will have its own priorities and the overarching action plan will reflect their requirements for support in relation to people and resources.
- All areas have signed up to the pan Sussex Road Safety Strategy
- All areas will be embedded with the relevant JAG (Joint Action Group), with the exception of Rother who have made very good progress with the Rother Speedwatch programme and the group is very well established. As such Rother would prefer that resources be provided locally.
- The sharing of best practice should form a core of the groups working practices.
- Money has and will be made available to local Speedwatch areas by providing equipment such as detection devices and tabards.
- Community Speedwatch and Operation Crackdown will form a key aspect of Community Safety work.
- Operation Crackdown was re-launched in August 2013 having been rebranded to reflect the improvements in reporting and the development of Speed Watch in local communities.
- The process of reporting antisocial driving has been improved and made easier with members of the public now being able to report incidents by phone or online.
- Each report is allocated a reference which enables the original reporter to track the outcome of the incident and any subsequent action taken.
- Improvements have also been made to the recording system, which can now identify areas of highest risk.

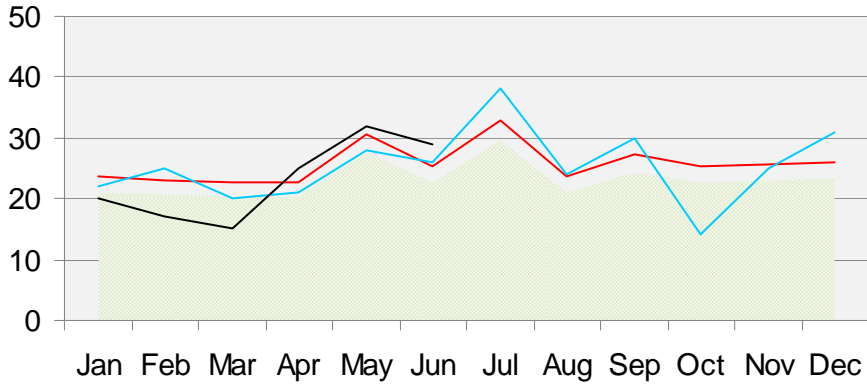


## Appendix 2

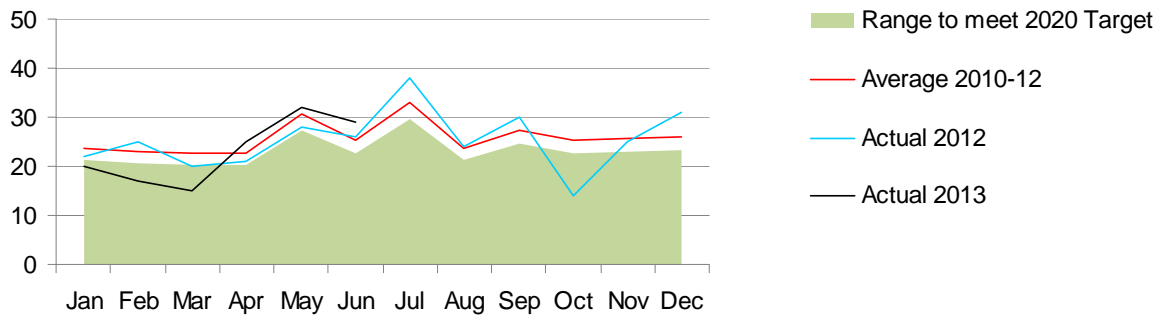
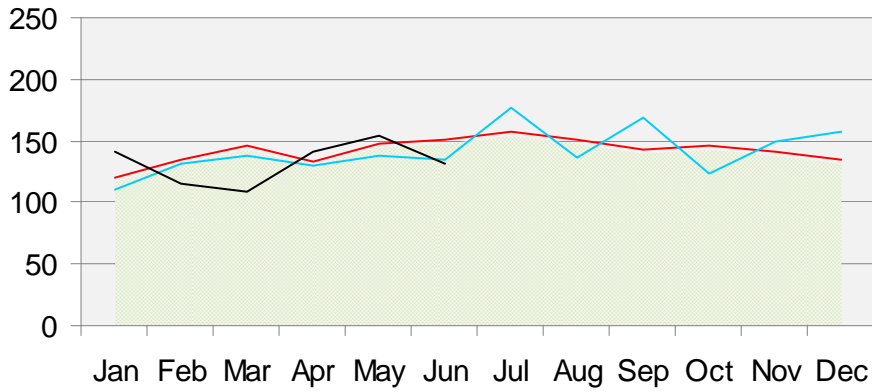
KSI	Average 2010-12	Actual 2012	Actual 2013	Range to meet 2020 Target	Monthly % of total 2010-12 Casualties
Jan	24	22	20	21	7.66%
Feb	23	25	17	21	7.44%
Mar	23	20	15	20	7.34%
Apr	23	21	25	20	7.34%
May	31	28	32	27	9.92%
Jun	25	26	29	23	8.20%
Jul	33	38		30	10.68%
Aug	24	24		21	7.66%
Sep	27	30		25	8.85%
Oct	25	14		23	8.20%
Nov	26	25		23	8.31%
Dec	26	31		23	8.41%
<b>Total</b>	<b>309</b>	<b>304</b>		<b>277</b>	

All casualties	Average 2010-12	Actual 2012	Actual 2013	Range to meet 2020 Target	Monthly % of total 2010-12 Casualties
Jan	120	111	142	117	7.04%
Feb	135	131	116	131	7.88%
Mar	146	138	109	142	8.56%
Apr	133	130	142	129	7.78%
May	148	138	154	144	8.68%
Jun	152	135	131	147	8.87%
Jul	158	177		154	9.25%
Aug	151	137		147	8.86%
Sep	143	169		139	8.37%
Oct	146	123		142	8.56%
Nov	141	150		137	8.27%
Dec	135	158		131	7.88%
	<b>1709</b>	<b>1697</b>		<b>1661</b>	

### Killed and Seriously Injured (KSI)



### All Casualties



## Performance Indicators

### Sussex Q3 2013 Summary

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

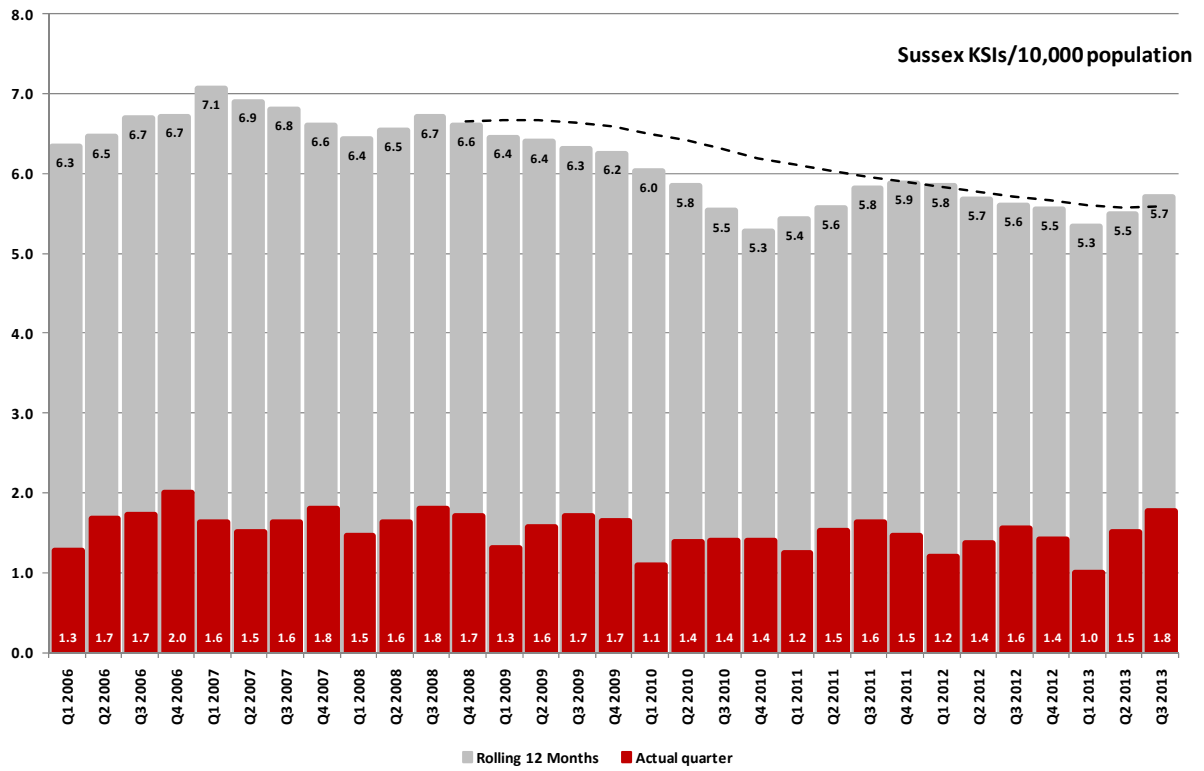
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere. Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

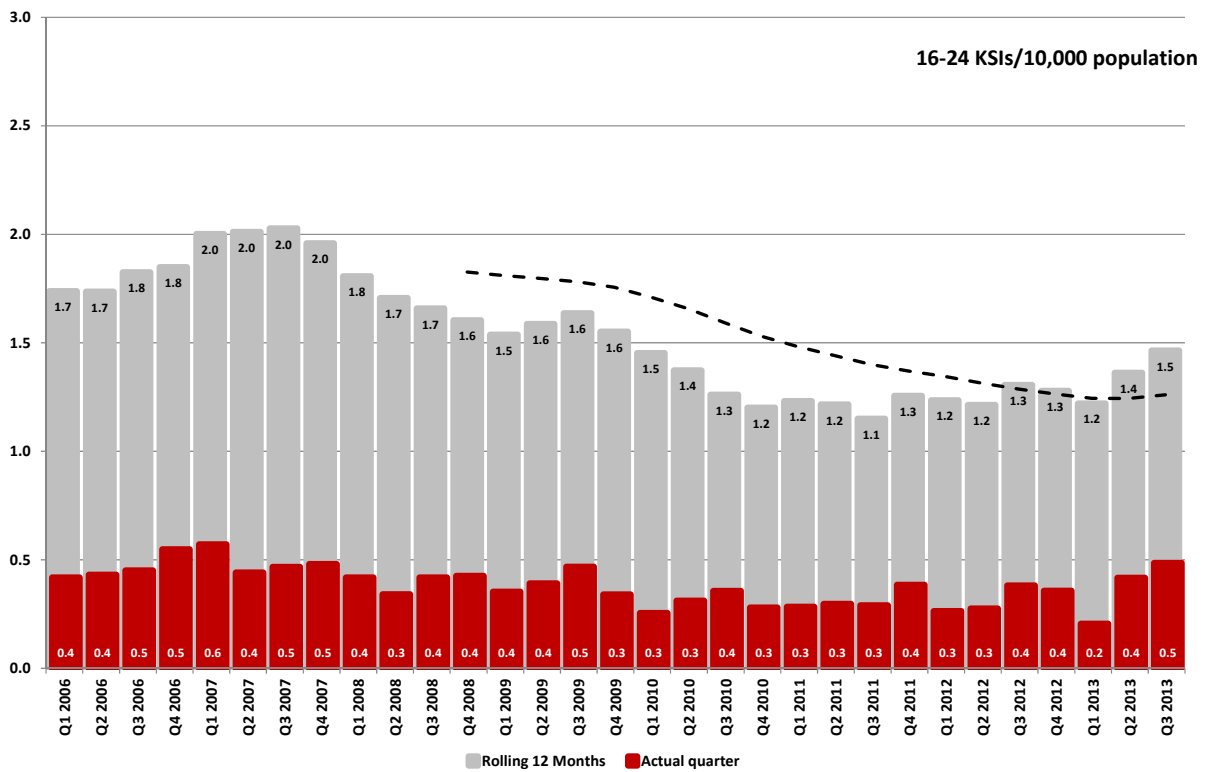
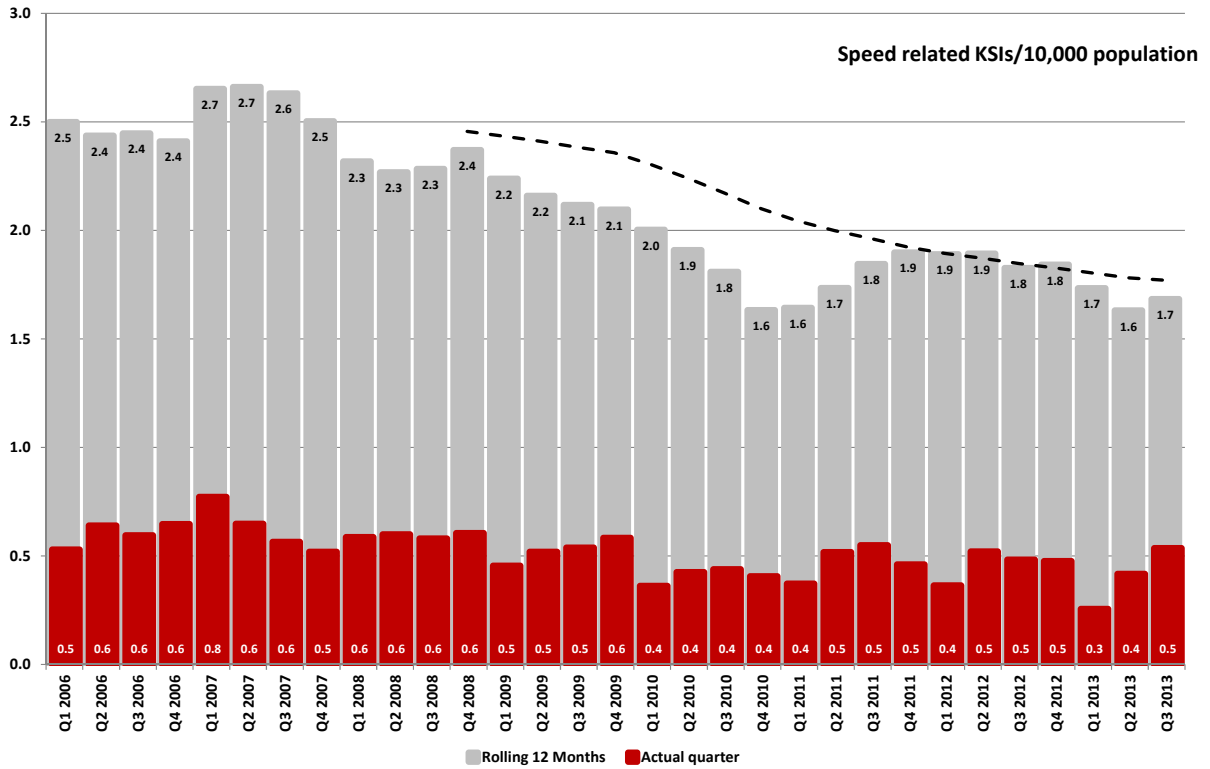
## SSRP Performance Indicators – September 2013 Summary

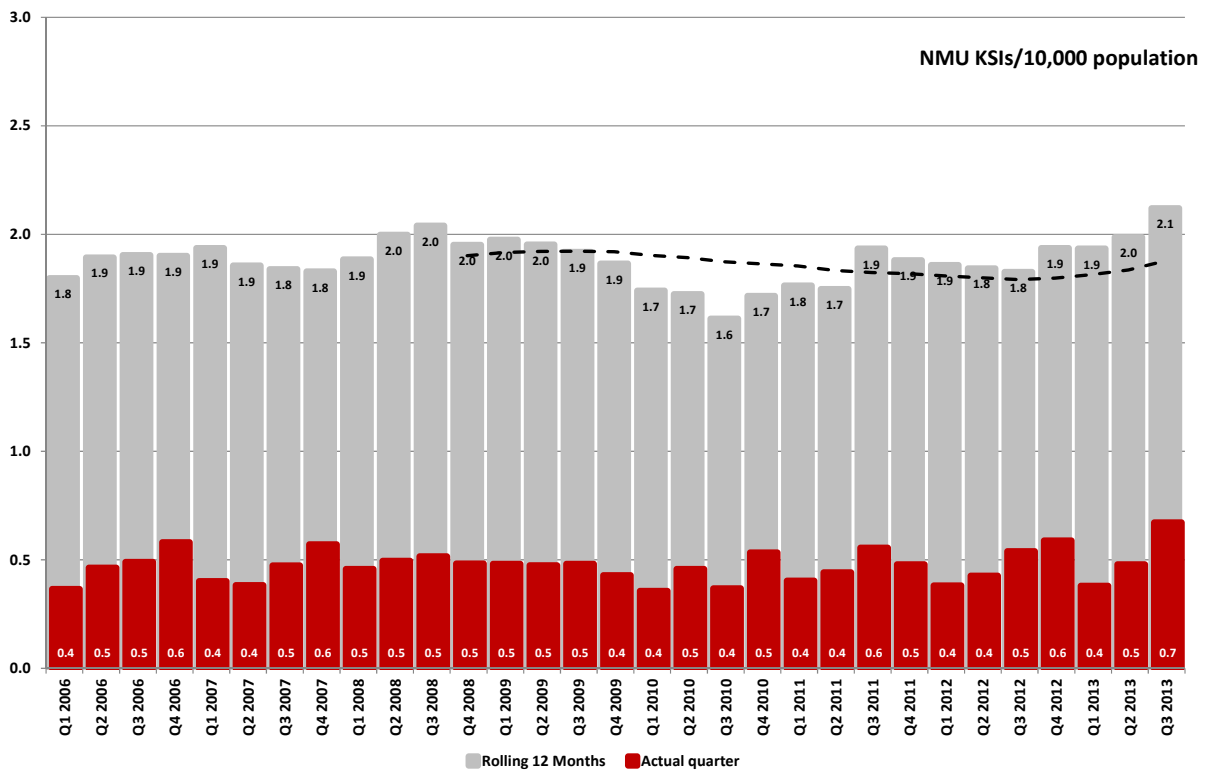
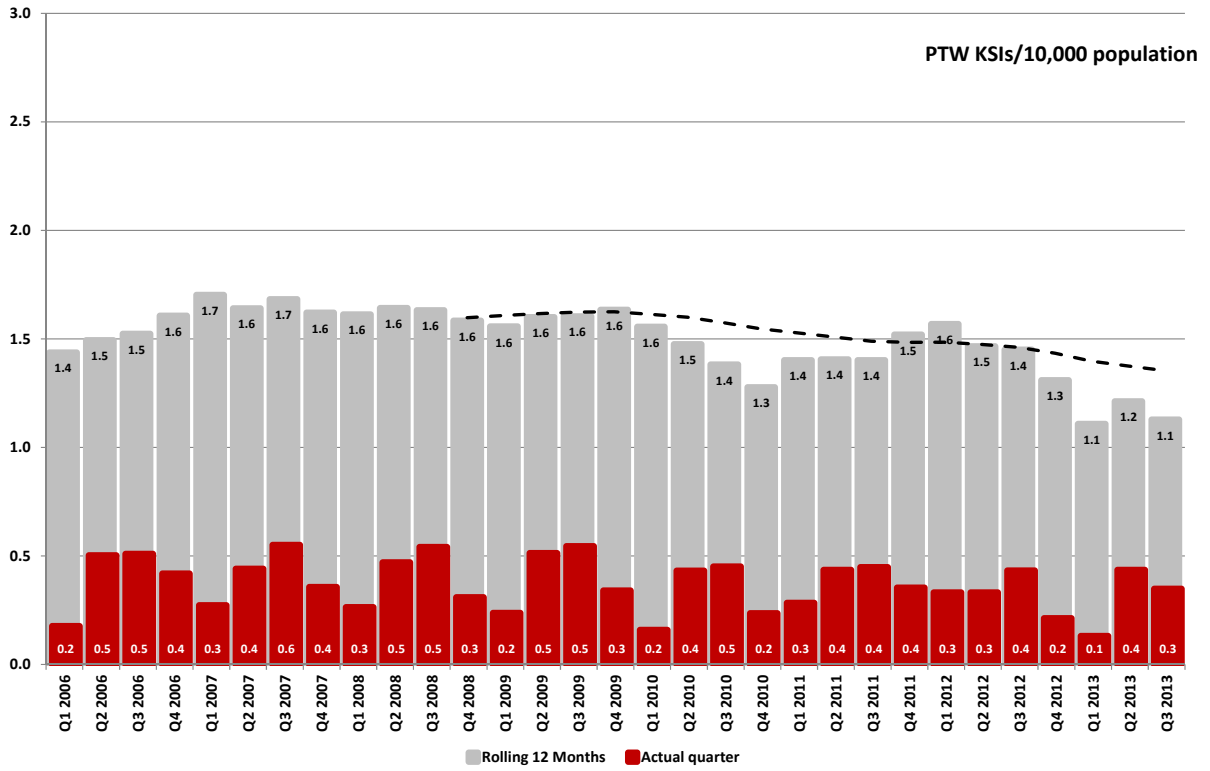
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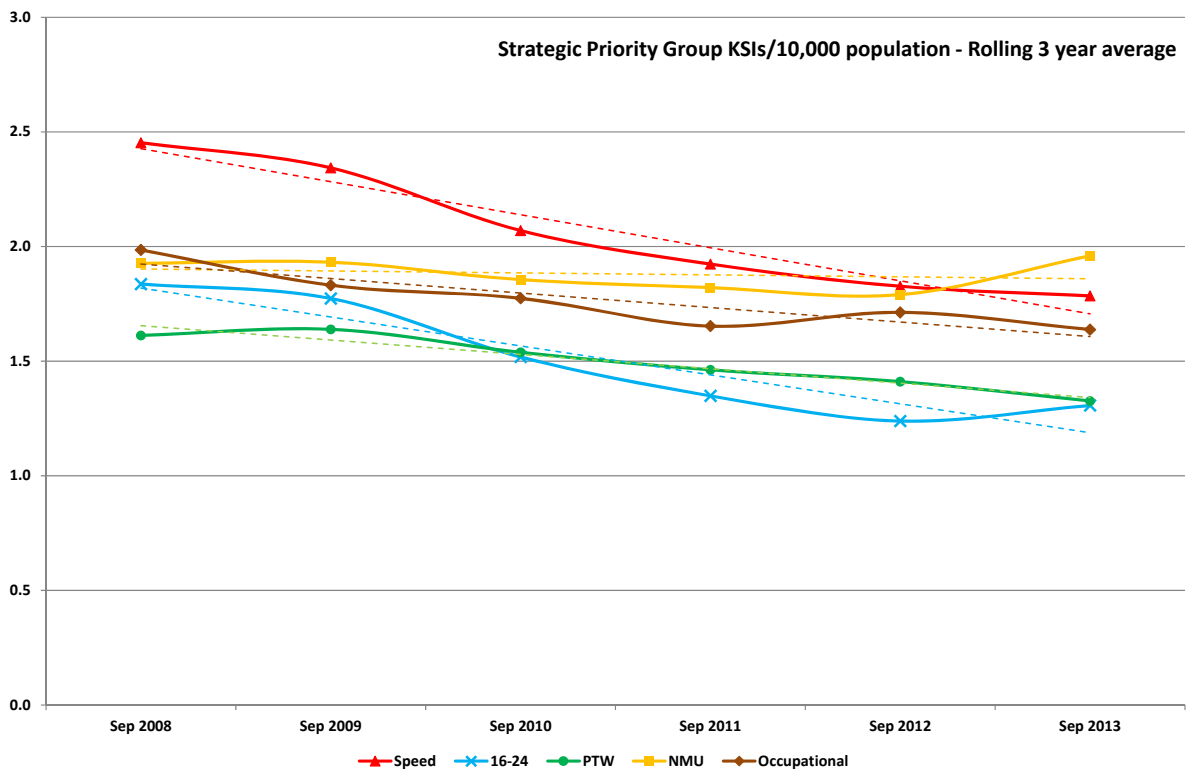
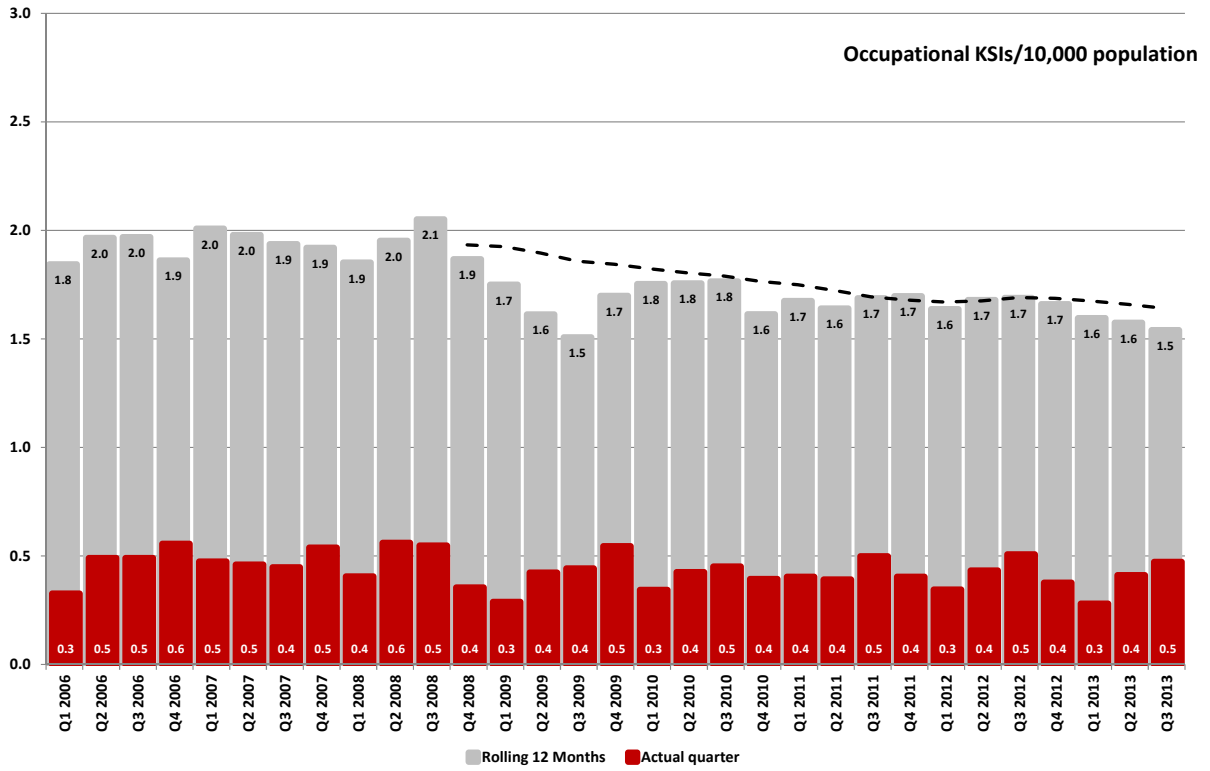
3. Sussex KSIs per 10,000 population
4. SP group – Speed KSIs/10,000 population
4. SP group – 16-24 KSIs/10,000 population
5. SP group – PTW KSIs/10,000 population
5. SP group – NMU KSIs/10,000 population
6. SP group – Occupational KSIs/10,000 population
6. SP group – KSIs/10,000 population comparisons – 3 year rolling average
7. Other group – Child KSIs/10,000 population
7. Other group – 60 plus KSIs/10,000 population
8. Other group – Pedestrian KSIs/10,000 population
8. Other group – Pedal cycle KSIs/10,000 population
9. Other group – Drink/drug KSIs/10,000 population
9. Other group – KSIs/10,000 population comparisons – 3 year rolling average

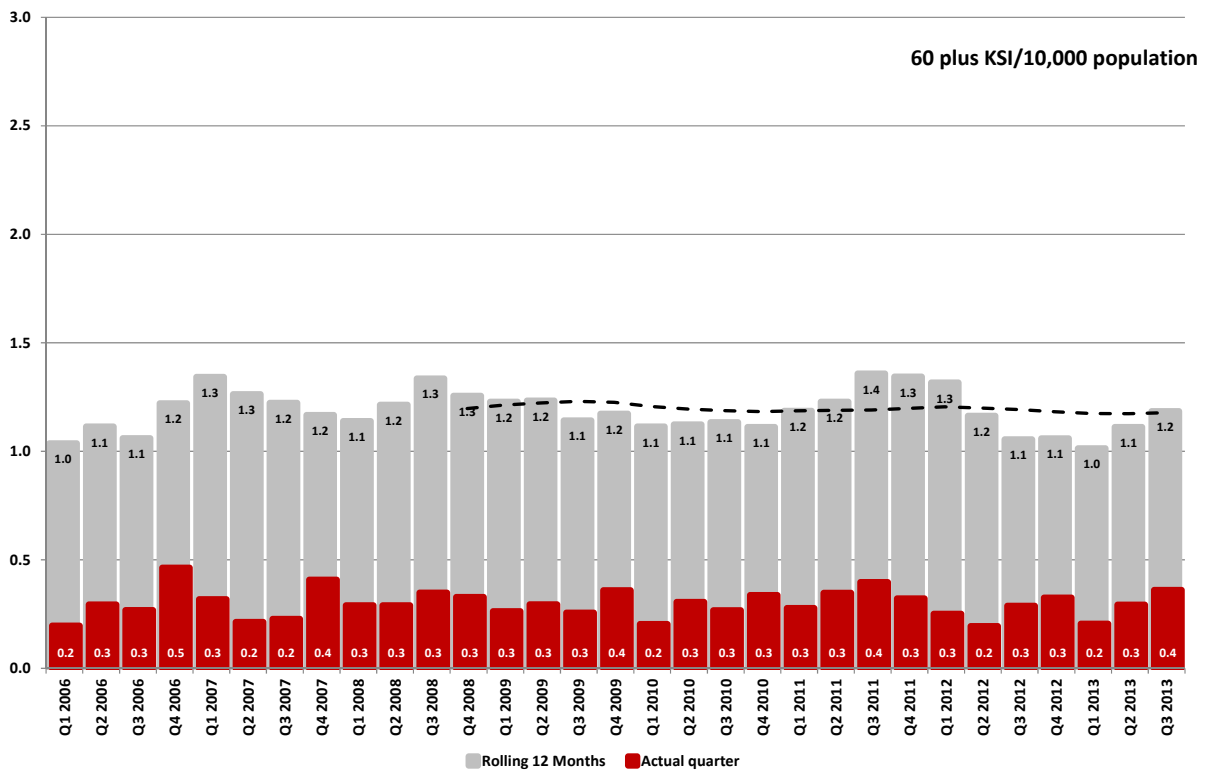
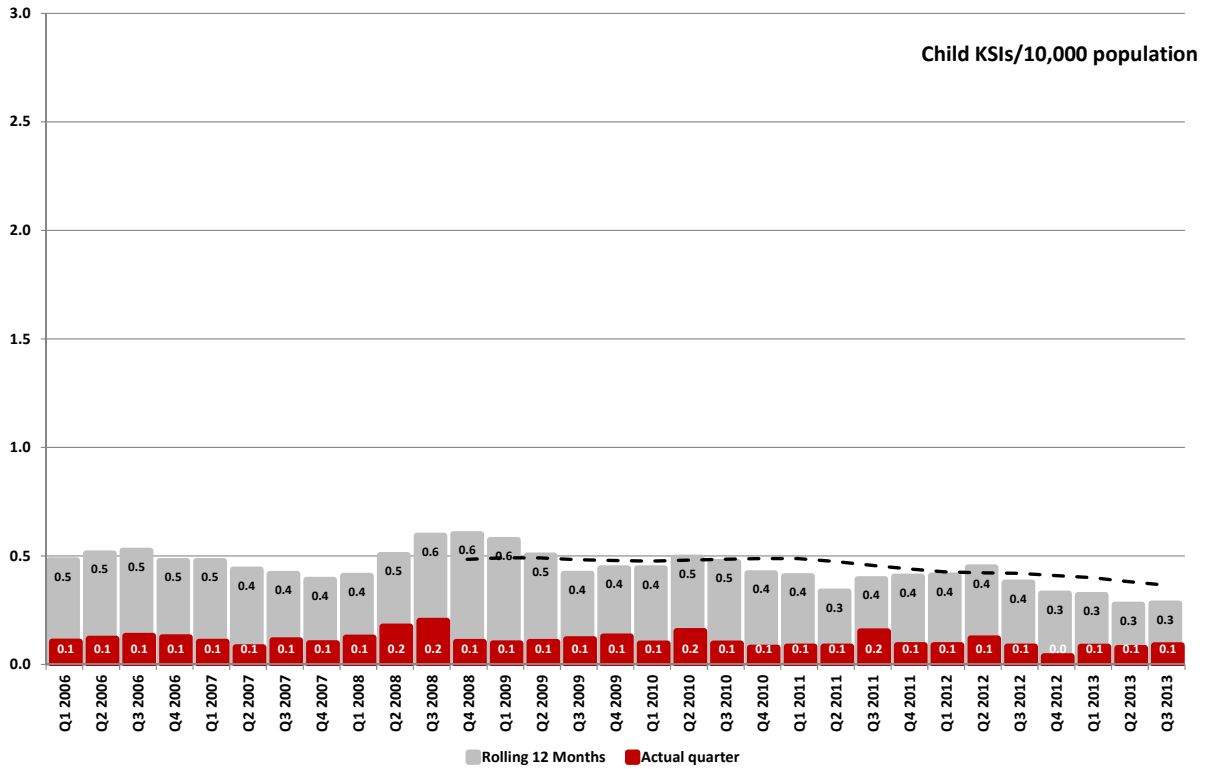


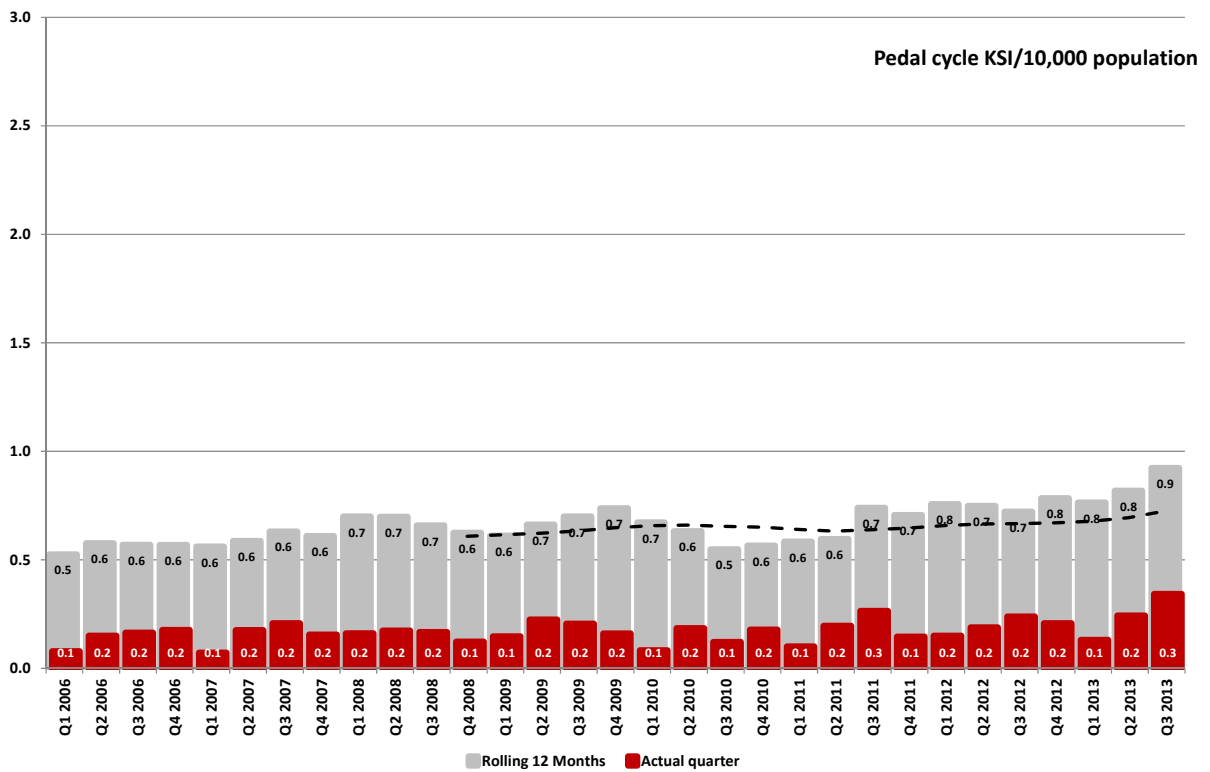
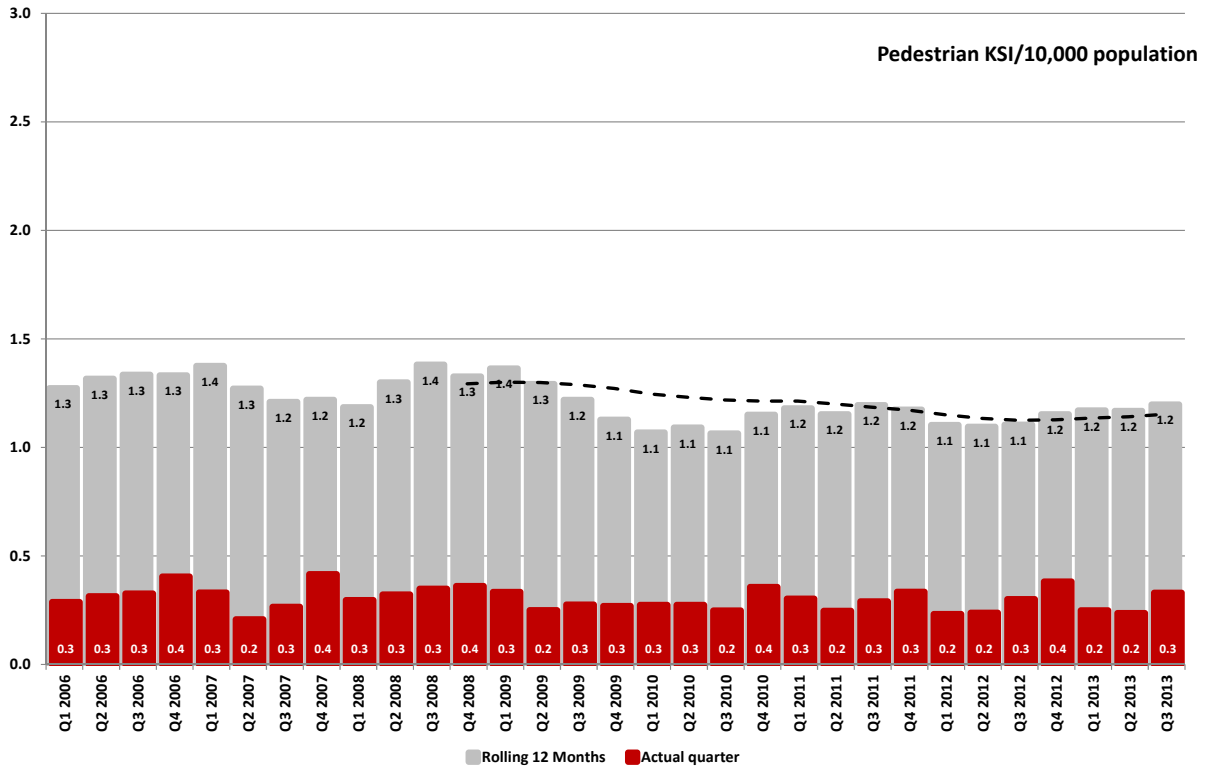


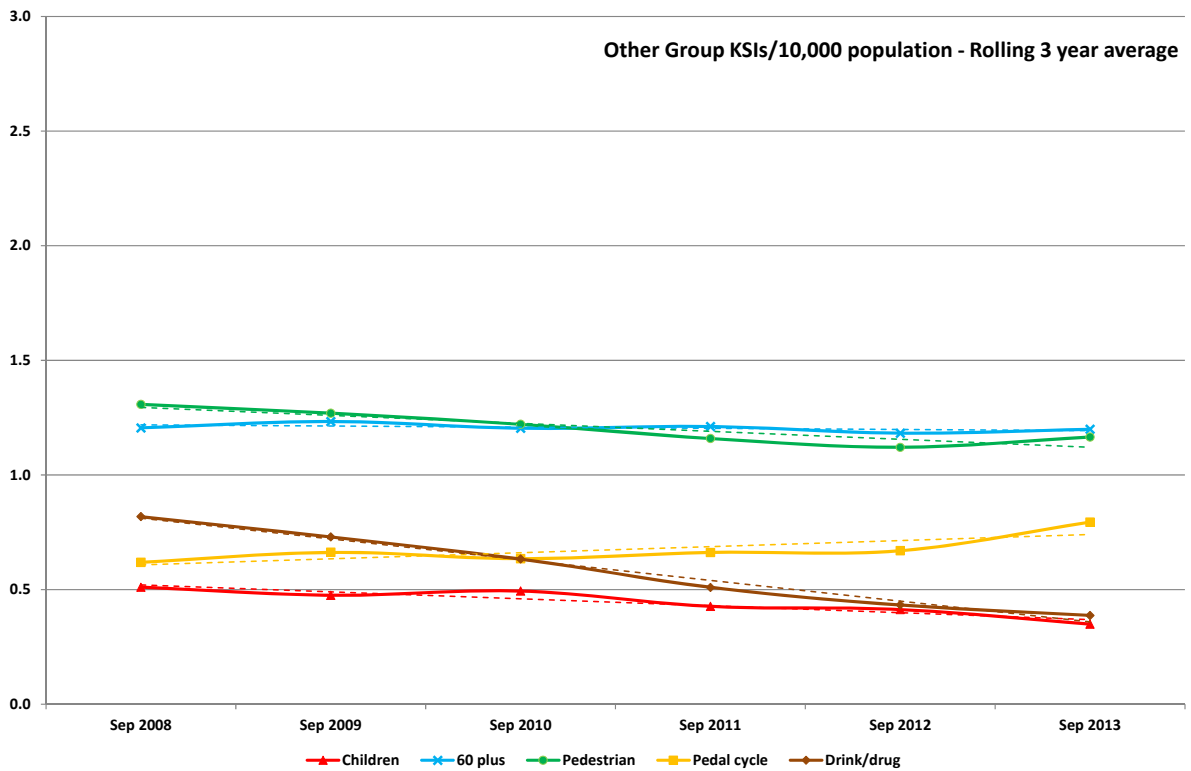
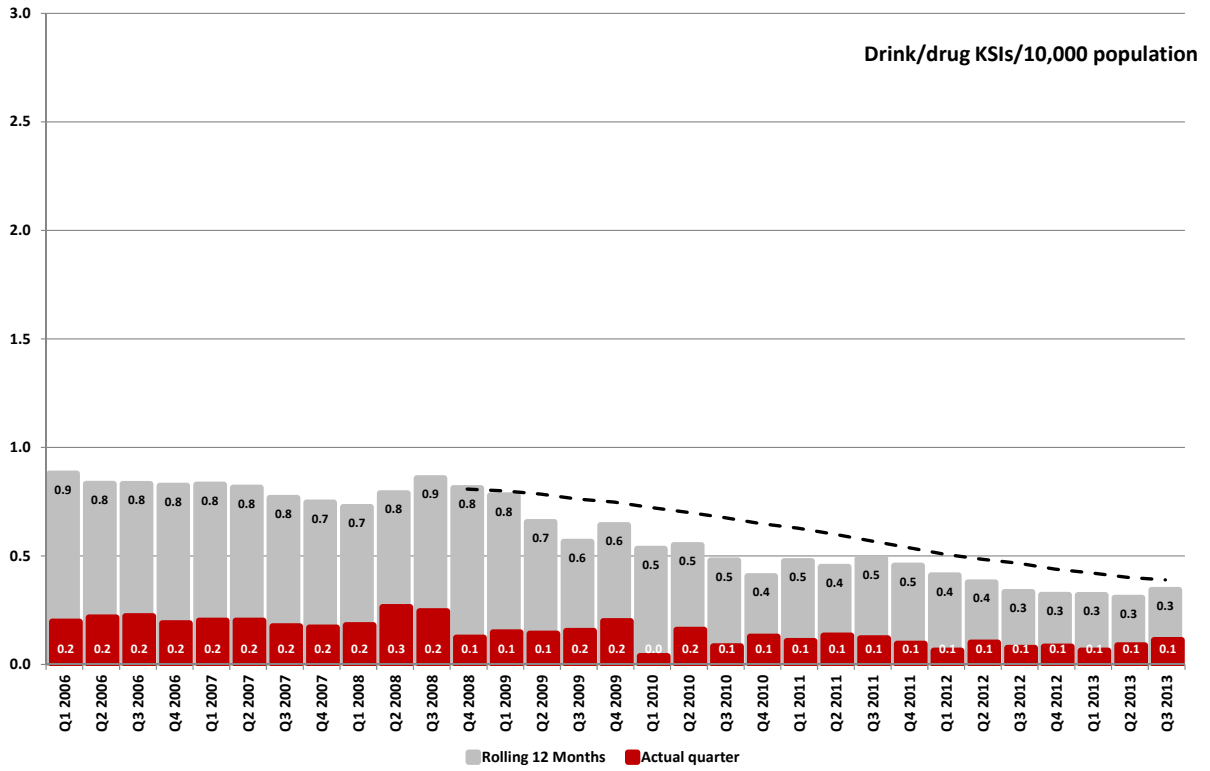












## **Scrutiny Review of Road Safety: Update Report**

### **Glossary for appendix 3**

DfT	Department for Transport
SSRP	Sussex Safer Roads Partnership
SP group	Strategic Priority
PTW	Powered Two Wheeler
KSI	Killed or seriously injured
NMU	Non Motorised User