

TRANSPORT AND ENVIRONMENT - SCRUTINY REVIEW OF ROAD SAFETY IN EAST SUSSEX – ACTION PLAN			
RECOMMENDATION		DIRECTOR’S RESPONSE AND ACTION PLAN	TIMESCALE
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.	June 2011
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 solutions.	Agreed – the Autumn 2010 edition of Your County included an article providing this explanation and we will use further opportunities to expand on this.	Ongoing
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.	2011
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	Discuss with SSRP at the next Strategy Group Meeting. ( By January 2011)

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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.	Ongoing
6.	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.	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.	To be agreed by the Lead Member for Transport and Environment at the next SSRP Leaders' Meeting – January 2011
7.	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.	Agreed	Ongoing
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.	Road Safety Strategy to be agreed by the ESCRSG – January 2011.
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.	Ongoing

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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.	Ongoing