



ECONOMY, TRANSPORT AND ENVIRONMENT SCRUTINY COMMITTEE

WEDNESDAY, 1 JULY 2015

10.00 am COMMITTEE ROOM, COUNTY HALL, LEWES

MEMBERSHIP - Councillor Richard Stogdon (Chair)
Councillors Mike Pursglove (Vice Chair), Claire Dowling, John Hodges,
Pat Rodohan, Rosalyn St. Pierre and Barry Taylor

A G E N D A

- 1 Minutes of the meeting held on 18 March 2015 (*Pages 3 - 12*)
- 2 Apologies for absence
- 3 Disclosures of interests
Disclosures by all members present of personal interests in matters on the agenda, the nature of any interest and whether the member regards the interest as prejudicial under the terms of the Code of Conduct.
- 4 Urgent items
Notification of items which the Chair considers to be urgent and proposes to take at the appropriate part of the agenda. Any members who wish to raise urgent items are asked, wherever possible, to notify the Chair before the start of the meeting. In so doing, they must state the special circumstances which they consider justify the matter being considered urgent.
- 5 Scrutiny Review of School Crossing Patrol Alternative Funding - The six month update report on the implementation of the recommendations from the review (*Pages 13 - 36*)
Report by the Director of Communities, Economy and Transport
- 6 Road Safety Update Report (*Pages 37 - 100*)
Report by the Director of Communities, Economy and Transport
- 7 Scrutiny committee future work programme (*Pages 101 - 106*)
- 8 Forward Plan (*Pages 107 - 114*)
The Forward Plan for the period to 30 September 2015. The Committee is asked to make comments or request further information.
- 9 Any other items previously notified under agenda item 4

PHILIP BAKER
Assistant Chief Executive
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23 June 2015

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SCRUTINY COMMITTEE FOR ECONOMY, TRANSPORT AND ENVIRONMENT

MINUTES of a meeting of the Scrutiny Committee for Economy, Transport and Environment held at County Hall, Lewes on 18 March 2015.

PRESENT: Councillors Richard Stogdon (Chair), Mike Pursglove (Vice Chair), Michael Ensor (substituting for Claire Dowling), John Hodges, Pat Rodohan, Rosalyn St. Pierre and Barry Taylor.

LEAD MEMBER: Councillor Carl Maynard (Lead Member for Transport and Environment).

ALSO PRESENT: Rupert Clubb, Director of Communities, Economy and Transport; James Harris, Assistant Director, Economy; Karl Taylor, Assistant Director Operations; Tony Cook, Head of Planning and Environment; Andy Arnold, Environment Team Manager; Alice Henderson, Project Manager, Strategic Commissioning.

Councillor David Elkin.

Democratic Services Officer: Simon Bailey

Senior Democratic Services Advisor: Martin Jenks

37. MINUTES OF LAST MEETING

37.1 The minutes of the meetings held on Wednesday 19 November 2014 and Friday 12 December 2014 were agreed.

37.2 RESOLVED – to approve as a correct record the minutes of the meetings held on 19 November 2014 and 12 December 2014.

38. APOLOGIES FOR ABSENCE

38.1 Apologies for absence were received from Councillor Claire Dowling.

39. DECLARATIONS OF INTEREST

39.1 None.

40. URGENT MATTERS

40.1 None notified.

41. REVIEW OF EAST SUSSEX COUNTY COUNCIL'S DUTCH ELM DISEASE STRATEGY.

41.1 The Environment Team Manager introduced the report. This is an update of the report brought to the Committee in March 2013, when the Committee endorsed the prioritised approach to managing Dutch Elm Disease (DED). The original scientific model, upon which the prioritised approach is based, is included in appendix 1 of the report.

41.2 The analysis of the scientific model looked at 3 options to manage Dutch Elm Disease:

- Stopping felling of dead or diseased trees.
- Continuing with the established (historic) felling programme.
- Taking a prioritised approach to sanitation felling of dead or diseased trees.

The recommendation was that East Sussex adopts the prioritised approach to managing Dutch Elm Disease.

41.3 The Dutch Elm Disease strategy has been updated in the light of experience over the last two years (appendix 2 of the report). The prioritised approach appears to be working. The data from the last two years confirms that the assumptions used in the model are broadly correct. The cost of felling dead and diseased trees to date has been higher than forecast, but costs are expected to fall in future years. There are some uncertainties in the future such as the impact of climate change on the way the disease spreads.

41.4 The Committee discussed a number of aspects of the report, which are summarised below.

Scope of the Dutch Elm Disease Management Scheme

41.5 The Dutch Elm Disease strategy covers the whole Elm population within the designated DED sanitation zone of East Sussex and not just those trees growing on East Sussex County Council (ESCC) owned land or on land that is part of the highway. An analysis of activity over the last two years shows that most trees felled are on private land.

41.6 Regionally ESCC is not the only organisation that has a programme for dealing with Dutch Elm Disease.

- Brighton and Hove City Council has a control programme;
- Adur District Council has a small control programme; and
- Eastbourne Borough Council has a control programme for street trees, which it manages on behalf of ESCC.

41.7 The Dutch Elm Disease Officer inspects all Elm trees within the control zone twice a year. One of the priorities in the next two years is to re-survey the Elm tree population. The resources for the survey work will come from existing officer time.

Size of Elm Tree Population

41.8 The size of the Elm tree population is estimated to be 18,500. The department considers this to be a reasonably accurate estimate. The majority of trees are on private land and ESCC is responsible for Highway trees growing in verges, pavements and alongside roads. The Dutch Elm Disease Officer is getting access to private land through good working relationships with landowners, and also works closely with tree contractors.

Cost of Dutch Elm Disease (DED) Strategy

41.9 Dealing with Dutch Elm Disease is an open ended programme, and the report provides cost estimates of the various options. The cost of felling trees varies depending on where the tree is located. The £460 cost for felling a highway tree includes the cost of removal and disposal, but is higher than the £60 - £80 average due to the cost of the highway traffic control measures that are required. The costs do include stump removal, which may be carried out at a later date from felling due to the need to use specialist contractors.

41.10 It is important that the prioritised approach is financially sustainable in the longer term. The report recommends an increase in the charge to private land owners for removing a diseased tree to 75% of the cost (an increase from 50% currently). The report estimates that the cost of adopting the prioritised approach will remain lower than the “do nothing” option in the medium term.

41.11 Diseased trees can be chemically treated, but this is a very expensive option. Forestry Commission advice confirms that the selective sanitation felling used in the prioritised approach is likely to be more effective than chemical treatment.

Contaminated Timber Disposal and Monitoring

41.12 The Committee questioned the arrangements for disposing of diseased timber and asked what monitoring arrangements were in place to ensure the correct treatment of diseased wood.

41.13 There is a risk of disease transmission from infected timber and bio hazard control measures need to be put in place to reduce this risk. The department makes sure that it appoints the right contractors to undertake Dutch Elm Disease work. There is probably more risk from the tree contractors ESCC does not work with and private land owners who undertake their own tree felling work.

41.14 ESCC recommends that all diseased timber is burnt, and usually requires private land owners and contractors to do so. The department takes care when selecting contractors, so that they understand the control measures they need to put in place to prevent the spread of the disease. It also requires them to have access to burn sites that they can use when it is not possible to burn felled trees on site.

41.15 There is no licencing scheme for the disposal of diseased timber and ESCC has no powers to enforce the correct disposal of diseased material. The department does have a programme that aims to inform contractors and land owners of how to dispose of diseased material properly. When working with private landowners, the department always tries to get the contractor to dispose of the felled timber and not to allow the landowner to retain the wood.

Tree Planting and Tree Wardens

41.16 The Council provides advice on re-planting lost Elm trees with disease resistant varieties. However, there is no clear evidence that there is a completely disease resistant strain of Elm. Young trees have to mature before they become prone to the disease. So there is a risk that replacement trees may need felling. ESCC cannot compel landowners and others to replant trees and does not offer to replace lost trees. However, ESCC has taken part in some community tree planting with disease resistant trees.

41.17 Parish Councils can appoint Tree Wardens and there are seventeen of them around the County. The majority of Tree Wardens are volunteers who are supported by the Dutch Elm Disease Officer.

Issues to take forward

41.18 The Committee expressed concerns about the monitoring of the disposal arrangements for diseased timber. Officers were asked to take this issue away to investigate what further measures could be undertaken. The Environment Team Manager said he would instigate checks of contractor yards and burn sites with immediate effect.

41.19 The Committee questioned whether the removal of diseased trees and their stumps was happening in a timely way within the Borough of Eastbourne. The Assistant Director, Operations agreed to investigate and confirm what arrangements are in place.

41.20 RESOLVED: It was resolved to agree the recommendations of the report to:

- (1) Continue to support the prioritised approach to sanitation felling;
- (2) Note that the County Council will increase the contribution requested from private landowners to 75%; and
- (3) Request another progress report in March 2017 to further consider whether the sanitation programme is continuing to deliver the outcomes as currently predicted

42. PROGRESSING AS A STRATEGIC COMMISSIONING AUTHORITY: RIGHTS OF WAY AND COUNTRYSIDE SITE MANAGEMENT FUNCTIONS.

42.1 The Assistant Director, Operations introduced the report on the strategic commissioning project for the rights of way and countryside site management functions. In March 2014 the Committee received a report from Rights of Way and Countryside Maintenance (RoW/CM) Manager, Simon Fathers, outlining the service and the associated costs. As part of the recommendations of the March 2014 report, the Committee endorsed the development of a commissioning strategy for rights of way and countryside site management.

42.2 Alice Henderson, who is the Project Manager of the commissioning strategy project, outlined the work that has been undertaken to date and the various key stages in the project timetable (paragraph 2.3 of the report). Usage and stakeholder surveys have been undertaken to understand peoples' views on the services and sites that the service manages. The surveys have also sought to gather data on the use of sites, services and rights of way. This has been an important preliminary stage in the project as there is limited existing data to inform our understanding of need.

42.3 The report seeks the Scrutiny Committee's view on the way in which the Committee would like to be involved with the commissioning strategy project.

Cost of Existing Services

42.4 The revenue budget for the RoW/CM team is £570,000 per year. This divided into two parts:

- Maintenance of the 200 mile rights of way network £440,000 per year.
- Maintenance of the ten countryside sites £130,000 per year.

42.5 The revenue budget for this service has been reduced by £384,000 in the last three years. In 2014/15 there was also a £330,000 capital budget which was used for resurfacing larger rights of way routes and the bridge replacement programme.

42.6 The Committee asked if the department had a view on how much of this budget would be needed as savings in future financial years from 2016/17 onwards. The Director of Communities, Economy and Transport stated that the level of corporate savings in future years was yet to be determined. In addition, the department does not want to prejudice the outcome of the strategic commissioning process, but it was incumbent on all Departments to look at different ways of delivering services.

42.7 The department has undertaken preliminary work to understand how the public regard the service and to understand the need for the rights of way and countryside site service. Once this work is advanced or completed, the department can then look at ways of meeting those needs, within the resources available. The information data gathered as part of the strategic commissioning process will be analysed together with the existing asset management plan.

Parish Councils, Voluntary Groups and Volunteers

42.8 The Committee asked what support there is from the Parish Councils and volunteers in the maintenance of rights of way. The amount of support from Parish Councils varies around the County. Some are very active, but others are less involved in rights of way and countryside site management. Experience suggests that Parish Councils are only usually interested in maintaining those paths closest to their parish and usually only the first few hundred metres. The commissioning strategy will include how to engage Parish Councils and volunteers in the service

42.9 The service already engages with a wide range of user groups, including the Ramblers Association and a number of volunteer groups. It is important that anyone working on a right of way has the necessary training, which can be provided by the team. Volunteers can play an important role in a range of activities, such as staffing the Visitor Centre at Seven Sisters Country Park. All these groups have been invited to comment in the stakeholder consultation.

Stakeholders Views

42.10 A summary of the work to establish stakeholder views is contained in paragraph 2.6 of the report. The Lead Member commented that it is necessary and important to establish an evidence base, so that a holistic and strategic approach can be taken across the County, and to be clear what ESCC can do and what others can do.

42.11 The Committee asked how aware ESCC local Members were of the stakeholder meetings. Only one local Member indicated they would attend one of the five stakeholder workshops that were held. The Committee requested that the views and concerns raised at the workshops be presented at the first review board meeting.

42.12 Approximately 16%-17% of the rights of way network is within the South Downs National Park. There are parts of the National Park where the public has a right to roam as defined by the Countryside and Rights of Way (CROW) Act, but ESCC is not responsible for maintaining the right to roam. The National Park Authority has been included in the consultation and a presentation was made at one on the National Park's Access Forum meetings.

42.13 RESOLVED: It was resolved to:

- 1) Note the progress made on the development of the commissioning strategy for rights of way and countryside management; and
- 2) Approve the creation of a Review Board, which is comprised of all the members of the Scrutiny Committee, to look the development of the commissioning strategy.

43. RECONCILING POLICY, PERFORMANCE AND RESOURCES (RPPR) 2015/16

43.1 The Chair introduced the report and reminded the Committee that this was the Committee's opportunity to comment on the 2015/16 reconciling policy, performance and resources (RPPR) process. The Committee discussed the RPPR process, the outcomes of the RPPR Board meeting and special Scrutiny Committee meeting held to discuss the Reformulated Supported Bus Network (RSBN).

Reformulated Supported Bus Network (RSBN)

43.2 The Committee thanked Officers for their work on the RSBN proposals, which are part of the medium term financial plan for the department. The commercialisation of some routes was welcomed by the Committee, but it was noted that the consultation had caused some public concern and distress about the potential loss of supported bus routes.

43.3 The Director of Communities, Economy and Transport explained that operators can choose to commercialise routes at any time during the year. The department continues to work towards this goal for as many routes as possible. The tendering process had led to a number of operators choosing to take on previously subsidised routes on a commercial basis.

43.4 It was noted that the Council had consulted on all routes in an open and transparent way, right at the start of the process. Although the commissioning process had been painful at times, it had resulted in a sustainable bus network. The Chair added that the commissioning process was a penetrating way of working out the best way of delivering services against a background of diminishing resources.

43.5 The Director of Communities, Economy and Transport thanked the Committee for their comments about the work of the Public Transport team. The commissioning process is iterative and the team will continue to work to commercialise more supported bus routes as opportunities arise.

Reconciling Policy, Performance and Resources (RPPR) process

43.6 The Committee approved the RPPR process and agreed that there is a need to continue reviewing services to secure sustainable, best value services in the future. The Committee will need to examine a number of aspects of the Department's remit in the longer term, as the Council starts to look at the next three year budget setting process.

43.7 The Committee shall need to focus on a number of the Department's activities to understand the cost and values of the various services. This will help the Committee form a picture of what services need to be retained and the projected effects of cuts on residents as they may be applied in the future.

43.8 The Committee considered the merits of reviewing the services provided by the department earlier in the year than has been the case previously. The Director of Communities, Economy and Transport reminded the Committee that the department has a policy framework that determines how the budget is spent and would welcome earlier discussions and input from Scrutiny on the budget.

43.9 It is likely that the Council as a whole will need to find a further £70 million to £90 million pounds in savings over the next three years. The department does not know the percentage of those savings that it will be required to make, nor the projected outcomes. The Committee shall need to provide input into the following issues:

- Should the Council be providing this service and at what level?
- Are the different ways of providing those services?
- Are there services that the Council should stop providing?

43.10 The department has a robust budget setting and monitoring process for both revenue and capital budgets. The revenue budget is made up of a fair proportion of fixed costs (e.g. staff costs) of which the department has very good understanding. The department has a total net revenue budget of approximately £79 million. The difference between the forecast expenditure and actual expenditure is approximately £60,000, which represents a variance of less than 1% of the total annual budget. For capital projects the department examines the risks involved with a project when formulating a budget, and will use external specialist expertise when necessary for advice on budget formulation.

43.11 The Committee agreed that it would like to hold a further "Away Day" to look at the RPPR issues and discuss the Committee's work programme before July 2015. The officers offered to provide input and information as may be required by the Committee at the "Away Day".

43.12 Some dissatisfaction was expressed in regard to the Council's "invest to save" and resilience issues. The use of capital funding for schools and other infrastructure and regeneration projects was highlighted.

43.13 The Lead Member for Transport and Environment responded that the Council is adopting a rational approach to investment in East Sussex, particularly through bids made as part of the Local Economic Partnership (LEP). East Sussex has been successful in securing a number of bids and should continue to take advantage of central Government funding to achieve the Council's strategic plans. The County needs proper infrastructure in order to grow and there is a need to invest in schools.

43.14 RESOLVED: It was resolved to hold a further "Away Day" to look at the RPPR issues and discuss the Committee's work programme before July 2015.

44. SCRUTINY WORK PROGRAMME

44.1 RESOLVED: It was resolved to amend the scrutiny work programme to include the following items:

Reformulated Supported Bus Network (RSBN)

44.2 It was agreed to set up a small task and finish review board to examine the effectiveness of the mitigation measures that were put in place to offset the impact of the changes made to the supported bus network. The Committee discussed the timescale for starting this review and agreed that it would be best start the review in March or April 2016. This would allow sufficient time for the impacts of the reformulated supported bus network to become apparent.

Highways Drainage

44.3 The Committee agreed to undertake a Scrutiny review of gully emptying and Highways drainage to examine:

- The costs and effectiveness for current arrangements for gully emptying
- To look at other Highways drainage arrangements (such as ditches and grips), how surface water is removed from the highway and where it goes.
- The impact on road safety.

The review board will consist of Councillors Stogdon, Rodohan, Taylor and Pursglove and will agree the terms of reference for the review at the first review board meeting.

Road Safety

44.4 Road Safety was discussed at the Audit, Best Value and Community Services (ABVCS) Scrutiny Committee as part of the funding of one-off projects from the Public Health budget. It was suggested that the Economy, Transport and Environment (ETE) Scrutiny Committee set up a joint review board with the ABVCS Scrutiny Committee to look at this issue.

44.5 The ETE Scrutiny Committee discussed various aspects of road safety centred around interventions that aim to change driver behaviour. The Committee was mindful of the recent changes to road safety funding and the impact of future funding on the Council's partner's ability to deliver road safety initiatives (e.g. Sussex Police and East Sussex Fire & Rescue Service).

44.6 The ETE Scrutiny Committee agreed to form a joint review board to examine the delivery of road safety interventions and their effectiveness in reducing the number of people killed or seriously injured (KSI) in East Sussex. The board will consist of the following members of the ETE Scrutiny Committee: Councillors St. Pierre, Pursglove, Taylor and Stogdon, plus representatives from the ABVCS Scrutiny Committee.

MEETING TO BE HELD ON 1 JULY 2015

- Scrutiny Review of School Crossing Patrol Alternative Funding
Update report on the progress in implementing the recommendations of the review.
- Safer Streets
A report on the Safer Streets initiative led by the Public Health department, which links to the Killed and Seriously Injured (KSI) performance targets and wider road safety issues.

MEETING TO BE HELD ON 30 SEPTEMBER 2015

- Economic Development
A detailed appraisal of the impact and overall effectiveness of the Rural Growth and Employment Fund (RuGEF), ESCC Capital Budget for Growth, and Regional Growth Fund (RGF) programmes, looking at how different businesses have benefitted and the effectiveness of the programme.
- Reconciling Policy, Performance and Resources (RPPR).
The Committee will start looking at the Department's Portfolio Plan and budget setting process for the 2016/17 financial year and beyond.

MEETING TO BE HELD ON 18 NOVEMBER 2015

- Strategic Infrastructure
It was agreed to provide a report on Strategic Infrastructure that will include strategic road, rail and IT infrastructure improvements. This will include an update on the Superfast Broadband project, examining take up and the next stages of the project. The Committee can then decide which areas that it would like to examine in more detail.
- Buy With Confidence Scheme
The Committee requested a report be brought to the November meeting on the replacement of the Buy with Confidence scheme with an alternative approved contractor scheme. The report is to provide:
 - An update on the progress to replace the scheme;
 - An overview of the checks and balances that have been put in place to ensure the quality and reliability of the services provided by the chosen provider; and
 - An evaluation of the extent to which the new scheme is working effectively and the degree of public confidence in the new scheme.
- Reconciling Policy, Performance and Resources (RPPR).
The Committee will discuss any further information and issues for the RPPR process. It will establish an RPPR Board to review the department's budget and portfolio plan in detail, and provide comments and recommendations to Cabinet.

45. FORWARD PLAN

45.1 The Committee considered the Forward Plan for the period 1 March 2015 to 30 June 2015. Requests for information should be raised with the listed contact officer, and any scrutiny issues with the Member Services Manager.

45.2 The Committee asked the Director of Communities, Economy and Transport if the report on Road Safety priorities going to the Lead Member meeting on the 21 June 2015 could be moved to a later meeting to allow the Committee time to consider this issue.

46. URGENT ITEMS

46.1 No urgent items were raised for discussion.

47. NEXT MEETING

47.1 The meeting ended at 12:27 pm.

The next meeting of the Committee will be held on Wednesday 1 July 2015.

COUNCILLOR RICHARD STOGDON
CHAIR

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| Report to: | Economy, Transport and Environment Scrutiny Committee |
| Date of meeting: | 1 July 2015 |
| By: | Director of Communities, Economy and Transport |
| Title: | Scrutiny Review of School Crossing Patrol Alternative Funding |
| Purpose: | To update the Committee on the implementation of the recommendations of the Scrutiny Committee Review Board. |

RECOMMENDATION: Scrutiny Committee is recommended to note the progress made by the Road Safety Team on the implementation of the recommendations of the Review Board.

1 Background

1.1. A decision was made by Cabinet on 15 October 2013 to consult on ceasing to fund 13 School Crossing Patrol sites that had been identified as not meeting the Council's funding policy criteria. Following this decision the Economy, Transport and Environment Scrutiny Committee undertook a review of alternative funding options available for School Crossing Patrols.

1.2 The Review Board reported their findings to the County Council on 2 December 2014. The Report of the Review Board is included as Appendix 1.

1.3 An update on the recommendations of the Review Board is included as Appendix 2.

2 Supporting information

2.1. The Cabinet decision of 15 October 2013 affecting 13 School Crossing Patrol sites resulted in:

- 3 sites being re-assessed and retained as they meet the funding criteria
- 6 sites being sponsored by the relevant school
- 4 sites being closed

2.2 The present make-up of the School Crossing Patrol Service is:

- 28 sites being funded from the Road Safety revenue budget
- 21 sites funded (either fully or partly) on a sponsorship basis
- 8 sites run on a volunteer basis

2.3 In 2014/15 the cost of School Crossing Patrols was £122K with £40K of income from schools and sponsorship, net £82k. It had been expected that a saving of £50K would be delivered from the reduction in the number of School Crossing Patrols that received funding from the County Council, however a saving of only £22K was achieved.

2.4 As part of the current medium financial plan £150K of the £305K savings target for Road Safety has been achieved in 2014/15, with £155K carried forward as a savings target in 2015/16. Road Safety Education savings are unachieved in part, as the savings were initially allocated without recognising the income generated by

activities. We are currently reviewing where mitigations for these savings can be made and will look to move the saving in due course.

2.5 Since the Cabinet decision, other than those sites affected, the Road Safety Team has not been approached by any School interested in funding a School Crossing Patrol on a sponsorship or voluntary basis.

3 Conclusion and reasons for recommendations

3.1. The provision of School Crossing Patrols is an emotive subject. The application of national guidance gives a clear and consistent basis for providing a patrol site funded by the County. The ability for a school to sponsor a patrol allows flexibility for those communities that consider a patrol to be a benefit.

3.2. It is recommended that Scrutiny Committee notes the progress being made and that the production of a revised information pack will help schools consider if sponsorship is an appropriate method for them.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Agenda Item 7

Report to: **Scrutiny Committee for Economy, Transport and Environment**
Date: **10 September 2014**
By: **Chair of the Scrutiny Review Board**
Title of report: **Scrutiny Review of School Crossing Patrol Alternative Funding**
Purpose of report: **To present the outcomes of the scrutiny review and make recommendations.**

RECOMMENDATION: That the Committee considers the report of the Review Board and makes recommendations to Cabinet for comment, and County Council for approval.

1. Financial Appraisal

1.1 The financial implications are set out in the report of the Review Board.

2. Summary

2.1 The Review Board comprised Councillors John Hodges (Chair), Mike Pursglove, Pat Rodohan, and Richard Stogdon.

2.2 The attached report (appendix 1) contains the findings and recommendations of the Review Board. An evidence pack of supporting documentation is available on request from the contact officer.

2.3 The Committee is recommended to receive the Review Board's report for submission to Cabinet and County Council on 11 November 2014 and 2 December 2014 respectively.

3. Recommendation

3.1 The Committee is requested to consider and endorse the report of the Review Board for submission to Cabinet and Full Council.

COUNCILLOR JOHN HODGES
Chair of the Review Board

Contact Officer: Martin Jenks

Tel No. 01273 481327

Local Members: All

BACKGROUND DOCUMENTS

None

Scrutiny review of school crossing patrol (SCP) alternative funding

Report by the Review Board

of the Economy, Transport and Environment Scrutiny Committee

Councillor John Hodges (Chair)

Councillor Mike Pursglove

Councillor Pat Rodohan

Councillor Richard Stogdon

July 2014

Economy, Transport and Environment Scrutiny Committee – 10 September 2014

Cabinet – 11 November 2014

Full Council – 2 December 2014



Report of the scrutiny review of school crossing patrol (SCP) alternative funding

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| Recommendations | | Page |
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| 1 | <p>Light controlled crossings (e.g. Pelican & Puffin crossings) can be used as an alternative to school crossing patrols, but it only makes financial sense to do so in limited circumstances. Therefore, the review board recommends that:</p> <ul style="list-style-type: none"> • Consideration is given to installing light controlled crossings where appropriate and sufficient funding is available. | 6 |
| 2 | <p>The evidence from the review suggests schools will need support and guidance in order to be able to secure alternative ways of funding their school crossing patrol. The review board recommends that an enhanced information pack is developed for schools by the Council that will include:</p> <ol style="list-style-type: none"> a) An explanation of the process of securing a sponsor; b) Advice on developing a sponsorship proposal, including support from the Council's Marketing & Communications department; c) Fund raising advice for school PTA's and other sources of information such as the PTA UK and the Council's external funding team. | 9 |
| 3 | <p>Some schools do not have the time or expertise to secure sponsorship for their school crossing patrol. The review board recommends that:</p> <ul style="list-style-type: none"> • Officers evaluate the possibility of using of an external agency to secure sponsorship for school crossing patrols. | 9 |
| 4 | <p>It is not certain whether commercial sponsorship will be a viable, long term alternative to existing funding methods. Therefore, the review board recommends that:</p> <ul style="list-style-type: none"> • For the time being the Council maintains core funding to ensure the provision of school crossing patrols where they meet the Council's policy criteria, and in circumstances where sponsorship or other approaches for provision are not currently possible. | 9 |
| 5 | <p>Schools can engage volunteers as an alternative way of providing a school crossing patrol. However, for this to work effectively the school needs to have the appropriate management capacity and expertise. The review board recommends that:</p> <ol style="list-style-type: none"> a) Officers develop a guide for schools to use who wish to involve volunteers to operate their school crossing patrol and; b) Officers evaluate the feasibility of commissioning volunteer management support from the voluntary sector to assist schools who wish to involve volunteers to operate their school crossing patrol. | 10 |
| 6 | <p>Academies have more flexibility around how they spend their budget and can pay for school crossing patrols if they wish, whereas maintained schools cannot. The review board recommends that:</p> <ul style="list-style-type: none"> • Officers consider updating policies to reflect the difference in how funding can be spent by academies and maintained schools. | 11 |

Overview

1. School crossing patrols (SCP's) are one of the most visible parts of the Council's road safety activities. They are more popularly known as the lollipop ladies or lollipop men, who help children and parents safely cross the road on their way to and from school. School crossing patrols were established by the School Crossing SCP Act 1953, which came into force on 1 July 1954.
2. There are currently 61 school crossing patrols in East Sussex, mainly serving primary schools. Out of the 61 school crossings, 8 are operated by volunteers and 15 are funded by Parish Councils or school Parent Teacher Associations (PTA's). At present 38 of these crossings are funded by the Council at a cost of approximately £140,000 per year. There is an additional cost of £14,000 per year to provide supervision for all the school crossings in the County. Each school crossing patrol costs approximately £3,750 per year to operate.
3. East Sussex County Council (ESCC) does not have a legal duty to provide school crossing patrols. However, it provides and funds those crossings where they meet the criteria set out in the Provision of School Crossings Policy (PS 5/1).
4. The Council's medium term financial plan identified the requirement for savings to be made from the Road Safety budget during the 2013/14 and 2014/15 financial years. The Council's Cabinet agreed on the 15 October 2013 to consult on ceasing to fund 13 (of the 61) school crossing patrols that do not meet the Council's policy criteria. The Cabinet also agreed to consider alternative means of providing a School Crossing Patrol for those schools that meet the criteria.
5. This review looks at alternative ways of providing school crossing patrols and examines the use of commercial sponsorship, using volunteers and alternatives such as light controlled crossings (such as Puffin or Pelican crossings) to replace school crossing patrols.
6. From the evidence it is apparent that one solution will not meet the needs in every situation. The alternative sources of funding available to schools depends on:
 - Where the school is located.
 - Whether it is in an urban or rural area.
 - The size of the school.
 - The capacity of local community and the school's PTA.
7. We have made recommendations as to how the Executive might address these issues, and develop a range of solutions. We believe that it is possible to secure commercial sponsorship for school crossing patrols. However, this will not be possible in all circumstances and the Council will need to maintain some core funding to provide school crossing patrols and to supervise them.

Issues

1. Policy

School crossing patrol policy

8. The Council's existing policy for the provision of school crossing patrols (SCP's) is set out in the Provision of School Crossings Policy (PS 5/1). The policy contains a number of specific policy statements that detail the Council's approach to providing and funding school crossing patrols. In essence, the Council will provide a school crossing patrol if it meets the criteria set out in School Crossing Patrol Service Guidelines produced by Road Safety GB (formerly the Local Authority Road Safety Officers Association). These are nationally accepted guidelines based on an assessment of the number of pedestrians crossing the road, the number of vehicles using the road and other road traffic conditions.
9. The Council will fully fund school crossing patrols that meet the criteria set out in the School Crossing Patrol Service Guidelines. Where a site does not meet the criteria, an unpaid volunteer(s) or an appropriate sponsor can be used to fund a school crossing patrol. The school or another local community body, such as the Parish Council, are then responsible for recruiting the volunteer(s) or securing sponsorship. In these circumstances the County Council will train, equip, insure and supervise the patrol officer.
10. The Council's policy does not place a limit on the number of school crossing patrols it will fund, provided they meet the criteria. There are regular requests for new crossing patrols, so the number of school crossings funded by the Council could increase in the future.

2. Alternatives to current provision

Light Controlled Crossings

11. School crossing patrols are one form of road crossing facility. It is possible to replace them with a light controlled crossing such as a Puffin crossing. The capital cost of providing a light controlled crossing ranges between £50,000 to £75,000 depending on the exact requirements of the location. To replace school crossing patrols with light controlled crossings would require a significant capital (one off) investment.
12. Light controlled crossing have an expected working life of 10 years. Given that it costs the Council approximately £3,750 per year to provide a school crossing patrol, it will be difficult to make a business case to replace them with light controlled crossings. The review board considered that it did not make financial sense for the Council to replace school crossing patrols with light controlled crossings.
13. It may be possible for the Council to install light controlled crossings where new schools are built, or where they are being significantly re-developed. In these circumstances appropriate guidelines and training on their use should be given for unaccompanied children using the crossing. Sufficient sums of money would need to be provided in the school building project budgets for this to be possible.

14. New development resulting from planning permission can have an impact on highways issues such that improvements are considered necessary. However, any provision of a light controlled crossing would have to be directly related to the new development and in a location that mitigates the impact of the new development. It is unlikely that this would often coincide with where there is an existing school crossing patrol or where one is planned. Therefore, it is unlikely that developer contributions could be used to provide light controlled crossings.

Alternatives methods of provision for school crossing patrols

15. It is accepted that it is not feasible to replace school crossing patrols with light controlled crossing. The alternatives are to seek different sources of funding, or different ways of operating the school crossing patrols. The three main alternative methods of provision are:
- The use of commercial sponsorship.
 - The use of other sources of external funding.
 - The involvement of volunteers.
16. These alternatives are explored in more detail below.

Recommendations

1. Light controlled crossings (e.g. Pelican & Puffin crossings) can be used as an alternative to school crossing patrols, but it only makes financial sense to do so in limited circumstances. Therefore, the review board recommends that:

- **Consideration is given to installing light controlled crossings where appropriate and sufficient funding is available.**

3. Sponsorship

17. Using commercial sponsorship is one potential source of alternative funding. There has been some limited use of sponsorship in the past, but no school crossing patrols in East Sussex currently use this source of funding. A sponsorship pack was developed to support those schools that needed to secure alternative sources of funding for their school crossing patrol. To date this has had limited success, with schools stating that they have neither the time nor the expertise to secure sponsorship agreements.

Attracting a Sponsor

18. The review board considered what a potential sponsor's requirements would be in order to develop a business case, or 'offer', that the Council or school could use to attract sponsorship. Evidence suggests that businesses will use sponsorship to meet their strategic business needs. These needs may be to:
- Obtain publicity for their business.
 - Raise their standing in the local community.
 - Generate goodwill for their business, or to be associated with the Council.
 - Give something back to the local community, or to fulfil a corporate community giving initiative.

19. It is considered that it would be better for schools to take the lead in seeking sponsorship. This is because potential sponsors will want to be sure that their money is going to support the school and not Council services in general.
20. The evidence suggests that the way a potential sponsor perceives the benefits of financially supporting a school crossing patrol, will affect their willingness to give money. The term sponsorship implies a purely commercial or financial arrangement, which may not reflect the community support aspects of corporate giving. Referring to the funding of a crossing patrol as a “community partnership” may be a more beneficial way of describing the relationship between the school and a business or donor.
21. School crossing patrols provide a positive opportunity for businesses to be involved with the local community. In return for sponsorship it is possible to offer a potential sponsor a range of tangible benefits such as:
 - A screen printed tabard with the sponsors name and/or logo on it, to be worn over the school crossing patrol uniform.
 - Branding on the school entrance signs.
 - Banners by the school gates (subject to planning permission advertising constraints).
 - Branding on the school web site.
 - Press and media coverage (e.g. press releases etc.).
22. The review board found evidence that potential sponsors will want to maximise the advertising they can get for their money. The amount of advertising available from school crossing patrols is limited and may not be enough to attract a sponsor. One way to make sponsorship more attractive is to offer additional advertising as part of the sponsorship package. For example, this could be by paying for advertising campaigns on media such as local buses, or displaying an advert on the Council’s web site or in its publications.
23. The ability of a particular school crossing patrol site, or school, to attract a sponsor will depend on a number of factors. These are:
 - Where the school is located.
 - Whether it is in an urban or rural area.
 - The size of the school.
 - The capacity of local community and the school’s Parent Teacher Association (PTA).
24. There is a higher concentration of businesses in urban areas and therefore more potential sponsors. Schools in high traffic, urban locations may have a better chance of securing a sponsor due to the greater number of people that will see the sponsors name and the number of businesses that can be approached.
25. Schools that have an active PTA, and strong local community support, may be more effective in making contact with potential sponsors. This is because using existing contacts and building on existing business relationships is an effective way of gaining introductions to potential sponsors.

The cost of sponsoring a school crossing patrol

26. The total cost of sponsoring a school crossing patrol and the length of the agreement are also important factors in securing a sponsor. In addition to the £3,750 per year that is required to run the school crossing, there will be additional one-off costs for tabards, signs, banners and other promotional material. If an agency is used to secure a sponsor, or additional advertising is used, the cost to the sponsor will have to include these costs.
27. A longer sponsorship agreement allows the one off costs to be spread over a number of years. The review found most sponsorship agreements were for one year only. This presents problems in managing the funding and staffing of crossing patrols. There may be gaps between sponsors, or situations where replacement sponsors cannot be found. The evidence suggests that agreements for two years (or more) are better as they reduce the amount of time spent securing future funding.
28. If the total cost of sponsorship is too high for potential sponsors, it will be difficult to secure sponsors. A cost sharing approach could be considered where the sponsor meets some of the costs and the remainder is paid for by the school PTA, academy, Parish Council, or from another source.

Other local authority experience

29. A number of other local authorities have investigated the use of sponsorship to fund school crossing patrols and some have developed schemes, which have secured sponsorship. There are examples of several different types of approach that have been taken:
 - Some local authorities have taken on the task of securing sponsorship themselves, with feedback from some that it can be a lengthy and time-consuming process.
 - Bedfordshire Council has developed a scheme where they allow a sponsor to support any school crossing and pay any amount. They pool the sponsorship income to support a number of the school crossings that they manage.
 - Another local authority has procured the use of a sponsorship agency to secure funding.
30. There is evidence from other local authorities that Parish Councils are funding school crossing patrols and some schools are funding the crossing patrol through their PTA. The review found one example of a local authority that was sharing the cost of the providing the school crossing patrol with the schools.

Constraints

31. Experience from other local authorities has highlighted that it can be difficult maintain sponsorship funding over the long term. Typically, sponsorship agreements last for one year. Renewing sponsorship agreements and securing new sponsors (where existing ones have withdrawn), can be very time consuming. Given the Council's budget constraints it will not be possible to support schools with Officer time to undertake these tasks.
32. Evidence from the review, and the consultation work with the affected schools, has highlighted the lack of capacity some schools have to seek sponsorship. Those schools that have sought sponsorship have found it very difficult to find businesses interested in supporting their school crossing patrol. It may be possible to develop an option to use an outside commercial agency to secure a sponsor. This would have the advantage of reducing the demand on the schools time and address the issue of a lack of expertise.

33. Commercial sponsorship has not been used before to fund the long term operation of school crossing patrols in East Sussex. Therefore, it is difficult to determine if it will provide a sustainable source of funding into the future. Consideration needs to be given by the Executive as to how gaps in funding between sponsors will be met. It is the review board's view that some core funding will need to be retained to pay for crossings that cannot secure other sources of funding and to meet central supervision costs.

Recommendations

2. The evidence from the review suggests schools will need support and guidance in order to be able to secure alternative ways of funding their school crossing patrol. The review board recommends that an enhanced information pack is developed for schools by the Council that will include:

- a) An explanation of the process of securing a sponsor;**
- b) Advice on developing a sponsorship proposal, including support from the Council's Marketing & Communications department;**
- c) Fund raising advice for school PTA's and other sources of information such as the PTA UK and the Council's external funding team.**

3. Some schools do not have the time or expertise to secure sponsorship for their school crossing patrol. The review board recommends that:

- Officers evaluate the possibility of using an external agency to secure sponsorship for school crossing patrols.**

4. It is not certain whether commercial sponsorship will be a viable, long term alternative to existing funding methods. Therefore, the review board recommends that:

- For the time being the Council maintains core funding to ensure the provision of school crossing patrols where they meet the Council's policy criteria, and in circumstances where sponsorship or other approaches for provision are not currently possible.**

4. Involvement of volunteers

34. The involvement of volunteers is another possible approach in the provision of school crossing patrols. At present there 8 school crossing patrols that are operated by volunteers. In these situations the Road Safety Team carry out the Disclosure and Barring Service (DBS) checks and provide uniform, equipment, insurance, training and supervision. The school, or other suitable community organisation, is responsible for recruiting the volunteer(s). Some schools however, believe that the school crossing patrol officer should be a paid role.

35. The involvement of volunteers in providing this service requires the school to have someone to co-ordinate and manage the volunteers in order to ensure a consistency of service. There can be issues with trying to provide cover when no one is available to operate the service.
36. There is a legal requirement for the Council to ensure that school crossing patrols are operated safely. The involvement of volunteers still requires a level of input from the Road Safety Team, which has an associated cost.
37. The capacity of a school to manage and co-ordinate volunteers will vary from school to school. For smaller primary schools, this may be a particular issue. In order to build capacity, it may be possible to commission a voluntary sector organisation to provide support to schools in the co-ordination and management of volunteers. It might also be beneficial to produce a handbook or guide, to help schools involve volunteers in operating their school crossing patrol.

Recommendations

5. Schools can engage volunteers as an alternative way of providing a school crossing patrol. However, for this to work effectively the school needs to have the appropriate management capacity and expertise. The review board recommends that:

- a) **Officers develop a guide for schools to use who wish to involve volunteers to operate their school crossing patrol and;**
- b) **Officers evaluate the feasibility of commissioning volunteer management support from the voluntary sector to assist schools who wish to involve volunteers to operate their school crossing patrol.**

5. Other sources of funding

38. Currently, the main source of alternative funding is from Parish Councils. In some cases Parish Councils have stepped in to fund a school crossing patrol after period of commercial sponsorship has finished and it has not been possible to find another sponsor. Funding from Parish Councils tends to be more stable than commercial sponsorship. Some urban areas such as Eastbourne and Hastings do not have Parish Councils, so this source of funding is not available everywhere in the County.
39. It is not possible for local authority maintained schools to directly fund school crossing patrols due to School Finance (England) Regulations. However, academies have more flexibility around how they spend their budget and can use their budget to fund school crossing patrols. An increasing number of primary schools are becoming academies. The review board recommends that Officers consider how school crossing patrols are funded to reflect the difference in funding constraints.
40. There are a small number of Parent Teacher Associations (PTA's) in the County who fund school crossing patrols. The capacity of the PTA to raise sufficient funds to pay for the school crossing patrol each year is a limiting factor, as not all school PTA's will be able to do this.

41. The review board has received evidence that PTA's are unlikely to be able to raise enough money to fund school crossing patrols, particularly where the school is in an area of deprivation. PTA's typically fund raise to subsidise school trips, to buy additional equipment, and have established programmes of what they wish to fund.
42. It is possible for school PTA's to apply for grants and other sources of funding, such as crowd funding. Grant funding has limitations and is usually provided for time-limited projects which would have to include other initiatives in order to attract funding for school crossing patrols. It is unlikely that grant funding could be used to pay for school crossing patrols.

Recommendations

6. Academies have more flexibility around how they spend their budget and can pay for school crossing patrols if they wish, whereas maintained schools cannot. The review board recommends that:

- **Officers consider updating policies to reflect the difference in how funding can be spent by academies and maintained schools.**

6. Concluding comments

43. During this review, the review board examined a range of alternative sources of funding and different approaches to the provision of school crossing patrols.
44. The evidence suggests that one single approach will not meet the needs for funding, or the provision of school crossing patrols in every situation. It is the review board's recommendation that the Council develops a range of measures to support schools in securing alternative forms of funding, or provision, for school crossing patrols. The measures that should be developed include:
 - An enhanced information pack / guide for schools to use to secure sponsorship and other sources funding.
 - Further investigation of the use of a sponsorship agency to assist schools in securing sponsorship.
 - The development of support for schools, who would like to involve volunteers in operating their school crossing patrol.

Appendix

Scope and terms of reference

On 15 October 2013 the Council's Cabinet took the decision to consult on ceasing to fund a number of School Crossing Patrols that do not meet the Council's policy criteria set out in PC 2 of Policy PS 5/1. It was agreed that the Council would support the affected schools in finding alternative means of providing the service where funding was to cease. Cabinet also agreed to consider and implement alternative means of providing a School Crossing Patrol for those schools that meet the criteria.

On 17 March 2014 the Economy, Transport and Environment Scrutiny Committee established this scrutiny review board to examine alternative funding options for school crossing patrols. The review looks at the specific issue of sponsorship, to find out what would work well, what would be acceptable in terms of commercial sponsorship.

Review Board Members

Councillors John Hodges (Chair), Mike Pursglove, Pat Rodohan, Richard Stogdon

Support to the Board was provided by the following officers:

Geoff Mee, Assistant Director – Environment

Tony Cook, Head of Planning

Brian Banks, Team Manager – Road Safety

Hannah Matthews, Democratic Services Assistant

Witnesses

Paul Clark, Marketing & Communication Account Manager, ESCC.

Veronique Poutrel, External Funding Manager, ESCC.

Mark Barfoot, Managing Director, Keegan Ford Sponsorship Ltd.

Philippa Roberts, Business Development Executive, Exterior Media

Ms Caitlin Yapp, Head Teacher, Denton Community Primary School

Imogen Kelley, School Business Manager, Heron Park Primary Academy

Review Board meeting dates

28 April 2014

12 May 2014

23 May 2014

24 July 2014

List of evidence papers

| Item | Date |
|---|---------------|
| School Crossing Patrol Service Guidelines, Road Safety GB (formerly Local Authority Road Safety Officers' Association). | November 2013 |
| ESCC Provision of School Crossing Patrols Policy. Policy PS5/1 | 01.09.2008 |
| School Crossing Patrol Sponsorship Pack. (SCP Sponsor letter, Sponsorship Terms and Conditions). | November 2013 |
| ESCC Corporate Sponsorship Policy | October 2011 |
| ESCC A Guide to Raising Sponsorship | October 2011 |
| School Crossing Patrols, Other Local Authority Evidence - Summary | May 2014 |
| School Crossing Patrol Uniform – Guidance Note | May 2014 |
| School Crossing Patrols, Advertising Signs – Guidance Note | May 2014 |
| School Crossing Patrols, Developer Contributions – Guidance Note | July 2014 |

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| Recommendations | | | |
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| | | Director's Response to Council Report | Update |
| 1 | <p>Light controlled crossings (e.g. Pelican & Puffin crossings) can be used as an alternative to school crossing patrols, but it only makes financial sense to do so in limited circumstances. Therefore, the review board recommends that:</p> <ul style="list-style-type: none"> • Consideration is given to installing light controlled crossings where appropriate and sufficient funding is available. | <p>Due to the nature of crossing movements associated with schools, which experience high peak flows at the start and end of the school day; light controlled crossings are better able to provide a safer crossing environment than a zebra crossing which relies on drivers associating the likely presence of pedestrians and interacting with them to offer the opportunity to cross the road. Stand-alone signal controlled crossings are however very expensive ranging between £50,000 and £75,000 depending on the location. It would therefore not be possible to provide this sort of facility at all locations. The recommendation is therefore appropriate and will be considered as part of our usual highway improvements process.</p> | <p>Light Controlled Crossings are considered, where appropriate, as part of the design process for any identified site within the Capital Programme for Transport Improvements.</p> |
| 2 | <p>The evidence from the review suggests schools will need support and guidance in order to be able to secure alternative ways of funding their school crossing patrol. The review board recommends that an enhanced information pack is developed for schools by the Council that will include:</p> <ol style="list-style-type: none"> a) An explanation of the process of securing a sponsor; b) Advice on developing a | <p>The Road Safety Team already provides a Sponsorship Support Pack. The Scrutiny Board considered that this could be developed with the assistance of other teams/Departments with the necessary skills and experience. A revised pack will therefore be produced for future enquiries.</p> | <p>The Road Safety Team have been in contact with the External Funding Team of the Business Service Department who provided the following information:</p> <p>Sponsorship is an area that is still very new to the County Council (other than roundabouts). The Council did recruit a sponsorship specialist some years ago, they stayed a year and the post was not renewed. The major sponsorship area ESCC is focusing on is highways, as part of the Council's income generation project. Schools are not included in the remit so little we can</p> |

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| | <p>sponsorship proposal, including support from the Council's Marketing & Communications department;</p> <p>c) Fund raising advice for school PTA's and other sources of information such as the PTA UK and the Council's external funding team.</p> | | <p>offer at the moment on sponsorship for schools.</p> <p>We do provide support to help schools secure grant income. Unfortunately, school crossing patrols will not appeal to grant funders, as it is an on-going cost. A guide which includes PTA-UK's contact details, (as they provide sponsorship advice to schools), and information on 'Give as You Earn' and Gift Aid which are better suited to on-going costs is available on request.</p> <p>The guide also outlines the service our external funding team provides schools to identify and secure grants to fund other activities to help make a school budget go as far as possible. We've helped numerous schools secure grants for after school activities, playgrounds, school allotments and equipment. Our grant funding services, including the Children and Youth funding guide are also posted on our website.</p> <p>SCP's pack. Our external funding pages include information about sponsorship, with links to business directories throughout East Sussex. Embedding the link into the pack may prove useful as a starting place.</p> <p>The Road Safety Team will engage with the Graphic Design Unit to produce revised guidance to schools including the information and contact details provided by the External Funding Team.</p> |
| 3 | <p>Some schools do not have the time or expertise to secure sponsorship for their school crossing patrol. The review board recommends that:</p> <ul style="list-style-type: none"> • Officers evaluate the possibility of using of an external agency to secure sponsorship for school | <p>The engagement of an external agency to secure sponsorship for School Crossing Patrols would be an expensive undertaking; with evidence presented to the Scrutiny Board that the likely fees to be charged would add at least 30% to the cost. This may well be beyond the financial ability of most potential</p> | <p>Evidence presented to the Review Board indicated that the likely fees required would make this option unattractive to many schools. The number of enquiries received by the Road Safety Team indicates little appetite for this option.</p> |

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| | crossing patrols. | sponsors bearing in mind the exposure they receive and the local nature of this exposure. Whilst this is an untested source of identifying sponsors it is considered of limited benefit in the long term. | |
| 4 | <p>It is not certain whether commercial sponsorship will be a viable, long term alternative to existing funding methods. Therefore, the review board recommends that:</p> <ul style="list-style-type: none"> • For the time being the Council maintains core funding to ensure the provision of school crossing patrols where they meet the Council's policy criteria, and in circumstances where sponsorship or other approaches for provision are not currently possible. | <p>Any move to a fully sponsored School Crossing Patrol service would need to look closely at the full realistic cost of providing it including management, supervision, insurance and redundancy costs being taken into account.</p> <p>For the present time a core level of funding will be maintained to ensure that those sites meeting the required criteria are provided, whilst consideration is given to the effectiveness of alternative funding in a holistic manner.</p> | Core funding to provide School Crossing Patrols at sites meeting the Policy Criteria is being maintained. |
| 5 | <p>Schools can engage volunteers as an alternative way of providing a school crossing patrol. However, for this to work effectively the school needs to have the appropriate management capacity and expertise. The review board recommends that:</p> <p>a) Officers develop a guide for schools to use who wish to involve volunteers to operate their school crossing patrol and;</p> <p>b) Officers evaluate the feasibility of commissioning volunteer management support from the voluntary sector to assist schools who wish to involve volunteers to operate their school crossing patrol.</p> | <p>At present the Road Safety Team support 8 School Crossing Patrol sites that are delivered by 34 trained volunteers. Whilst the value of volunteer sites is recognised by the authority they are difficult to manage due to the number of volunteers involved and their relatively high turnover.</p> <p>A consistent approach needs to be maintained to ensure our liabilities are managed properly. All volunteers need to be trained, supervisors and provided with the required uniform to ensure they operate within the guidelines and the relative legal requirements. This places a significant resource responsibility on the authority. The use of volunteers is therefore restricted to a limited number of sites.</p> <p>The use of volunteers should therefore be seen such that it does not place undue pressure on the limited resources available. The</p> | <p>Further evaluation of commissioning volunteer management support from the voluntary sector to assist schools who wish to involve volunteers to operate their school crossing patrol has been undertaken. Commissioning support for the voluntary sector is not normally geared to providing the type of volunteers who would be prepared to act as School Crossing Patrol Officers. Commissioning support is usually geared towards providing an understanding of the relationship between a volunteers' motivation and the needs of the organisation and developing this to the benefit of both parties.</p> <p>The majority of School Crossing Patrol volunteers have a personal connection to the school and would need to live locally to a crossing site to be of benefit. Recruitment of volunteers is therefore more appropriate through the school and their normal communications channels.</p> |

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| | | <p>information provided to schools as part of the Sponsorship Pack will be amended to include more detail that will enable the school to assess if this is a feasible approach. The use of a commissioning approach will be limited due to the need to train and insure all the volunteers and the logistics of sourcing volunteers from the local community.</p> | <p>The use of volunteers has an impact on the supervision support provided by the Road Safety Team. Ideally each Crossing Patrol Officer should have a supervision meeting each school term. The number of volunteers required to provide a consistently manned site places a significant impact on the team who are not able to meet the level of support we would like to give to volunteers at the present time.</p> <p>Further development of volunteer operated crossing patrol sites is therefore not seen as an efficient use of the limited resources. Whilst it is still an option we would support in the right circumstances, active promotion is not seen as the best way forward.</p> |
| 6 | <p>Academies have more flexibility around how they spend their budget and can pay for school crossing patrols if they wish, whereas maintained schools cannot. The review board recommends that:</p> <ul style="list-style-type: none"> • Officers consider updating policies to reflect the difference in how funding can be spent by academies and maintained schools. | <p>Adopted Policy and National Guidelines make no distinction about the type of Primary School that should qualify for a School Crossing Patrol. The criteria requirements are based on the number of pedestrians wishing to cross a road and the traffic flow on that road; giving a measurement of the risk of a potential conflict.</p> <p>To differentiate between Schools funded through the County Council and one with its own funds could result in claims that the service is being provided on financial grounds with no recognition of the road safety risk that may be present. However, a number of Academy funded Schools already sponsor School Crossing Patrols as they see it as a benefit to their pupils and the local community. When a School converts to Academy status they are funded directly from central resources with a corresponding reduction in the funding received by the County Council. The requirement for Academy schools to fund their own School Crossing Patrols through a sponsorship agreement would better reflect the levels of funding</p> | <p>The concept of requiring schools that have Academy status to fund a School Crossing Patrol has been raised at the Southeast Road Safety GB School Crossing Patrol Managers Meeting. No regional authority had considered this approach and the consensus from the practitioners was that this type of approach would be difficult to defend politically as well as on road safety grounds.</p> <p>National Guidance has been issued to ensure a degree of compliance and consistency and to help defend the actions of a Local Authority if the provision of the service was brought under scrutiny.</p> <p>Following the Regional Meeting we have written to all schools that presently benefit from a School Crossing Patrol funded by the County. The letter is asking their view on an amendment to our approved policy that would require all schools that have Academy Status, or may seek Academy Status in the future, to provide funding to cover the cost of</p> |

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| | <p>available.</p> <p>This approach would require a change to our adopted policy which would then be outside of the recommendations contained within National Guidance.</p> <p>We will raise this consideration at national level through representations to Road Safety Panels.</p> | <p>running a patrol or risk the closure of the site. Details of this consultation process will be given at the Committee Meeting.</p> |
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Report to: Economy, Transport and Environment Scrutiny Committee
Date of meeting: 1 July 2015
By: Director of Communities, Economy and Transport
Title: Road Safety Update Report
Purpose: To update the Committee on Road Safety and joint working partnerships.

RECOMMENDATIONS: Scrutiny Committee is recommended to note the progress made by the Road Safety Team and support the progress made with the Sussex Safer Roads Partnership and in working with the local Community Safety Partnerships.

1 Background

1.1. Previous Scrutiny Reviews of Road Safety have focussed on the working relationship with the Sussex Safer Roads Partnership (SSRP) and the work being carried out with the Community Safety Partnerships and Public Health.

2 Supporting information

2.1. The Sussex Safer Roads Partnership (SSRP), the Community Safety Partnership and Local Road Safety Groups continue to provide a consistent, targeted approach to educating road users, especially those identified as being from high priority groups such as 16-24 year olds. They are also investigating a number of measures relating to road safety:

- Upon validation of the crash statistics by the Department for Transport (DfT) the team will be assessing which sites might be considered for work as part of their annual Local Safety Scheme.
- The Sussex Safer Road Partnership (SSRP) will be discussing what the priority areas are, confirmation of these priority areas will influence their targeted education programmes delivered in conjunction with the SSRP.
- The team have identified a number of roads to be progressed as part of their Route Study programme.
- Public Health has provided an additional £125,000, to continue with the speed limit reduction programme which is prioritised towards the highest risk roads.

2.2. As part of the current medium term financial plan £150,000 of the £305,000 savings target for Road Safety has been achieved in 2014/15 with £155,000 carried forward as a savings target in 2015/16. Road Safety Education savings are unachieved in part, as the savings were initially allocated without recognising the income generated by activities. Communities Economy & Transport (CET) will review where mitigations for these savings can be made and look to move the saving in due course.

2.3. As part of the Reconciling Policies, Performance and Resources, the Road Safety Team's contribution to the SSRP has been reduced to a nil contribution from the 2014/15 financial year. Extensive work has been undertaken in re-assessing the funding for the SSRP and as from the 2015/16 financial year the partnership agreed that the financial surplus generated by Sussex Police from running diversion courses such as Speed Awareness Training would be used to support the operation of the partnership.

2.4 The management of the diversion courses for Sussex Police is by a joint venture between East and West Sussex County Councils.

2.5 The governance of the SSRP has been under discussion, and it has now been agreed that the most appropriate method of overseeing the organisation, setting its priorities and dealing with longer term issues would be through a Memorandum of Understanding (MOU). A copy of the MOU covering the period 2015 - to 2018 is attached as Appendix 1. As part of the governance debate it was also agreed that a long term strategy setting out the aims and objectives of the partnership should be agreed. This will enable individual partners to set their local priorities to underpin this more strategic vision. A copy of the latest SSRP Road Safety Strategy with the latest delivery Plan is attached as Appendix 2.

2.6 The SSRP Road Safety Strategy has influenced the latest Road Safety Service Plan which forms part of the Communities Department's Business Plan for 2015 – 2016, the road safety extract is attached as Appendix 3. The Road Safety Service Plan identifies the team's main priorities and the potential risks associated with the main activities. A short list of the Road Safety Team's main workload is attached as Appendix 4. This is not in any priority order, but gives a flavour of the main workload, with a breakdown of the relevant budgets as Appendix 5.

2.7 The latest casualty figures indicate that there has been an increase of Killed and Serious Injury (KSI) casualties in 2014 of 14.5% over the 2013 figure. Whilst this figure is of concern it does reflect a general increase in similar casualties nationwide. An extract for the Transport and Environment Portfolio Plan for 2015/16 – 2017/18 is attached as Appendix 6. The SSRP are analysing these figures to identify any changes that are required in their prioritised approach.

2.8 The Road Safety Team have continued to improve their partnership working arrangements with other agencies with an interest in road safety including the Safer Communities Partnership, local road safety groups such as the Wealden and Rother Safer Roads Groups and Public Health. (A copy of their Road Safety Initiative is attached as Appendix 7).

2.9 Public Health has allocated £1m to reduce KSIs in the County, and this will be used to deliver a 3 year programme of targeted activity. We are currently developing the draft programme which will ensure this funding is spent efficiently and effectively, and this will be presented to a joint ETE and Audit and Best Value (A&BV) scrutiny board in the Autumn. The programme will focus on the following actions: behaviour change and education, growing and strengthening local partnerships, and development of a better evidence base. In addition there will be a detailed evaluation plan for the programme.

3 Conclusion and reasons for recommendations

3.1. It is recommended that the Scrutiny Committee notes the progress being made with the Sussex Safer Roads Partnership and the development of better working relationship with the local community groups such as the Safer Communities Partnership.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Brian Banks

Tel. No. 01424 724558

Email: brian.banks@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Sussex Safer Roads
PARTNERSHIP

Memorandum of Understanding
For the delivery of Road Safety Activities in
Sussex 2015 - 2018

BETWEEN

Brighton and Hove City Council

-

East Sussex County Council

-

East Sussex Fire and Rescue Service

-

Highways England (Area 4)

-

Sussex Police

-

West Sussex County Council

27th March 2015

Final Version

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Introduction

This Memorandum of Understanding forms the basis of collaborative working between the Parties of the Sussex Safer Roads Partnership and sets out matters of agreement, reflecting the spirit of cooperation between the Parties to the Memorandum. It is, however, not intended to be legally binding or to create legal rights.

The Parties to the Memorandum recognise that there will not always be full agreement with respect to all of the issues on which they cooperate. For the avoidance of doubt, this Memorandum shall not fetter the discretion of any of the Parties in relation to any of its statutory powers and duties, and is not intended to be legally binding.

The Memorandum of Understanding describes the agreed terms under which the Partners intend to abide and sets the principles for the partnership approach where no specific term is defined.

Partners

Brighton and Hove City Council, King's House, Grand Avenue, Hove
BN3 2LS

East Sussex County Council, County Hall, St Anne's Crescent, Lewes
BN7 1UE

East Sussex Fire and Rescue Service, 20 Upperton Road,
Eastbourne, BN21 1EU

Highways England (Area 4), Bridge House, Walnut Tree House,
Guildford, Surrey. GU1 4LZ.

Sussex Police, Headquarters, Church Lane, Lewes, BN7 2DZ

West Sussex County Council (including West Sussex Fire and
Rescue Service), County Hall, West Street, Chichester, PO19 1RQ

Term

This Memorandum of Understanding (MoU) shall start on the 1st April 2015 and shall terminate on the 31st March 2018 (subject to

earlier termination or extension under the terms of the Memorandum of Understanding).

General

Definitions

See Appendix 01

Background

The Partnership was established by Agreement in 2007 and includes Brighton and Hove City Council, East Sussex County Council, East Sussex Fire and Rescue Service, Highways England, Sussex Police and West Sussex County Council (including West Sussex Fire and Rescue Service)

The core activity of the Partnership is casualty reduction through speed and red-light camera enforcement. Activities aimed at casualty reduction through engagement and promotional activities are also undertaken in partnership where there are economies of scale and benefits of area wide deployment.

The Parties acknowledge that there already exists a degree of common approach towards delivering casualty reduction, however this should be strengthened by continuing to develop co-ordinated and broader tactics to maximise effective road casualty reduction outcomes.

The primary aim of the Partnership is to reduce the number and severity of road related casualties in Sussex.

This MoU is based upon the 2012/15 MoU and is revised to reflect changes predominantly around the financial contributions by the partners.

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Purpose

The purpose of this agreement is to enable the parties to share best practice, achieve best value and collaborate towards the primary aim.

Best Practice

Best practice will be achieved through joint working and the sharing of knowledge and expertise. Representatives of each party will work collectively through various groups (see Governance) to an agreed strategy with common objectives being agreed in;

Road Safety Strategy

Service Delivery Plan

Joint delivery of road safety programme(s)

Best Value

Best value will be achieved through the pooling of resources, alignment of intervention methods and the establishment of common 'branded' materials.

The Lead Partner will procure all direct purchases for the Partnership, unless there is a best value reason for another Party to undertake such procurement.

Collaboration between Parties

The Parties agree to:

Develop and maintain an overarching road safety strategy;

Work together to achieve the overall aim by creating a safer environment through involvement of their combined resources and expertise;

Fully co-operate with each other in relation to the Partnership and to act at all times in such a way as to further the common interests of the Parties in respect of the Partnership and to further its objectives;

Share resources and help each other to meet their individual and common road safety goals and demonstrate best value. The emphasis is on practitioner delivery to achieve agreed casualty reduction forecasts;

Develop economies of scale and generate cashable savings making for a more efficient and effective road safety delivery mechanism.

Wider Co-operation of the Parties

The Parties agree in furtherance of the Partnership purpose that each Party, where appropriate, shall co-operate in:

Harmonising administrative and other relevant policies, procedures and structures;

Developing and sharing resources;

Developing and sharing any other common facilities; and

Engaging in any further activities which, facilitate or are conducive to its responsibilities under the Partnership or as agreed from time to time by the Parties.

No restriction on engaging in other activities

The Parties agree that no Party shall in any way be restricted from engaging in any activities undertaken by it in the normal course of its day

to day activities.

Links to other Groups

The partners shall link to other groups such as, but not limited to, Community Safety Partnerships, Road Safety Action Groups, Public Health, SECAMB where such links are likely to assist road safety.

Overall aims

To identify and collaborate on pan-Sussex and other road safety initiatives and to reduce the number and severity of collisions across Sussex

To continue the work of the Partnership and to extend the benefits of joint working

To utilise available funding for appropriate road safety initiatives

Governance and Delivery

Partnership Name and Structure

The Partnership has been named as the Sussex Safer Roads Partnership (SSRP) since April 2007.

Appendix 03 illustrates the Partnership structure which is based upon the Programme Board reporting to the Strategy and Resourcing Group (SRG), which in turn reports to the Directors Group. Programme Groups reporting to the Programme Board are responsible for coordinating specific areas of activity, such as camera enforcement and behavioural change products and provide links to established Casualty Reduction Groups and Community Safety Partnerships.

General

All Groups within the Partnership shall be constituted through the appointment by the Parties of appropriate representatives who are suitably qualified and experienced to act as members of the Groups and who shall be officers of the Parties of the appropriate standing and seniority (see Appendix 04 for details).

The Parties have each passed a resolution or have the appropriate delegated authority for the Groups to enable them to act in accordance with their remit and to commit the Parties as necessary.

If any member of the Group shall not be present at any meeting of that Group his or her agreement to a decision or a course of action (in relation to the Partnership and within the role of the responsibilities of the that

group) may be given in writing, or the member may elect a proxy to attend and to vote on its behalf.

Each Party represented at the Group shall have one equal vote. Where the voting on a matter is tied, the Chair shall be awarded an additional vote to determine the matter. Where a matter is determined by the Chair an appeal of the decision can be lodged as 'disputed'.

The Parties shall determine all matters in front of the Groups on the principle of majority voting and any decisions made by a Group shall be binding on all Parties, regardless of whether they were present at the meeting.

No meeting of any Group shall be considered quorate unless 50% of the relevant Parties are represented either in person or through the election of a proxy.

The Groups may invite others not shown in Appendix 4 to attend meetings. Such attendees will be listed as 'Guest' in the minutes and should be excluded from any confidential or other items as considered necessary by the Chair. Guests will have no voting rights on items put to the question.

Directors Group

Membership of the Directors Group will be made up of representatives set out in Appendix 04, or their delegated representatives, in respect of this Group's responsibilities.

The Parties agree that the Directors Group shall provide officer lead and political oversight on the joint objectives of the Partnership, and its policy and budget including an agreed joint programme.

The Directors Group shall undertake an annual review of the effectiveness of the Partnership and approve the annual report produced by the SRG.

The Directors Group shall meet at least twice in every financial year or as otherwise agreed.

The Directors Group shall annually appoint a Chair from the Group and shall review and / or re-elect for each financial year of the Partnership.

The Directors Group shall confirm the Chair of the SRG and may vary the remit and/or membership of any other group within the Partnership by unanimous decision making only.

The Directors Group shall brief the elected representatives of the Partners prior to the commencement of each financial year on the previous year's performance and the future plans of the Partnership.

Strategy and Resources Group (SRG)

Membership of the SRG will be made up of representatives set out in Appendix 04, or their delegated representatives, in respect of this Group's responsibilities.

The SRG shall have responsibility for:

Ensuring there is an overarching strategic assessment incorporating strategy and review, risks and outcomes;

Recommending the policies, priorities, objectives and programme of the Partnership;

Strategic co-ordination and programming to achieve the priorities and objectives;

Budget and expenditure monitor;

Development and promotion of joint working between the Parties;

Identifying outcomes and setting targets for casualty reduction initiatives for the Programme Board;

Accountability:- establishing a review process for joint working commissioned through the Programme Board or work funded by the Partnership; and

Production of an annual report to be presented to the Directors Group.

The SRG shall meet every three months or as otherwise agreed,

The SRG shall annually appoint a Chair and shall review and / or re-elect for each financial year of the Partnership.

Programme Board

Membership of the programme Board is set out in Appendix 04

The Programme Board shall oversee the Programme Groups and shall be the liaison between the Programme Groups and SRG

Programme Groups

Membership of the Programme Groups will be made up of representatives set out in Appendix 04, or their delegated representatives.

The Programme Groups shall be responsible for identifying project teams from within the Partnership to develop the products and projects as directed by the SRG.

The Programme Groups shall have responsibility for:

Page | 11

Reviewing data and intelligence to promote strategic assessments;

Recommending appropriate intervention tactics;

Delivering agreed interventions on time and within budget; and

Monitoring effectiveness and reviewing outcomes.

The Programme Groups shall meet monthly on a cyclic basis or at other intervals considered appropriate.

Role of the Partnership Coordination Team

The PCT provide the framework within which the Partnership operates and facilitates the development of strategic direction and delivery of pan Sussex road safety activities. Through this and the coordination of the Programme Groups by the Operations Development Officer they assist the Partners in identifying road safety priorities, managing appropriate established intervention products and the initiation and evaluation of new projects.

It is for the Partners to decide the most appropriate resourcing to tackle the issues and influence casualty reduction. With the exception of communications support, the PCT has no direct responsibility for the delivery of road safety education that is the responsibility of the constituent members of the Partnership.

From a tactical perspective the PCT are responsible for safety camera site selection and the maintenance of safety cameras and other related on-site equipment such as camera signing.

The Data Team collate road safety data for the determination of strategic priorities, identification of trends and monitoring of performance.

The Communications Unit supports delivery of SSRP Programs, Projects and Initiatives through targeted marketing, public relations & advertising communications and maintains the SSRP web site containing appropriate information and data

The Operations Manager is responsible for budgetary control, the day to day management of the PCT and is appointed by the SRG.

Lead Partner

The Lead Partner shall act as treasurer for the Partnership, providing and operating a financial management system and maintaining a comprehensive record of all transactions to a standard that is acceptable for audit.

The Lead Partner, in cooperation with the PCT will procure all direct

purchases for the Partnership, unless there is a best value reason for another Party to undertake such procurement. This will ensure that the Lead Partner and PCT have a clear responsibility for all direct purchases and control over expenditure and financial reporting.

The Lead Partner can only be changed by a resolution of the Directors Group on a minimum of three months written notice.

Sussex Police shall be Lead Partner between 1st April 2015 and 31st March 2018.

External Communication

All communications relating to branded SSRP activities shall be governed by the Communications Strategy which shall be approved by the SRG on an annual basis and reviewed by the Directors Group.

All press or other public announcements concerning the Partnership shall be made only by the person or persons authorised from time to time by the Directors Group to make such announcements.

Service / Business Plan

An annual service delivery and business expenditure plan for the Partnership will be presented to the SRG by January each year for approval and an update will be provided to the Directors Group prior to the commencement of each financial year.

The business plan and associated expenditure will be monitored regularly and reported at least quarterly to the SRG.

Each Party is able to make a bid through the Programme Groups to the Programme Board for funds to support individual or joint road safety activities or initiatives. Bids in excess of £5,000 will be considered by the SRG for approval.

A Reserve Fund of £950k, or other amount agreed by the Directors Group, shall be maintained to facilitate the full or partial termination of the partnership under Termination of MoU.

Contributions

Funding for 2015/18 shall be from the operational surplus of the NDORS Speed Awareness offender retraining operation see appendix 05.

By agreement with SRG Parties may contribute additional funding to the Lead Partner for specific Partnership activity which shall be administered as such by the Lead Partner.

Non-Cash Resources

So far as is reasonably practicable the Parties shall commit such non-monetary resources and assistance and in-kind support to the Partnership as shall be reasonably and appropriately requested and agreed by the SRG from time to time.

Administration

Reimbursement of Expenditure

Where parties other than the Lead Partner incur agreed expenditure on behalf of the partnership re-imbusement of claims will be made by Parties, in arrears, by submission of an invoice with full supporting evidence of expenditure to the Lead Partner. Claims will be analysed and, where within agreed budgetary constraints, approved and passed for payment by the Lead Partner within 30 days.

Those Parties incurring agreed staff costs that are not directly reimbursed by the Lead Partner may invoice the Lead Partner in respect of agreed elements of staff time by the adoption of a plus 40% levy to take account of employment costs, such as national insurance, superannuation contributions and general expenditure of IT and office supplies.

The Lead partner and other partners incurring significant administration costs on behalf of the partnership may request an administration fee from the partnership. Such requests will be considered by the SRG.

Where a Party identifies that its expenditure on Partnership activity in any financial year is likely to exceed the level approved, that Party shall submit a report to the SRG as soon as practicable detailing the overspend. The SRG shall consider the report and determine whether or not it would be appropriate to authorise the overspend. The Party incurring the overspend will bear the entire costs of the overspend unless the Directors Group determine otherwise.

The resolution of any end of year budget variance will be approved by the SRG.

Employment of Staff

Generally Sussex Police will undertake the employment of the PCT staff and will be reimbursed for their costs within the agreed budgets. In the event that circumstances beyond the reasonable control of Sussex Police or any of its employees' results in a budget overspend, this will be referred to the Partnership for an agreed resolution under the terms of this MoU.

The Data Team within the PCT will continue to be employed by WSCC.

Sussex Police will continue to undertake the employment of enforcement and associated administrative staff for the issue of fixed penalty notices and subsequent enquiries, and will be reimbursed for the costs associated with Partnership activity within the agreed budgets. In the event that circumstances beyond the reasonable control of Sussex Police or any of its employees' results in a budget overspend, this will be referred to the Partnership for an agreed resolution under the terms of this MoU.

Costs in relation to other staff engaged by other Partners will only be reimbursed by the Partnership where specifically agreed by the SRG.

There will be no increase or decrease in personnel involved in Partnership activity without initial agreement from the SRG and relevant individual Party.

Recruitment of staff within the PCT will be subject to joint partnership involvement in the candidate selection and interview process.

On termination of this MoU or the Partnership, staff issues will be managed by the Party employing the personnel.

Liabilities and Indemnities

Each Party shall be liable for and shall indemnify the other Parties against any expense, liability, loss, claim or proceeding whatsoever arising under any statute or at common law in respect of personal injury to or death of any person whomsoever directly arising out of or in the course of or directly caused by the negligence of that Party during the performance of this MoU.

Each Party shall be liable for and shall indemnify the other Parties against any expense, liability, loss, claim or proceeding in respect of any injury or damage whatsoever to any property real or personal in so far as such injury or damage arises directly out of or in the course of or caused directly by the negligence of that Party during the performance of the MoU.

All of the Parties will ensure that they either have appropriate insurance in place, or have the financial resources available, to cover any replacement costs incurred through criminal damage or theft of fixed site equipment relating to Partnership activity.

Intellectual Property Rights

Each Party ("**the Creating Party**") warrants to the other Parties in respect of the material created or to be created by the Creating Party for use in relation to this Agreement that:

The Creating Party is the sole author of all such material which is original in it;

The Creating Party has not previously exercised licensed or assigned any rights in such material;

No such material contains anything of an obscene, blasphemous or libellous nature or which infringes the copyright or any other rights of any person; and

the Creating Party will keep the other Parties fully indemnified against all losses and all actions claims proceedings costs and damages and all legal costs or other expenses arising out of any breach or alleged breach of any of the above warranties or out of any claim by a third Party based on any facts which if substantiated would constitute such a breach.

The Creating Party hereby grants to the other Parties a royalty-free, non-transferable, non-exclusive licence ("**the Licence**") to use the work and any arising intellectual property solely for the purposes of this Agreement and associated non-commercial road safety projects. The Licence may only be revoked on the grounds that its use by the other Parties will or has resulted in material damage to the reputation of the Creating Party.

Compliance with Laws

The Parties shall at all times comply with all laws including the Data Protection Act 1998 and shall, where appropriate, maintain valid and up to date registration or notification under such legislation.

Information Requests

Each Party acknowledges that the other Parties are subject to the requirements of the Information Laws and each Party shall where reasonable assist and co-operate with the other Parties (at their own expense) to enable the other Parties to comply with these information disclosure obligations.

Where a Party receives a request for information which relates to the MoU, it shall inform the other Parties of the request as soon as practicable after receipt. Wherever practicable the Party receiving the request shall consult the other Parties and have reasonable regard to their representations prior to the release of any information.

Extension of MoU

This MoU may continue past 31st March 2018 by agreement of the Directors Group. Any such extension will be for three years or other time period agreed by the Directors Group.

Review of MoU

This MoU will be reviewed whenever an Extension of MoU is agreed.

Termination of MoU

This MoU shall continue until the 31st March 2018 unless terminated in writing. Any of the Parties may terminate or withdraw from this MoU by giving to the other Parties not less than six months' prior written notice (a "**Termination Notice**").

In the event of termination or withdrawal however and whenever occurring, the Parties shall:

Fully co-operate in terminating, modifying, restructuring, assigning or notating contractual arrangements entered into, to mutual advantage and properly and promptly execute any documents necessary;

Enter into arrangements with the other Parties concerning the ownership and control of joint assets acquired, if any, particularly where such assets may have been acquired for other Parties or third parties;

Use reasonable endeavours to secure an amicable financial settlement; and

Immediately transfer or return any property or financial resources, including data belonging, either jointly or wholly to the other Party, to that other Party.

Any Party may terminate this MoU without notice or with such notice as may be reasonable in the circumstances in the event of a change in the law etc.

In the event of one Party wishing to terminate or withdraw from this MoU early the Party wishing to terminate or withdraw from this MoU shall:

Pay to the other Parties or direct to third Parties (as may be appropriate) any additional costs which the other Parties may properly and reasonably incur by virtue of the early termination or withdrawal together with any professional and other costs properly and reasonably incurred by the other Parties in direct consequence of such early termination or withdrawal; and

Indemnify and keep indemnified the other Parties from and

against any claims, costs, losses and expenses arising from or in connection with such early termination or withdrawal.

If any Party is in default of its obligations under the MoU (the "**Defaulting Party**") and fails to comply with a written notice from any other Party to remedy such default within a reasonable period which shall be specified in such written notice then the other Parties may give a joint notice in writing terminating the Defaulting Party's interest under this MoU ("**Default Termination Notice**"). A Default Termination Notice shall take effect from the date specified, which shall be no less than two weeks from its date of service.

If a Party withdraws from this MoU during the Term, the relationship between the remaining Parties shall not be affected and the MoU shall continue unless terminated by all Parties.

Distribution of Assets on Termination

In the event of any Party terminating its involvement in the Partnership in accordance Termination of MoU, the assets obtained on behalf of the Parties will be divided in the following manner:

Fixed equipment on highways will remain the property of the authority on whose road it is installed;

Enforcement cameras remain the property of Sussex Police;

Vehicles will remain the property of the registered keeper;

Stationery and office furniture together with computers will remain the property of the Party using same;

Major items such as posting machines and photographic machines will remain the property of the substantive user;

Mutually used items such as portable radar meters (SID's and data collectors) will be shared by agreement between the Parties; and

CTSU processing equipment/software will remain the property of Sussex Police.

Distribution of Partnership funds on Termination

In the event of Termination, once all Partnership costs have been determined (for example, including but not exhaustively:- disposal

of assets, redundancy payments, removal of assets from the highway and making safe etc.) the remaining cash funds shall be redistributed by the Lead Partner to the contributing partners in the same proportions as to their financial contribution for the period of the MOU.

Dispute Resolution

If any dispute arises out of or in connection with the MoU, the Parties shall promptly notify each other of the matter in dispute ("**Dispute**"), which shall in the first instance be referred to the Authorised Officers who shall use all reasonable skill, care and diligence to ensure that they receive the views of all Parties and consider all solutions proposed with the objective of resolving the dispute and achieving an agreed solution.

Where the Authorised Officers do not achieve within 14 days of notification of a dispute a solution acceptable to all Parties involved, and provided no right of termination has been exercised, then senior representatives of the Parties shall meet promptly, and in any event within 21 days of notification of the Dispute, in good faith to discuss and seek to resolve the dispute.

The work of the Partnership shall not be affected or suspended in the event of and during any Dispute.

Audit

Each Party shall at all reasonable times (including following the termination for whatever reason of this MoU) allow or procure for any auditor for the purposes of an external or internal audit:

- (a) immediate access to;
- (b) permission to copy and remove any copies of; and
- (c) permission to remove the originals of,

any books, records and information in the possession or control of each Party which in any way relates to or are or were used in connection with this MoU; or the provision of the services supplies and works delivered pursuant to this MoU; including any such information stored on a computer system operated by another Party.

Each Party will provide all practicable co-operation and afford all appropriate access to personnel and records in order to assist the requesting Party in carrying out any investigations which are already under way at the Effective Date and any investigations which are carried

out after the termination or expiry of this MoU.

Entire MoU

This MoU constitutes the entire MoU of the Parties in connection with its subject matter and supersedes all prior agreements, representations, communications, negotiations and understandings concerning the subject matter of this MoU.

Survival of terms

In so far as any of the rights and powers of the Parties provided for in this MoU shall or may be exercised or exercisable after the termination or expiry of this MoU the provisions of this MoU shall survive and remain in full force and effect until all issues have been resolved.

In so far as any of the obligations of the Parties provided for in this MoU remain to be discharged after the termination or expiry of this MoU the provisions of this MoU imposing such obligations shall survive and remain in full force and effect notwithstanding such termination or expiry.

Modification

No omission from, addition to or variation of this MoU shall be valid or of any effect unless it is agreed in writing and executed by each of the Parties.

Waiver

No term or provision of the MoU shall be considered as waived by any Party unless a waiver is given in writing by that Party and specifically states that it is a waiver of such term or provision.

Relationship of the Parties

No Party to this MoU shall be an agent of the other Parties, or have the authority or power to bind the other Parties other than expressly conferred by this MoU.

Nothing in the MoU shall be construed as creating a partnership within the meaning of the Partnership Act 1890, or as a contract of employment between the Parties.

Signatories



27/3/15

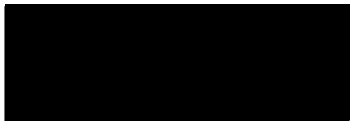
BHCC Assistant Director
Date

ESCC Assistant Director
Date

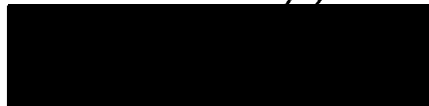


27/3/15

ESFRS – Director of Prevention & Protection
Date

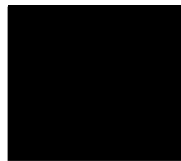


Highways England – Network Manager Area 4
Date



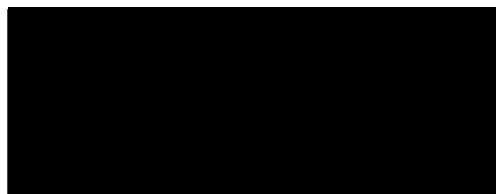
27/3/15.

Sussex Police –Assistant Chief Constable
Date



27/3/15.

WSCC (WSFRS) – Assistant Chief Fire Officer Operations
Date



27/3/15

Rights reserved

Nothing in this MoU shall prejudice or fetter the proper exercise of any function of any of the Parties.

Third Party Rights

It is agreed for the purposes of the Contracts (Rights of Third Parties) Act 1999 that this MoU is not intended to, and does not, give to any person who is not a Party to the MoU any rights to enforce any provisions contained in the MoU.

Appendix 01 Definitions

| | |
|-------------------------------------|---|
| Authorised Officers | Officers appointed to represent each Party on the groups defined in appendix 04 |
| BHCC | Brighton and Hove City Council |
| Cameras | Speed and red-light enforcement cameras |
| Chair | The person appointed by the relevant Group to chair that Group |
| CTSU | Central Ticket and Summons Unit, Sussex Police |
| DfT | Department for Transport |
| Directors Group | The Group made up of senior managers of the Parties |
| Enforcement | Road traffic enforcement activities by Sussex Police including criminal and anti-social driving behaviour |
| ESCC | East Sussex County Council |
| ESFRS | East Sussex Fire and Rescue Service |
| Group(s) | Means the groups referred to in appendix 03 |
| Highway Authority | BHCC, ESCC, Highways England and WSCC |
| Information Laws | The Freedom of Information Act 2000, the Environmental Information Regulations 2004, the Data Protection Act 1998 and any codes of practice and guidance made pursuant to the same as amended or replaced from time to time |
| LA Partner(s) | The Local Authority Partners – BHCC, ESCC and WSCC |
| Lead Partner | Sussex Police |
| Memorandum of Understanding (MoU) | This document including all appendices referred to and/or attached |
| Pan Sussex | Initiatives and activities which are common to a number of locations across Sussex i.e. not specific to a geographical location |
| Parties/Partners | The partners within the Partnership and signatories to this MoU |
| Partnership | Sussex Safer Roads Partnership (SSRP) |
| Partnership Coordination Team (PCT) | Officers in a central team co-located with Sussex Police at Shoreham Police Station undertaking data, communications and management roles on behalf of SSRP |
| Primary Aim | To reduce the number and severity of road related casualties in Sussex |
| Programme Board | Officers which coordinates information between SRG and the Programme Groups |
| Programme Groups | Safer for Drivers, Safer for NMRU's, Safer for Powered 2 Wheelers, Safer Speeds |
| | |

| | |
|------------------|--|
| | |
| Red-light camera | Fixed units using camera technology to detect and provide evidential proof of vehicles failing to comply with STOP signals and markings at controlled junctions or crossing places |
| Casualties | Road traffic accident casualties, identified by severity (as per DfT definition) and recorded by Sussex Police |
| SRG | Strategy and Resources Group, made up of managers of the Parties, implementing the strategic direction given by the Directors' Group and monitoring progress and performance. |
| SSRP | Sussex Safer Roads Partnership |
| WSCC | West Sussex County Council |
| WSFRS | West Sussex Fire and Rescue Service |
| | |

Appendix 02 Road Safety Reduction Outcomes (projection)

Casualty forecast for Sussex based on the projections from the DfT document "Strategic Framework for Road Safety" (May 2011)

| | 2005-09 Average | 2020 | 2025 | 2030 |
|------------------------------------|-----------------|------|------|------|
| Killed | | | | |
| Central Projection | 84 | 53 | 51 | 50 |
| Change on 05-09 average | | -37% | -39% | -41% |
| Low Projection | | 45 | 41 | 36 |
| Change on 05-09 average | | -46% | -51% | -57% |
| Killed or seriously injured | | | | |
| Central Projection | 1010 | 606 | 535 | 455 |
| Change on 05-09 average | | -40% | -47% | -55% |
| Low Projection | | 505 | 404 | 303 |
| Change on 05-09 average | | -50% | -60% | -70% |

Casualty forecast detail by year to 2020

| | 2005-09 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--------------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|
| Fatal | | | | | | | | | | | | |
| Central Projection | 84 | 81 | 78 | 76 | 73 | 70 | 67 | 64 | 61 | 59 | 56 | 53 |
| Low Projection | | 80 | 77 | 73 | 70 | 66 | 63 | 59 | 56 | 52 | 49 | 45 |
| KSI | | | | | | | | | | | | |
| Central Projection | 1010 | 973 | 937 | 900 | 863 | 826 | 790 | 753 | 716 | 679 | 643 | 606 |
| Low Projection | | 964 | 918 | 872 | 826 | 780 | 735 | 689 | 643 | 597 | 551 | 505 |

2005-09 average casualties

| Year | Fatal | Serious | KSI |
|------------------------|-----------|------------|-------------|
| 2005 | 114 | 890 | 1004 |
| 2006 | 99 | 929 | 1028 |
| 2007 | 68 | 950 | 1018 |
| 2008 | 78 | 948 | 1026 |
| 2009 | 63 | 912 | 975 |
| 2005/09 Average | 84 | 926 | 1010 |

Casualty forecast for BHCC based on the projections from the DfT document "Strategic Framework for Road Safety" (May 2011)

| | 2005-09 Average | 2020 | 2025 | 2030 |
|------------------------------------|-----------------|------|------|------|
| Killed | | | | |
| Central Projection | 8 | 5 | 5 | 5 |
| Change on 05-09 average | | -37% | -39% | -41% |
| Low Projection | 4 | 4 | 3 | 3 |
| Change on 05-09 average | | -46% | -51% | -57% |
| Killed or seriously injured | | | | |
| Central Projection | 157 | 94 | 83 | 71 |
| Change on 05-09 average | | -40% | -47% | -55% |
| Low Projection | 79 | 63 | 47 | 47 |
| Change on 05-09 average | | -50% | -60% | -70% |

Casualty forecast detail by year to 2020

| | 2005-09 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--------------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|
| Fatal | | | | | | | | | | | | |
| Central Projection | 8 | 8 | 7 | 7 | 7 | 7 | 6 | 6 | 6 | 6 | 5 | 5 |
| Low Projection | 8 | 8 | 7 | 7 | 7 | 6 | 6 | 5 | 5 | 5 | 4 | 4 |
| KSI | | | | | | | | | | | | |
| Central Projection | 157 | 151 | 146 | 140 | 134 | 128 | 123 | 117 | 111 | 105 | 100 | 94 |
| Low Projection | 157 | 150 | 143 | 136 | 129 | 122 | 114 | 107 | 100 | 93 | 86 | 79 |

2005-09 average casualties

| Year | Fatal | Serious | KSI |
|-----------------|-------|---------|-----|
| 2005 | 16 | 145 | 161 |
| 2006 | 9 | 162 | 171 |
| 2007 | 6 | 158 | 164 |
| 2008 | 5 | 136 | 141 |
| 2009 | 2 | 148 | 150 |
| 2005/09 Average | 8 | 150 | 157 |

Casualty forecast for ESCC based on the projections from the DfT document "Strategic Framework for Road Safety" (May 2011)

| | 2005-09 Average | 2020 | 2025 | 2030 |
|------------------------------------|-----------------|------|------|------|
| Killed | | | | |
| Central Projection | 33 | 21 | 20 | 19 |
| Change on 05-09 average | | -37% | -39% | -41% |
| Low Projection | | 18 | 16 | 14 |
| Change on 05-09 average | | -46% | -51% | -57% |
| Killed or seriously injured | | | | |
| Central Projection | 379 | 227 | 201 | 171 |
| Change on 05-09 average | | -40% | -47% | -55% |
| Low Projection | | 190 | 152 | 114 |
| Change on 05-09 average | | -50% | -60% | -70% |

Casualty forecast detail by year to 2020

| | 2005-09 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--------------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|
| Fatal | | | | | | | | | | | | |
| Central Projection | 33 | 32 | 31 | 30 | 29 | 28 | 26 | 25 | 24 | 23 | 22 | 21 |
| Low Projection | | 32 | 30 | 29 | 28 | 26 | 25 | 23 | 22 | 21 | 19 | 18 |
| KSI | | | | | | | | | | | | |
| Central Projection | 379 | 365 | 351 | 338 | 324 | 310 | 296 | 282 | 268 | 255 | 241 | 227 |
| Low Projection | | 379 | 345 | 327 | 310 | 293 | 276 | 259 | 242 | 224 | 207 | 190 |

2005-09 average casualties

| Year | Fatal | Serious | KSI |
|------------------------|-----------|------------|------------|
| 2005 | 42 | 311 | 353 |
| 2006 | 37 | 356 | 393 |
| 2007 | 26 | 352 | 378 |
| 2008 | 39 | 360 | 399 |
| 2009 | 22 | 351 | 373 |
| 2005/09 Average | 33 | 346 | 379 |

Casualty forecast for WSCC based on the projections from the DfT document "Strategic Framework for Road Safety" (May 2011)

| | 2005-09 Average | 2020 | 2025 | 2030 |
|------------------------------------|-----------------|------|------|------|
| Killed | | | | |
| Central Projection | 44 | 28 | 27 | 26 |
| Change on 05-09 average | | -37% | -39% | -41% |
| Low Projection | | 24 | 22 | 19 |
| Change on 05-09 average | | -46% | -51% | -57% |
| Killed or seriously injured | | | | |
| Central Projection | 474 | 284 | 251 | 213 |
| Change on 05-09 average | | -40% | -47% | -55% |
| Low Projection | | 237 | 190 | 142 |
| Change on 05-09 average | | -50% | -60% | -70% |

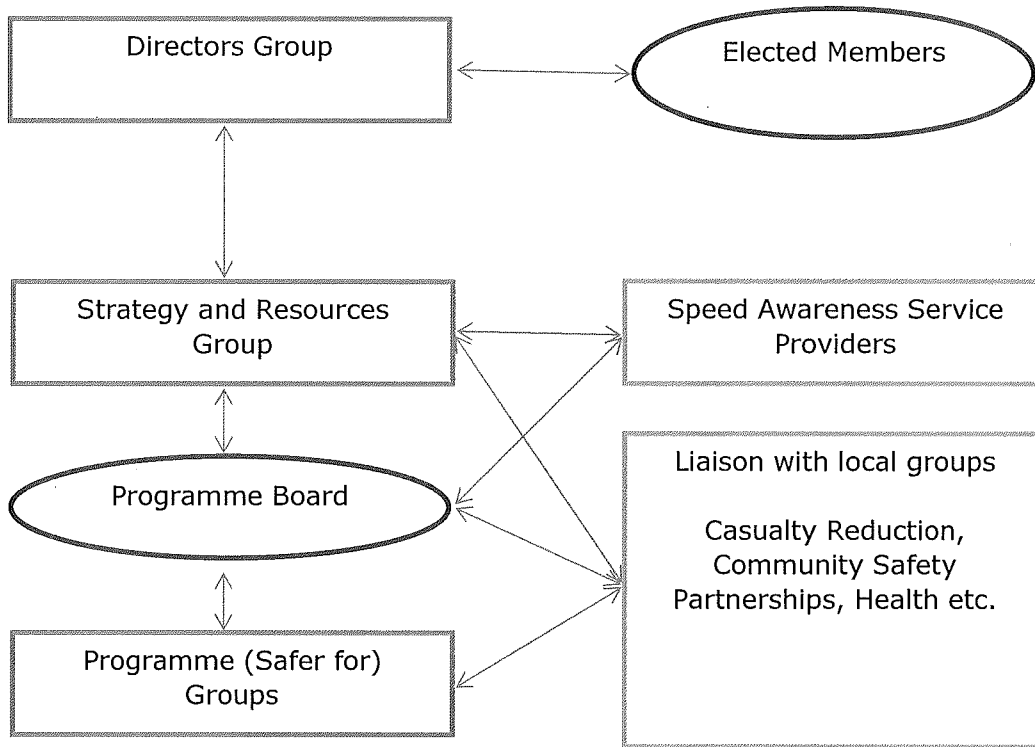
Casualty forecast detail by year to 2020

| | 2005-09 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--------------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|
| Fatal | | | | | | | | | | | | |
| Central Projection | 44 | 43 | 41 | 40 | 38 | 37 | 35 | 34 | 32 | 31 | 29 | 28 |
| Low Projection | 44 | 42 | 40 | 39 | 37 | 35 | 33 | 31 | 29 | 28 | 26 | 24 |
| KSI | | | | | | | | | | | | |
| Central Projection | 474 | 457 | 439 | 422 | 405 | 388 | 370 | 353 | 336 | 319 | 301 | 284 |
| Low Projection | 474 | 452 | 431 | 409 | 388 | 366 | 345 | 323 | 302 | 280 | 259 | 237 |

2005-09 average casualties

| Year | Fatal | Serious | KSI |
|------------------------|-----------|------------|------------|
| 2005 | 56 | 434 | 490 |
| 2006 | 53 | 411 | 464 |
| 2007 | 36 | 440 | 476 |
| 2008 | 34 | 452 | 486 |
| 2009 | 39 | 413 | 452 |
| 2005/09 Average | 44 | 430 | 474 |

Appendix 03 Partnership Structure



Appendix 04 Group Members

Directors Group

| | |
|---------------|--|
| BHCC | Assistant Director – Sustainable Transport |
| ESCC | Assistant Director - Environment |
| ESFRS | Director of Prevention & Protection |
| HE | Network Manager Area 4 |
| Sussex Police | Assistant Chief Constable |
| WSCC (WSFRS) | Director Communities and Infrastructure |
| WSFRS | Assistant Chief Fire Officer Operations |

Strategy & Resources Group

| | |
|--|---|
| BHCC | Road Safety Manager |
| ESCC | Head of Service for Communities |
| ESFRS | Partnership Manager |
| HE | Asset Manager Area 4 |
| SSRP | SSRP Partnership Co-ordination Team (PCT) |
| Sussex Police | Head of Profession Roads Policing / Chief Inspector Roads Policing / Traffic Management Officers / CTSU Manager / Finance Officer |
| WSCC | Structures Team Manager, Residents & Environmental Services / Safe & Sustainable Transport Team Manager |
| WSFRS | Safer Communities Manager |
| Invited representatives from other agencies as appropriate, i.e. Public Health, Community Partnerships | |

Programme Board

| | |
|---------------|--------------------------------|
| Sussex Police | Chief Inspector Roads Policing |
| SSRP | Operations Manager |

Programme Groups (Safer for Drivers, Safer for NMRU, Safer for Powered Two Wheelers and Safer Speeds)

| | |
|---------------|---|
| SSRP | Operations Development Officer (Chair)/Communications Officer |
| BHCC | Road Safety Team Manager / Road Safety Officer |
| ESCC | Road Safety Officer |
| ESFRS | Crew Manager, Intervention and Incident Reduction Team |
| WSCC | Road Safety Officer |
| WSFRS | Road Safety Co-ordinator |
| Sussex Police | Partnership Sergeant / Lead for Strategic Group |

Appendix 05 Financial Contributions

| | 2015/16 | 2016/17 | 2017/18 | Total |
|-------------------------------|---------|---------|---------|--------|
| NDORS Speed Awareness Surplus | £1.84m | £1.85m | £1.85m | £5.54m |

Overview and Governance

This strategy provides the agreed approach to reducing and preventing road casualties across Sussex through collaborative multi-agency working focussing on agreed aims and objectives.

The Sussex Safer Roads Partnership in accordance with its Memorandum of Understanding will agree partnership priorities and the annual Service Delivery Plan through the review of performance process.

Partner agencies will produce local programmes which implement this overarching strategy and the Service Delivery Plan.

Background

Crash investigation data indicates that the majority of road traffic crashes are due to human error. Making mistakes is part of the human condition, indeed evolution is based around learning and adaption leading to behavioural change.

In the 10 years to 2014 the overall trend nationally and in Sussex is a reduction of road casualties which, taking into account a rising population must be seen as very positive. However it is essential that partner agencies continue to work together, sharing knowledge and resources to ensure continued road safety improvement through education, engineering and enforcement.

Partners will develop more detailed statements and action plans setting out their commitment and involvement in a collaborative pan Sussex approach to future road safety activities thus ensuring consistent messaging, delivery and economies of scale for the residents of Sussex.

With road safety and many other issues which impact society as a whole, intervention activities take many years to effect change. Therefore strategies and plans should look both short and long term with 3, 5 or even 10+ year goals and it is also important to aspire to a challenging long term vision.

SSRP Vision – " Create a safer environment for all road users, significantly reduce life changing injuries and eliminate fatalities."

Where are we now:-

Building on information and experience gathered since the formation of the partnership, data and intelligence will continue to be used to set priorities and inform appropriate interventions through regular Strategic

Intelligence Assessments. All interventions will have defined objectives, outcomes and be evaluated to inform future or revised action.

Historically data has shown that there is not a uniform reduction or increase of casualties. Within a definable downward trend there are often noticeable peaks and troughs year on year, quarter to quarter and location to location. It is therefore essential to consider longer term trends against shorter term anomalies to ensure resources are targeted appropriately.

Where do we want to get to:-

Aims

The overall aim is the reduction of casualties within a multi-modal environment. Identifying the behaviour which results in harm and damage and influencing that behaviour, reducing human error and demonstrating that all types of user can coexist in a safer road environment.

How will we achieve this:-

By focusing resources, unifying messages, collaborating, choosing quality products and working collectively the partners can sustainably deliver safer roads across Sussex.

Identify strategic priority groups, those most at risk compared to their profile, through data analysis and develop collectively agreed intervention programs. Previously identified priority groups will also continue to receive ongoing assistance to ensure that the behavioural change process is maintained.

Strategic priority groups will be prioritised for specific activity. The data will be regularly reviewed and emerging trends identified for appropriate and proportionate action. Road safety activity will focus around these groups and representatives from each partner will form Programme Group teams which will consider and promote appropriate activity.

Education

The Partnership will work across all age groups supporting people in the 'life skills' to behave more safely on the road through targeted education and publicity campaigns.

Linking past, current and future road safety activities with appropriate messages consistently repeated and reinforced is essential to ensure behavioural change. Activities will be presented through a pan Sussex curriculum of road safety education initiatives and campaigns at each stage of life from birth through to 70+.

Each programme group is responsible for evaluating and developing current activities and looking at additional and innovative methods to deliver road safety education.

It is essential that road safety advice is delivered in a professional manner. Therefore all those involved will need appropriate training and on-going review and development to ensure an appropriate standard is reached and maintained.

Engineering

Generally engineering solutions focus on a particular location. Whilst the solution may be 'hard' engineering, such as changes to road markings or road signs, or changes to road alignments or junctions, the specific location will usually mean a bespoke design taking into account very local factors. With progress being made in reducing road traffic casualties over the years, it is now becoming increasingly difficult to identify specific locations where the introduction of low cost engineering measures can provide cost effective solutions to reduce these casualties. Generally engineering solutions will be for individual agencies to consider based on local need.

More effort is now being directed into ensuring routes present consistent messages to drivers, requiring the implementation of standard applications and mass action programmes to bring highway infrastructure up to standard.

Also, road safety data is increasingly used in the prioritisation of highway maintenance works.

Proactive measures are in place which helps produce a safer road safety environment through good design, independent checks on designs for new highways and a Road Safety Audit process to ensure that the new or revised highway layouts do not create unnecessary risk on the public highway.

Enforcement

Enforcement is an essential tool in reinforcing educational messaging and engineering measures. However enforcement needs to be proportional and targeted.

All types of enforcement will continue to play an important part by targeting priority groups and those displaying disregard for their own safety and the safety of others. Enforcement can also identify those displaying a lack of skill or poor judgment who may then benefit from further education.

Local involvement

Engagement with local community groups, volunteers, elected representatives, Community Safety Partnerships and others is essential to encourage and support local communities to 'self-help' and the delivery of road safety products at a local level.

External Factors

Vehicle safety features and legislation have undoubtedly played a significant part in the reducing the severity of injuries. To date most of these devices are only effective following a collision taking place.

However developments in vehicle information and anti-collision systems will play a significant part in achieving our vision by helping drivers to avoid collisions.

Outcomes

Outcomes and success will be monitored through evaluation and measured not only by casualty reduction but by quality of life, sustainability, equality and value for money.

Sussex Safer Roads

P A R T N E R S H I P

App 2.2

Delivery Plan 2015 to 2016

| | | | | | |
|---|--|--|---|--|--|
| Indicator / Aim | Reduce the number and severity of road casualties across Sussex by the effective delivery of behavioural change road safety initiatives which target at-risk groups and locations through encouragement, educational and enforcement activities. | | | | |
| Performance: | Baseline \ Calendar Year | 2013 | 2014 | 2015 | |
| Casualty Forecast for Sussex based upon the projections from the DfT document 'Strategic Framework for Road Safety' <i>Forecast by partner see appendix</i> | 2005 - 09 average Killed - 84 Killed or Seriously Injured – 1010 | Low Projection (actual) Killed – 70 (50) Killed or Seriously Injured – 826 (921) | Low Projection (actual) Killed – 66 (39) Killed or Seriously Injured – 780 (1012) | Low Projection Killed - 63 Killed or Seriously Injured - 735 | |
| Indicator Lead: | Operations Manager SSRP - Phil Henty - phil.henty@westsussex.gov.uk | | | | |
| Membership of SSRP: | Brighton and Hove City Council - East Sussex County Council - East Sussex Fire & Rescue Service - Highways England - Sussex Police (Lead Authority) - West Sussex County Council (includes West Sussex Fire & Rescue Service) | | | | |

| | |
|-------------------------------|--|
| Steering Group | SSRP Strategy & Resources Group (SRG) Meets every three months and is currently chaired by Supt, Roads Policing Unit |
| Target Groups: | <ul style="list-style-type: none"> • Those travelling at excessive or inappropriate speed • Work related road risk • Powered two wheelers • 16 to 24 year olds • Non-motorised road users |
| Links with Other Plans | Tie in with LHA road safety strategy and delivery plans (details to be supplied by LHA's) |
| Risks/Barriers | See SSRP Risk Register |
| Resources | Capital: Partnership Reserve Revenue: NDORS operational surplus |
| Evaluation | Each project will have its own form of evaluation and reviewed annually to ensure best practice in all areas. |
| Budgeting | A forecast budget for approval by SRG will be produced annually for each Programme Group and submitted in March to inform following year's activities. Any activities not included in this forecast will need to be submitted to Programme Groups and SRG as appropriate. |

Programme Group - SAFER FOR DRIVERS

| Project Title and Ref ID | Activity | Partner | Funding source | Delivery Partners | Named Link |
|-----------------------------------|---|-----------------------|-----------------------|---|--|
| NDORS Courses (D029) | Diversion courses aimed at drivers caught exceeding the speed limit, using mobile phones, not wearing seat belts etc. and offered as an alternative to a fine and points on a licence (minor infringements). | SSRP | SSRP | ESCC / WSCC Joint Service Delivery Team | Ian Jeffery Sussex Police Anjie Clark WSCC |
| Safe Drive Stay Alive (D004) | A presentation delivered to Y12 students in colleges across Sussex. The Safe Drive Stay Alive campaign will reach new and pre-drivers in an emotive and hard-hitting way, influencing behaviour and attitude on the roads | WSFRS&ESFRS | ESFRS, WSFRS, SSRP | All | Justin Goodchild ESFRS Jacqui Boyle WSFRS |
| New Driver Awareness (D005) | Programme to help pre and new young drivers increase their knowledge and skills on the road. Delivered through public sessions and in colleges across Sussex. | All | SSRP | All | Keith Baldock B and H |
| Graduate (D006) | Coaching sessions delivered to Advanced Driving Instructors to enable them to deliver road safety micro-lessons to learner drivers during driving lessons. | SSRP | SSRP | ADIs Ian Edwards (outside consultant) | TBC SSRP |
| Young Driver Events (D002) | Young driver focussed events in communities making use of SSRP simulators and encouraging interaction with target group. | SSP | SSRP | All | TBC SSRP |
| IMPACT (previous Hard Hit) (D007) | Aimed at young offenders a product delivering a hard hitting presentation to influence behaviour and attitude on the roads. | Fire & Rescue Service | | WSFRS ESFRS Police | Sarah Adams WSFRS Phil Badman Sussex Police |

| | | | | | |
|-------------------------------|--|--------------------|----------|--|--------------------------------|
| Drink Or Drive (D018) | Annual Campaign to support TISPOL drink/drive campaigns, incorporating enforcement and educational activities | Sussex Police | SSRP/RPU | All | Carl Knapp Sussex Police |
| Case For Concentration (D024) | The aim of the project is to raise awareness of the consequences of careless driving amongst young and learner drivers/ passengers and moped riders (aged 16-19), and to talk about prevention strategies. | BHCC/WSCC/ ESCC | SSRP | Magistrates HMCTS | Matthew Thompson BHCC |
| Theatre In Education (D008) | A theatre performance delivered to Y11 students in priority schools across Sussex addressing passenger power and offering strategies to use to avoid risk. | All | SSRP | External provider | Matt Thompson SSRP |
| COSTS (D009) | A scheme to engage with businesses to help them develop robust and meaningful occupational road risk policies and reduce the number of collisions involving the business user. | Sussex Police | SSRP | BHCC, ESCC, WSCC External provider | Carl Knapp Sussex Police |
| Embrace Life (D011) | Video based campaign to promote the use of seatbelts. | SSRP | SSRP | Online Self help | Communications Officer SSRP |
| Older Drivers Booklet (D012) | A printed resource developed for older driver week 2012 | SSRP | SSRP | Printed material | Communications Officer SSRP |
| Community Speed watch (D019) | Monitoring of vehicle speed by volunteers at sites selected jointly by the community & police run individually within communities and managed by NPT | SSRP | SSRP | Community involvement / NPT | Mark Dunn Ian Jeffery |
| Op Crackdown (D013) | Web based reporting tool for public. | Sussex Police | SSRP | Crackdown Team | Oliver Senior Sussex Police |
| Mocktails (D027) | A scheme to produce a toolkit for 10 schools across Sussex to deliver alcohol awareness sessions in Year 9 based on the successful | Horsham Matters | SSRP | Horsham Matters & Police/Fire | Carl Knapp SSRP Dann Morris |

| | pilot project started in Horsham. | | | | Horsham Matters |
|---|--|-------------------|-----------------------|---|--|
| Tyresafe (D020) | National campaign encouraging drivers to be aware of tyre safety | National Campaign | None | All | Phil Barrow Sussex Police |
| Programme Group - SAFER FOR POWERED TWO WHEELERS | | | | | |
| Project Title and Ref ID | Activity | Partner | Funding source | Delivery Partners | Named Link |
| Biker Down (P004) | The aim is to provide motorcyclists with an input and awareness of the skills they can employ being first at the scene of a motorcycle crash. Based on scheme introduced by Kent Fire & Rescue | ESFRS | SSRP | ESFRS, WSFRS Sussex Police Sussex Ambulance | Justin Goodchild ESFRS Glen McArthur, Sussex Police |
| BikeSafe (P005) | A nationwide scheme to reduce casualties amongst bikers by passing on tips and knowledge, to give an insight to safer & smoother riding and an awareness of possible hazards. Motorcyclists are assessed on their present skills and given helpful advice. | National Project | Fees from attendees | Sussex Police | Richard Hornsey Sussex Police |
| Sussex Biker (P006) | A magazine to support all SSRP PTW projects, to raise awareness and increase uptake and reduce risk of harm. | SSRP | SSRP | Printed material | Communications Officer SSRP |
| New Rider Awareness (P009) | Presentation to be delivered to school/college students across Sussex based around WSFR Scootsafe presentations. | WSFRS | SSRP | All | John Lainsbury WSFRS/Glen McArthur Sussex Police |
| PitStop (Biker Events) | An open invite event for motorcyclists to meet with police motorcyclists to get advice and learn about training schemes. | Sussex Police | SSRP | Sussex Police | John Bignell Sussex Police |

| (P003) | Links to events such as Brighton Biker Nights, Speed Trials, Ace Café, etc. | | | | |
|---|---|----------------|-------------------------------|--------------------------|---|
| Firebike (P007) | Two FRS liveried motorcycles branded with SSRP logos. Can be used for events. | ESFRS WSFRS | SSRP | WSFRS ESFRS | David Kemp ESFRS Nicki Peddle WSFRS |
| Scooter Skills (P016) | Resource supplied to schools | WSCC | | | Anji Clark |
| Scooterability (P017) | Delivered by cycle trainers in schools ages 6-7 | BHCC | | | Keith Baldock |
| Stay a Hero (P001) | Video based campaign to promote safer motorcycle riding. | SSRP | SSRP | Online Self help | Communications Officer SSRP |
| Op Fork (P013) | May Day bank holiday A21 motorcycle rally to Hastings. Engagement and enforcement. | Sussex Police | SSRP | Police ESFRS HA | Steve Grace Sussex Police |
| | | | | | |
| Programme Group - SAFER FOR NON MOTORISED ROAD USERS | | | | | |
| Project Title and Ref ID | Activity | Partner | Funding source | Delivery Partners | Named Link |
| Pedestrian Training (N005) | Activity targeted at primary age students offering practical on-road training | LHA | Individual LA funding sources | BHCC, ESCC & WSCC | Liddy Leeding ESCC Andrea Keer BHCC Vacant WSCC |
| Bump To Toddler (N009) | A printed resource under review at present to look at opportunities for sponsorship of product. | SSRP | SSRP | Printed material | Communications Officer SSRP |

| | | | | | |
|----------------------------------|---|--------------------|-------------------------------|------------------|--|
| | | | | | |
| BikeAbility (N008) | Cycle training for young people and adults to enhance road skills. Three levels to complete with certification available following each course. | National Project | Individual LA funding sources | LHA's | Liddy Leeding ESCC Dean Pocock WSCC Terry Nye BHCC |
| Cyclists Booklet (N004) | A printed resource to be distributed to cyclists across Sussex and for use at events. | SSRP | SSRP | Printed material | Communications Officer SSRP |
| Exchanging Places (N006) | An initiative based on TrL product began in BHCC and taken pan Sussex | BHCC | BHCC/SSRP | All | Keith Baldock BHCC |
| Transition Project (N014) | A programme of various activities and resources aimed at transition from primary to secondary school to include competitions, magazine, JRSO | LHA's | ?? | ?? | Carl Knapp SSRP Matt Thompson, Liddy Leeding, Penny Maher |
| INSPIRE (N010) | Educational resource used across schools in Sussex | Sussex Police | | | Caroline Adams Sussex Police |
| Cycling Clubs (N002) | | ESCC | | | Liddy Leeding ESCC |
| School Parking - Parkwise (N018) | Scheme to encourage safer parking around schools. Banners and driver engagement | ESCC WSCC | SSRP | | PS Munro Police Anji Clark WSCC |
| Cycle Maintenance Courses (N007) | Advice given to public re safe maintenance of cycles | BHCC/ESCC/ WSCC | | | Keith Baldock |
| | | | | | |

SAFER FOR ALL (Products aimed at all road users)

| Project Title and Ref ID | Activity | Partner | Funding source | Delivery Partners | Named Link |
|---------------------------------|--|---------|----------------|-------------------|---------------|
| Piers Meerkat (A013) | Mascot used to promote road safety messages in Brighton & Hove | BHCC | | | Keith Baldock |
| Smarter Choices Roadshow (A014) | Delivered in schools to encourage sustainable travel? | WSCC | | | Anji Clark |

| | | | | | |
|--|--|------|------|------|----------------------------------|
| University Design Competitions (A007) | Work with local university students on road safety ideas | BHCC | | | Keith Baldock |
| School Assemblies (A002) | Assemblies delivered by RSOs in schools | BHCC | | | Keith Baldock/Matt Thompson |
| Routes (A008) | Resource designed by SSRP and delivered by RSOs in schools only in BHCC | BHCC | | | Keith Baldock/Matt Thompson |
| Road Safety Competitions (A003) | Occasional competitions for schools/colleges | BHCC | | | Keith Baldock |
| Safety in Action Days (A003) | Students are put through a team game which involves a carousel of 9 or 10 ten minute workshops on various aspects of safety including school bus safety, stranger danger and road safety issues. | BHCC | | | Keith Baldock |
| SSRP Campaigns Event Planner (A002) | A series of campaigns designed to support behavioural change in the major behaviours such as distraction | SSRP | SSRP | TBC | TBC SSRP |
| SSRP Supported Events Materials (A002) | Events equipment to service SSRP supported events over 3 years | SSRP | SSRP | SSRP | Stewart Goodwin Sussex Police |
| | | | | | |

| | Severity | 2005-09 average | | 2013 | 2014 | 2015 |
|------|----------|-----------------|--------------------------|-------------------|-------------------|------|
| BHCC | Fatal | 8 | Low projection Actual | 7 3 | 6 2 | 6 |
| | KSI | 157 | Low projection Actual | 129 145 | 122 155 | 114 |

| | | | | | | |
|------|-------|-----|--------------------------|-------------------|-------------------|-----|
| ESCC | Fatal | 33 | Low projection Actual | 28 17 | 26 16 | 25 |
| | KSI | 379 | Low projection Actual | 310 339 | 293 382 | 276 |

| | | | | | | |
|------|-------|-----|--------------------------|-------------------|-------------------|-----|
| WSCC | Fatal | 44 | Low projection Actual | 37 30 | 35 21 | 33 |
| | KSI | 474 | Low projection Actual | 388 437 | 366 475 | 345 |

| | | | | | | |
|--------|-------|------|--------------------------|-------------------|--------------------|-----|
| Sussex | Fatal | 84 | Low projection Actual | 70 50 | 66 39 | 63 |
| | KSI | 1010 | Low projection Actual | 826 921 | 780 1012 | 735 |

**Road Safety
Service / Business Plan 2015 – 2016**

The Road Safety Team is made up of three teams covering the following activities:

Road Safety Engineering – Responsible for the delivery of road safety improvements with the primary objective of reducing the number of people killed or seriously injured in the County and mitigating the adverse effects of motorised traffic on local communities. The activities of the team include.

- The identification and prioritisation of sites requiring improvement;
 - Small scale schemes are handled as Local Safety Schemes (LSS).
 - Larger schemes are referred for prioritisation within the LTP Integrated Transport Programme
- Undertake Road Safety Audits on all internal highway improvement schemes
- Support the Sussex Safer Roads Partnership
- Manage the Sussex Police crash database for utilisation across the County.
- Provide technical and road safety advice to other departments, elected members, parish and district councils and members of the public.
- Work with Sussex Police to investigate all fatal road crashes to identify any road safety issues that can be addressed by engineering measures
- To fulfil our legal requirement under Section 39 of the Road Traffic Act 1988

Road Safety Education – Responsible for the delivery of road safety training programmes in partnership with other interested parties. These programmes are designed to influence behaviour, leading to a reduction in the number of people killed or seriously injured on the County's road network. The main activities of the team include:

- Being an active partner in the Sussex Safer Roads Partnership (SSRP)
- Supporting the East Sussex Community Safety Partnership
- Being an active member of local community Road Safety groups
- Delivering cycle training – Bikeability, Eastbourne Sports Park Cycle Training Centre, Wheels to Work and delivering bespoke training to vulnerable members of the community.
- Delivering driver training to support County Departmental Teams; such as Driver Improvement and Mini Bus Driver Training
- Managing the School Crossing Patrol service
- Delivering targeted training/education programmes to address identified road safety issues.
- Managing and delivering the Speed Awareness programme on behalf of Sussex Police and the SSRP in partnership with West Sussex County Council

Local Traffic and Safety Teams - Responsible for the day to day handling of all permanent traffic management, road safety and signing and lining issues. Respond to all correspondence and telephone calls relating to local traffic issues and liaise closely with parish, town and district councils. Provide technical advice and local knowledge to the County's Highways Department; Development Control Team and the Infrastructure Design and Delivery Team. The activities of the team include:

- Local traffic management issues such as speeding, parking, the provision of traffic signs and road markings, assessing disabled bay applications, implementing bus stop clearways, assessing HGV routing and the initial investigation of crash sites.
- The initial assessment of requests relating to the provision of Transport Infrastructure such as pedestrian crossing facilities and traffic calming.
- Respond to approximately 4000 logged contacts per year.
- Provide responses to Lead Member / Director relating to traffic issues from County Councillors and MPs
- Attending meetings with members of the public, residents groups, parish councils, county councillors and MPs.
- Progress all TROs for local issues – speed limits, parking restrictions (outside of CPE areas) etc.
- Undertake local schemes identified as Safety Schemes or Route Studies.
- Undertake Road Safety Audits as required.
- Participate in regular Road Death Investigation liaison meetings
- Attend all SLR meetings – 40+ regular Town and Parish Council meetings.
- Provide technical and professional advice to a range of internal teams

Whilst many of the areas of activity can be seen as distinct from others, the activities undertaken by each team overlap to a considerable degree and are complimentary to each other. The teams share the same overall aim of reducing the number and overall impact of personal injury crashes that occur on our road network.

Team Priorities

East Sussex County Council's main strategic aims in relation to road safety in the county are:

- Keeping vulnerable people safe from harm by working with our communities and partners to reduce the number of road accidents and casualties, minimising the human cost and severity of injuries.
- To fulfil our legal requirement under S39 of the Road Traffic Act 1988 to:
 - Prepare and carry out a programme of measures designed to promote road safety.
 - Carry out studies into accidents arising out of the use of vehicles, and
 - Take such measures as appear appropriate to prevent such accidents, including the dissemination of information and advice, the giving of practical training, the construction,

improvement, maintenance or repair of roads and other measures taken in the exercise of the authorities powers for controlling, protecting or assisting the movement of traffic.

- To undertake regular meetings with Sussex Police to discuss all fatalities/potential fatalities where the circumstances of the incident, together with any subsequent site reports, will be considered to ensure that appropriate action is being taken.
- To support and represent the County Council on the Sussex Safer Road Partnership to ensure the best use of available resources to address identified priorities.
- To consider all concerns raised by the general public concerning road safety and traffic management issues and provide appropriate responses to comply with the agreed Corporate Communication Standards.
- Provide road safety and traffic engineering advice to internal departments and external partners as appropriate.
- Represent ESCC on Local Road Safety Action Groups as appropriate.
- Attend District and Parish/Town Council meetings to provide a consistent road safety message and offer help and advice as required.
- Undertake initial assessments of all requests for road safety engineering against agreed priority assessment criteria and forward all sites meeting this criteria for full investigation for funding via the Integrated Transport Budget.

Team Targets

| Indicator | 2015/16 Target | Indicator Owner |
|--|--|-------------------------------|
| Reduce the number of deaths and serious injuries due to road crashes | 305 KSI 1667 all casualties | Brian Banks |
| Complete 2 route studies as identified in the Capital Programme for Transport Improvements | 2 route studies completed | Helen Pace |
| Identify crash sites in line with S39 statutory duty and implement appropriate schemes within the available budget | Sites identified and appropriate treatment completed within available budget | Helen Pace |
| Undertake parking reviews in collaboration with the Parking Team in line with approved programme | Parking Review timescales adhered to | Brian Banks |
| Respond to correspondence within corporate targets | 85% within corporate target | All |
| Implement identified speed limits within approved Capital budget (£125k) | Schemes identified and funding committed | Michael Higgs |
| Ensure School Crossing Patrols are assessed on a regular basis (at least once per school term) | 90% of SCP assessed each term | Gillian Todd/ Peter Hooper |
| Undertake review of existing School Crossing patrol Policy in line with Scrutiny Committee recommendation | Draft July 2015 | Darren Dowd |

| Indicator | 2015/16 Target | Indicator Owner |
|---|---|-----------------|
| Undertake review of all driver training policies and guidelines in line with best practice to mitigate potential risk to ESCC and its employees | Draft available for consultation September 2015 | Darren Dowd |
| Deliver two road safety events in line with agreed SSRP Events Programme | Two events arranged | Graeme Beattie |
| Ensure cycle training activities are undertaken on a 'no cost' basis. | Year-end budget outcome >£0 | Liddy Leeding |
| Ensure delivery of all diversion courses in line with agreed national standards as part of the joint venture with WSCC | 100% of courses delivered to ACPO standards | Sara Facer |

Road Safety – Work Profile

Engineering Team (including Local Traffic and Safety)

- Identify Road Crash sites and implement programme of works (statutory duty S39 RTA)
- Handle over 4500 logged enquiries from the general public per annum
- Attend regular Strengthening Local Relationship (SLR) meetings – 40+
- Handle initial enquiries from Parish/Town/District Councils
- Initial investigation of all road safety enquiries
- High Level Sift (HLS) assessments (standard assessment procedure for Capital Programme)
- Liaison with and provide road safety advice to the Highways Maintenance team, Structures Team, Infrastructure Design and Delivery team etc.
- Undertake Road Safety Audits including Low Impact Scheme Assessments on schemes progressed as part of the Capital Programme for Transport Improvements
- Road Death Liaison with Sussex Police
- Undertake the Speed Limit Review Programme - £125,000 Capital Funding
- Provide policy and legal advice to internal departments and external partners
- Active member of the Sussex Safer Roads Partnership (SSRP)
- Provision of new traffic signs and road markings
- Provision of new reflector posts/bollards
- Progress Traffic Regulation Orders as required and provide advice to other departments
- Introduction of new traffic management schemes (parking, speed limits, HGV routing, one way, prohibitions/restrictions)
- Commission speed surveys as required
- Provision and maintenance of school flashing light assemblies
- Maintenance of existing road safety schemes
- General road safety reactive work
- General speed management work
- Road/Rail interface project

Education Team

- Management and Supervision of School Crossing Patrols
- Programming all School flashing light assemblies
- Manage driver training/monitoring in line with internal policy and commission appropriately qualified Approved Driving Instructors (ADIs) as required
- Manage and facilitate Minibus Training in line with County Policy
- Facilitate the use of the County's Seatbelt Sledge as part road safety events
- Provide Speed Indicator Device training to parish and community volunteers including site risk assessments
- Sussex Safer Roads Partnership work including
 - New Rider/Driver Awareness training

- Drink Drive campaigns in line with approved TISPOL programme
- Theatre in education workshops to Year 10 pupils
- Support local Road Safety Groups as required
- Operation Crackdown – representation on Oversight Board
- Referrals to Community SpeedWatch as appropriate

Evidence of Coordinated Work

- Rother Safer Roads Group
- Wealden Safer Roads Group
- Rother Transport Action Group
- Community Safety Partnership – Part of East Sussex safer Communities Partnership
- Public Health – Safer Roads Project
- Ashdown Forest Conservators Group

Cycle Training

- Bikeability – Levels 1,2 and 3
- Whizability – balance bike sessions for nursery groups
- Cycle Maintenance Courses
- Instructor Training Courses
- Adapted Bike Training – sessions for disability groups
- Off road training

Road Safety Budgets

| Service Area | Current Budget £ | Employee Costs £ | Revenue Spend £ | Income (Predicted) £ | Total Cost £ |
|--|---------------------|---------------------|--------------------|-------------------------|-----------------|
| Road Safety Engineering (including Local Traffic and Safety) (8.8 FTE posts) | 531,100 | 368,400 | 162,700 (1) | 8,000 | 523,100 |
| Road Safety Education (2.8 FTE posts + School Crossing Patrol Officers) | 236,830 | 200,480 (2) | 36,350 | 56,000 (3) | 180,830 |
| Cycle Training (3.6 FTE + trainers on casual contract as required) | 183,670 | 168,320 | 15,350 | 157,500 (4) | 26,170 (5) |

Notes

- 1) To cover Local Safety Schemes, replacement of life expired VAS, new signing and road markings, TROs, vehicle and speed surveys, upgrading of identified road safety sites etc.
- 2) Includes all SCPs costs
- 3) Income from Sponsored SCP sites and driver training
- 4) Predicted DfT grant for Bikeability and income from cycle training activity
- 5) Total cost to be Nil – in year savings required to make the delivery of cycle training fully funded.

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Extract from the Transport and Environment Portfolio Plan 2015/16 – 2017/18

Road Safety

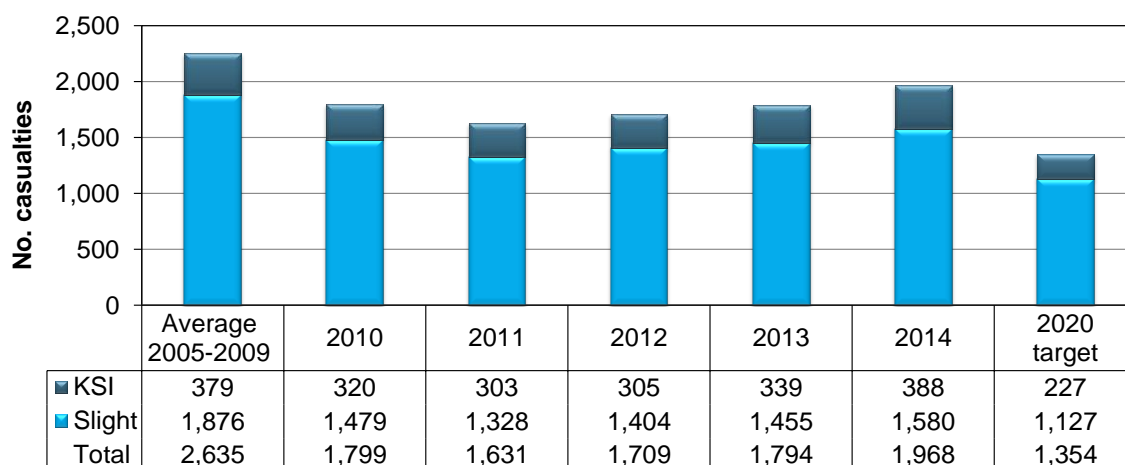
3.16 Our aim is to create a safer environment for all road users, encourage safe driving, significantly reduce life changing injuries and eliminate fatalities and reduce collisions. This is first and foremost because of the human cost, but also because of the socio-economic impact, due to congestion, quality of life and the demand on health and emergency services. No single organisation can tackle road safety on their own, so it is essential that we work with organisations in the Sussex Safer Roads Partnership (SSRP) and other interested parties to achieve a sustained reduction in road casualties and anti-social driving. All SSRP partners have signed up to the Sussex-wide Road Safety Strategy and road safety is also a priority for the Police and Crime Commissioner and Community Safety Partnerships in East Sussex.

3.17 Our annual performance targets reflect the progress we need to make this decade to achieve our 2020 goals of:

- A 40% reduction in the number of people Killed or Seriously Injured (KSI) by 2020, compared with the 2005-2009 average
- A 40% reduction in the total number of casualties by 2020, compared with the 2005-2009 average

3.18 The recent trend is shown in figure 1 below. The latest figures for 2014 (awaiting final DfT validation) shows that KSI have increased by 14.5% with casualties of all severity increased by 10% compared with 2013. Compared with the 2005-2009 average, KSI in East Sussex are 2% higher while casualties of all severity are 25% lower. In 2014, there were 16 fatal casualties, which is significantly lower than the average of 33 per year recorded between 2005 and 2009.

Figure 1: Severity of casualties from road traffic collisions in East Sussex



3.19 Crash investigation data indicates that the majority of collisions in East Sussex are due to human error. In fact, nine of the ten most frequent contributory factors in 2014 are due to road user error, such as failing to look properly or being careless. Factors such as traffic levels, weather, socio-economic conditions and improvements in vehicle safety also have a significant impact. The casualty rate in East Sussex is still relatively high compared to other shire counties, even after taking into account population and traffic levels.

3.20 The contribution our partners make is crucial and reflects the need for a co-ordinated effort across the public sector and input from local community groups and volunteers. Community Safety Partnerships are developing local road safety plans that reflect the issues and aspirations of local communities. SSRP will work with these partnerships to co-ordinate targeted education and publicity campaigns. The Council will deliver eight school safety zones between 2015/16 and 2016/17 and will provide Bikeability training and School Crossing Patrols where there is a local need. Our Public Health service has also allocated £1m to the Safer Streets initiative. Enforcement by Sussex Police will continue to be an essential tool in reinforcing education and engineering measures. Local residents also have an important role to play and there are over 60 Community Speed Watch schemes operating in East Sussex.

3.21 There are now very few locations left on local authority managed roads where engineering solutions prove cost effective. This is not the case on Highways Agency managed roads, which despite making up less than 3% of the network, accounted for 13% of KSI casualties in 2013. Local councils along the A27 route have formed a reference group to lobby the Government and Highways Agency for improvements to safety, such as upgrading the section between Lewes and Polegate into a dual carriageway. The Government has now committed to developing a £75m investment package for improving the A27 east of Lewes as well as developing sustainable transport measures along the route. We are engaging with the DfT on what further work is required to unlock this funding and enable the delivery of these improvements.

Parking

3.22 The effective control of parking is a crucial element of our wider strategy to improve transport and reduce damage to the environment as set out in our Local Transport Plan (LTP). It supports the local economy by assisting with the management of congestion and the availability and demand for parking spaces. Surplus income from parking is used to pay for transport improvements in Eastbourne, Hastings and Lewes such as pedestrian friendly improvements to Terminus Road in Eastbourne (construction due to start spring 2015), improvements to bus shelters at Hastings railway station and Real Time Public Information (RTPI) signs.

3.23 In July 2014 we introduced cashless parking, which is a mobile phone service that provides a simple alternative to pay & display parking. This gives motorists added choice about how and where they pay their parking charges, and also means that drivers can pay for extra time without having to return to the vehicle.

3.24 In December 2014 we began issuing virtual resident permits. New permit applications and permit renewals are now done using the new virtual system provided by our contractor RingGo. This was the first step in a project to transfer all our existing permits to a virtual system.

3.25 We have been making improvements in the way the legal documents supporting parking and waiting restrictions can be viewed by members of the public. Further improvements will be made in 2015-16 which will provide the customer with an easier, more accessible and more efficient method of looking at parking restrictions in their area.

Performance data and targets

| Performance Measures CP = Council Plan | 2013/14 Outturn | 2014/15 Target | 2014/15 Outturn * | 2015/16 Target | 2016/17 Target | 2017/18 Target |
|--|--------------------|-------------------------------|----------------------|-------------------------------|-------------------------------|-------------------------------|
| Percentage of Principal Roads requiring maintenance CP | 7% | 8% | 5% | 8% | 8% | 8% |
| Percentage of Non Principal Roads requiring maintenance CP | 9% | 10% | 9% | 9% | 9% | 9% |
| Percentage of Unclassified Roads requiring maintenance CP | 25% | 22.5% | 22% | 22% | 21% | 20% |
| Percentage of highway gullies that are free flowing and clear of obstruction | 98% | 98% | 98.4% | 98% | 98% | 98% |
| 40% reduction in the number of people killed or seriously injured (KSI) on the 2005/09 average by 2020 (no more than 227 KSI) CP | 339 | Fewer than 321 KSI casualties | 388 | Fewer than 305 KSI casualties | Fewer than 289 KSI casualties | Fewer than 273 KSI casualties |
| 40% reduction in the total number of casualties on the 2005/09 average by 2020 (no more than 1,354 casualties) | 1,794 | Fewer than 1,729 casualties | 1,760 | Fewer than 1,667 casualties | Fewer than 1,605 casualties | Fewer than 1543 casualties |

| | | | | | | |
|---|---|--|---|--|---|---|
| Implement School Safety Zones to cover schools rated as high priority CP | Requirement for Traffic Regulation Order delayed Seaford scheme to Sep 2014 | Implement three School Safety Zone schemes (to cover four schools) | G | Implement School Safety Zones at four schools | Implement School Safety Zones at four schools | Implement School Safety Zones at four schools |
| Develop and implement an East Sussex Commissioning Strategy for Public Transport | n/a | Adopt Commissioning Strategy and Supported Bus Network Plan | G | Commission services in line with new strategy and plan | Complete | Complete |
| Improve the availability and quality of public transport information through implementation of Real Time Passenger Information (RTPI) systems | RTPI on 28/29 route to be operational Q2 2014/15 | (i) Implement RTPI in Lewes, Newhaven and Eastbourne (ii) Upgrade existing RTPI along the coastal corridor between Brighton and Eastbourne | G | Continue rollout of RTPI across the county and explore funding opportunities to expand rollout | Complete | Complete |

*Final outturns are provided in the June refresh. Draft plans use RAG ratings and estimates (est) where available.

| Revenue | 2013/14 Budget | 2014/15 Budget | 2015/16 Budget |
|------------------------------|----------------|----------------|----------------|
| | £000 | £000 | £000 |
| Gross Budget (A) | 33,542 | 31,863 | 32,575 |
| Government Grants (B) | 0 | 0 | (418) |
| Fees and Charges (C) | (6,162) | (6,522) | (6,752) |
| Other Income* (D) | (648) | (1,953) | (3,066) |
| Net Budget (A-B-C-D) | 26,732 | 23,388 | 22,339 |

* Other income in all years includes contributions from other organisations

| Capital Programme £000 | | | | | | | | |
|--|---|-------------------------|------------------|----------------|----------------|----------------|----------------|----------------|
| Capital | Description | | Total for Scheme | Previous Years | 2014/15 Budget | 2015/16 Budget | 2016/17 Budget | 2017/18 Budget |
| Eastern Area Highways Depot/Rationalisation of Highway Depots | Relocation of East Area Depot | Gross & Net* | 221 | 145 | 76 | 0 | 0 | 0 |
| Eastern Depot | Relocation of the current Sidley highways depot to a new site at Marley Lane. | Gross & Net* | 1,365 | 0 | 1,333 | 32 | 0 | 0 |
| Street Lighting Invest to Save | Part Night Lighting | Gross & Net* | 920 | 903 | 17 | 0 | 0 | 0 |
| Eastbourne and Hastings Light Reduction | Part-night lighting in Eastbourne and Hastings | Gross & Net* | 3,704 | 1,977 | 1,727 | 0 | 0 | 0 |
| Lewes Station Bridge | Strengthen and secure the current Lewes Station Bridge | Gross & Net* | 863 | 0 | 400 | 463 | 0 | 0 |
| Newhaven Swing Bridge | Replacement of the major plant and components of the Newhaven Swing Bridge | Gross & Net* | 1,238 | 145 | 1,075 | 18 | 0 | 0 |
| Bridge Assessment Strengthening | Maintenance of the County's highway bridges | Gross & Net* | 17,400 | 12,815 | 1,145 | 1,115 | 1,145 | 1,180 |
| Speed Management | Programme of works to reduce speed in rural towns and villages | Gross & Net* | 2,718 | 2,432 | 286 | 0 | 0 | 0 |
| Street Lighting - Life Expired Equipment | Replacement of lighting columns and illuminated road signs | Gross & Net* | 7,902 | 4,443 | 875 | 840 | 861 | 883 |
| LTP Structural Maintenance | Maintenance of the County's roads and other transport infrastructure | Gross | 103,236 | 17,751 | 25,968 | 23,250 | 18,250 | 18,017 |
| | | Net | 100,882 | 16,206 | 25,159 | 23,250 | 18,250 | 18,017 |

*Fully funded by ESCC

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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 is involved with each CSP, 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.

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Economy, Transport and Environment (ETE) Scrutiny Committee



Future work at a glance

Updated: June 2015

This list is updated after each meeting of the scrutiny committee
 Follow us on Twitter for updates: @ESCCScrutiny

| Items that appear regularly at committee | |
|--|---|
| <p>The Council's Forward Plan</p> <p>Page 101</p> | <p>The latest version of the Council's Forward Plan is included on each scrutiny committee agenda. This document lists the key County Council decisions that are to be taken within the next few months together with contact information to find out more. It is updated monthly.</p> <p>The Forward Plan helps committee Members identify important issues for more detailed scrutiny <i>before</i> key decisions are taken. This has proved to be significantly more effective than challenging a decision once it has been taken. As a last resort, the call-in procedure is available if scrutiny Members think a Cabinet or Lead Member decision has been taken incorrectly.</p> <p>Requests for further information about individual items on the Forward Plan should be addressed to the listed contact. Possible scrutiny issues should be raised with the scrutiny team or committee Chairman, ideally before a scrutiny committee meeting.</p> |
| <p>Committee work programme</p> | <p>This provides an opportunity for the committee to review the scrutiny work programme for future meetings and to highlight any additional issues they wish to add to the programme.</p> |

| Future committee agenda items | | Witnesses |
|---|---|--|
| 1 July 2015 | | |
| Scrutiny Review of School Crossing Patrol Alternative Funding | The six month update report on the implementation of the recommendations from the review. | Director of Communities, Economy & Transport. |
| Road Safety Update Report | A report to provide an update to the Committee on the work of the Road Safety Team and joint working with the Sussex Safer Roads Partnership (SSRP) and other partners. | Director of Communities, Economy & Transport / Road Safety Manager |
| 30 September 2015 | | |
| Economic Development | A detailed appraisal of the impact and overall effectiveness of the Rural Growth and Employment Fund (RuGEF), ESCC Capital Budget for Growth, and Regional Growth Fund (RGF) programmes, looking at how different businesses have benefitted and the effectiveness of the programme. | Assistant Director, Economy |
| Reconciling Policy, Performance and Resources (RPPR) | Reconciling Policy, Performance and Resources. The Committee will start looking at the Department's Portfolio Plan and budget setting process for the 2016/17 financial year and beyond. | Director of Communities, Economy & Transport / Scrutiny. |
| 18 November 2015 | | |
| Strategic Infrastructure | A report on Strategic Infrastructure that will include strategic road, rail and IT infrastructure improvements. This will include an update on the Superfast Broadband project, examining take up and the next stages of the project. The Committee can then decide which areas that it would like to examine in more detail. | Assistant Director, Economy |

| Future committee agenda items | | Witnesses |
|--|---|--|
| 18 November 2015 | | |
| Buy With Confidence Scheme | A report on the replacement of the Buy with Confidence scheme with an alternative approved contractor scheme. The report will provide: <ul style="list-style-type: none"> ○ An update on the progress to replace the scheme; ○ An overview of the checks and balances that have been put in place to ensure the quality and reliability of the services provided by the chosen provider; and ○ An evaluation of the extent to which the new scheme is working effectively and the degree of public confidence in the new scheme. | Assistant Director, Communities / Head of Communities |
| Reconciling Policy, Performance and Resources (RPPR) | Reconciling Policy, Performance and Resources. The Committee will review information provided at September meeting and establish the RPPR Board to examine the Department's Portfolio Plan and budget for the 2016/17 financial year. | Director of Communities, Economy & Transport / Scrutiny. |
| Further ahead | | |
| March 2017 | Dutch Elm Disease Strategy – Progress Report. | Environment Team Manager |

| Current scrutiny reviews and other work underway | Date to report |
|---|-----------------------|
| <u>Highways Drainage</u> The Committee will undertake a Scrutiny Review of gulley emptying and Highways drainage to examine: <ul style="list-style-type: none"> • The costs and effectiveness for current arrangements for gulley emptying • To look at other Highways drainage arrangements (such as ditches and grips), how surface water is removed from the highway and where it goes. • The impact on road safety. | To be agreed |

| Current scrutiny reviews and other work underway | Date to report |
|--|----------------------------|
| <p><u>Rights of Way and Countryside Site Management Commissioning Strategy</u> A Scrutiny Review Board has been established to work alongside officers and provide input into the strategic commissioning process for the Rights of Way and Countryside Management service.</p> <p><u>Road Safety</u> The ETE Scrutiny Committee agreed to form a joint review board to examine the delivery of road safety interventions and their effectiveness in reducing the number of people killed or seriously injured (KSI) in East Sussex. The board will consist of the following members of the ETE Scrutiny Committee: Councillors St. Pierre, Pursglove, Taylor and Stogdon, plus representatives from the ABVCS Scrutiny Committee.</p> <p><u>Highways Contract Re-procurement Project</u> – The Detailed Business Case (DBC) for the re-procurement of the Highways Contract was approved by the Council’s Cabinet on 16 December 2014. The Scrutiny reference group will continue to be involved with this project as it progresses through the various procurement stages.</p> | <p>To be agreed</p> |
| <p>Potential future scrutiny work (Proposals and ideas for future scrutiny topics appear here)</p> | |
| <p><u>Reformulated Supported Bus Network (RSBN)</u> It has been agreed to set up a small task and finish review board to examine the effectiveness of the mitigation measures that were put in place to offset the impact of the changes made to the supported bus network. The timescale for starting this review and agreed in March or April 2016 to allow sufficient time for the impacts of the reformulated supported bus network to become apparent.</p> <p><u>A27 Improvements</u> The department is in discussion with the Highways Agency and businesses about improvements to the A27 between Lewes and Polegate. The Council is lobbying for this section of road to be made into a dual carriageway and the Highways Agency is testing a number of options. A briefing report could be brought to the Scrutiny Committee at a future meeting to provide more detail on the proposals.</p> | |

| Background / information reports available to the Committee (Items in this list appear on committee agendas when proposed for scrutiny by committee members) | | Date available |
|--|--|-----------------------|
| Performance management | <p>Performance monitoring is an integral part of scrutiny. The committee is alerted to the relevant quarterly reports that Cabinet and lead Members receive. Members can then suggest matters for scrutiny to investigate in more detail.</p> <p>In the performance reports, achievement against individual performance targets is assessed as either 'Red', 'Amber' or 'Green' ('RAG'):</p> <ul style="list-style-type: none"> • 'Green' means that the performance measure is on target to be achieved • 'Amber' means that there is concern about the likelihood of achieving the performance measure by the end of the year • 'Red' means that the performance measure is assessed as inappropriate or unachievable. <p>The 'Red' and 'Amber' indicators also include further commentary and the details of any proposed corrective action.</p> <p>Requests for further information about individual items in the performance reports should be addressed to the listed contact. Possible scrutiny issues should be raised with the scrutiny team or committee Chairman.</p> | Every quarter |

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| | |
|--|------------------------------------|
| <p>Enquiries: Scrutiny Team Author: Martin Jenks, Senior Democratic Services Advisor Telephone: 01273 481327 Email: martin.jenks@eastsussex.gov.uk</p> <p>Access agendas and minutes of Economy, Transport and Environment Scrutiny Committee:</p> <p>https://democracy.eastsussex.gov.uk/mgCommitteeDetails.aspx?ID=146</p> | <p>Version number: v.38</p> |
|--|------------------------------------|

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CTRL and click on the table of contents to navigate.

Press CTRL and Home key to return to the top of the document

Press Alt-left arrow to return to your previous location.

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EAST SUSSEX COUNTY COUNCIL'S FORWARD PLAN

The Leader of the County Council is required to publish a forward plan setting out matters which the Leader believes will be the subject of a key decision by the Cabinet or individual Cabinet member in the period covered by the Plan (the subsequent four months). The Council's Constitution states that a key decision is one that involves

- (a) expenditure which is, or the making of savings which are, significant having regard to the expenditure of the County Council's budget, namely above £500,000 per annum; or
- (b) is significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions.

As a matter of good practice, the Council's Forward Plan includes other items in addition to key decisions that are to be considered by the Cabinet/individual members. This additional information is provided to inform local residents of all matters to be considered, with the exception of issues which are dealt with under the urgency provisions.

For each decision included on the Plan the following information is provided:

- Page 107 -
- the name of the individual or body that is to make the decision and the date of the meeting
 - the title of the report and decision to be considered
 - groups that will be consulted prior to the decision being taken
 - a list of other appropriate documents
 - the name and telephone number of the contact officer for each item.

The Plan is updated and published every month on the Council's web-site two weeks before the start of the period to be covered.

Meetings of the Cabinet/individual members are open to the public (with the exception of discussion regarding reports which contain exempt/confidential information). Copies of agenda and reports for meetings are available on the web site in advance of meetings. For further details on the time of meetings and general information about the Plan please contact Andy Cottell at County Hall, St Anne's Crescent, Lewes, BN7 1SW, or telephone 01273 481955 or send an e-mail to andy.cottell@eastsussex.gov.uk.

For further detailed information regarding specific issues to be considered by the Cabinet/individual member please contact the named contact officer for the item concerned.

EAST SUSSEX COUNTY COUNCIL

County Hall, St Anne's Crescent, Lewes, BN7 1UE

For copies of reports or other documents please contact the officer listed on the Plan or phone 01273 335138

FORWARD PLAN – EXECUTIVE DECISIONS (including Key Decisions) –1 June 2015 TO 30 September 2015

Additional notices in relation to Key Decisions and/or private decisions are available on the Council's website via the following link:

<http://www.eastsussex.gov.uk/yourcouncil/about/committees/download.htm>

Cabinet membership:

Councillor Keith Glazier - Lead Member for Strategic Management and Economic Development

Councillor David Elkin – Lead Member for Resources

Councillor Chris Dowling – Lead Member for Community Services

Councillor Rupert Simmons – Lead Member for Economy

Councillor Carl Maynard – Lead Member for Transport and Environment

Councillor Bill Bentley – Lead Member for Adult Social Care

Councillor Sylvia Tidy – Lead Member for Children and Families

Councillor Nick Bennett – Lead Member for Learning and School Effectiveness

| Date for Decision | Decision Taker | Decision/Key Issue | Decision to be taken wholly or partly in private (P) or Key Decision (KD) | Consultation | List of Documents to be submitted to decision maker | Contact Officer |
|-------------------|---|---|---|---------------|---|-------------------------------|
| 8 Jun 2015 | Lead Member for Learning and School Effectiveness | Hastings Academy Trust - process for ending sponsorship | | Local Members | Report, other documents may also be submitted | |
| 8 Jun 2015 | Lead Member for Learning and School Effectiveness | Review of the implementation of the home to school transport policy regarding children living within the shared community areas | | | Report, other documents may also be submitted | Gary Langford 01273 481758 |
| 8 Jun 2015 | Lead Member for Learning and School Effectiveness | To consider the consultation on Discretionary Transport | | | Report, other documents may also be submitted | Sara Candler 01273 336670 |

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| 16 Jun 2015 | Lead Member for Resources | Annual write off of debts | Fully exempt | | Report, other documents may also be submitted | Janyce Danielczyk 01273 481893 |
| 16 Jun 2015 | Lead Member for Resources | Disposal of Rose Cottage, Bexhill | | Local Members | Report, other documents may also be submitted | Roger Simmons 01273 335522 |
| 16 Jun 2015 | Lead Member for Resources | Gray's School appropriation for planning purposes | | Local Members | Report, other documents may also be submitted | Roger Simmons 01273 335522 |
| 22 Jun 2015 | Lead Member for Transport and Environment | Petition requesting controlled parking in the Rylstone Road area of Eastbourne To consider the response to a petition calling upon the County Council to introduce controlled parking to the Rylstone Road area of Eastbourne. | | Local Members | Report, other documents may also be submitted | Michael Blaney 01424 726142 |
| 22 Jun 2015 | Lead Member for Transport and Environment | To consider a petition calling for a pelican crossing outside St Thomas a Becket School, Eastbourne | | Local Members | Report, other documents may also be submitted | Helen Pace 01273 482235 |
| 22 Jun 2015 | Lead Member for Transport and Environment | To consider a petition calling on the County Council to address excess speeds of traffic in Flitterbrook Lane and Bakery Lane, Punnetts Town, Heathfield. | | Local Member | Report, other documents may also be submitted | Andrew Keer 01273 336682 |
| 22 Jun 2015 | Lead Member for Transport and Environment | To consider a petition calling on the County Council to reduce the speed limit on Shortbridge Road and Golf Course Lane, Piltdown to 40mph | | Local Members | Report, other documents may also be submitted | Michael Higgs 01273 482106 |

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| 22 Jun 2015 | Lead Member for Transport and Environment | To consider a petition requesting an HGV ban along the B2100 | | Local Member | Report, other documents may also be added | Alan Cook 01273 482263 |
| 22 Jun 2015 | Lead Member for Transport and Environment | To consider the 20mph scheme in Malling, Lewes | | Local Member | Report, other documents may also be submitted | Michael Higgs 01273 482106 |
| 22 Jun 2015 | Lead Member for Transport and Environment | To consider the provision of an on street advisory disabled bay in Sandown Road, Hastings | | Local Members | Report, other documents may also be submitted | |
| 29 Jun 2015 | Cabinet | Ashdown Forest Trust Fund 2014/15 | | | Report, other documents may also be submitted | Marie Nickalls 01273 482146 |
| 29 Jun 2015 | Cabinet | External Audit Plan 2014/15 | | | Report, other documents may also be submitted | Ola Owolabi 01273 482017 |
| 29 Jun 2015 | Cabinet | Quarter 4 - Council Monitoring | | | Report, other documents may also be submitted | Jane Mackney 01273 482146 |
| 29 Jun 2015 | Lead Member for Strategic Management and Economic Development | Queensway Gateway Road, Hastings: funding agreement with Seachange Sussex | | Local Members | Report, other documents may also be submitted | Jonathan Wheeler 01273 482212 |
| 29 Jun 2015 | Cabinet | Review of the East Sussex Local Flood Risk Management Plan's Delivery Plan | | | Flood Risk Management | Nick Claxton 01273 481407 |

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| | | | | | Strategy (2013-16) Delivery Plan, and report, other documents may also be submitted. | |
| 29 Jun 2015 | Cabinet | South East 7 Update | | | Report, other documents may also be submitted | Lee Banner 01273 481857 |
| 29 Jun 2015 | Cabinet | State of the County | | | Report, other documents may also be submitted | Jane Mackney 01273 482146 |
| 7 Jul 2015 | Lead Member for Economy | European Regional Development Fund - Support for Low Carbon Sector Business | | | Report, other documents may also be submitted | Andy Arnold 01273 481606 |
| 13 Jul 2015 | Lead Member for Learning and School Effectiveness | Primary school age range changes | | | Report, other documents may also be submitted | Gary Langford 01273 481758 |
| 13 Jul 2015 | Lead Member for Children and Families | Proposed de-designation of Langney Children's Centre | | | Report, other documents may also be submitted | |
| 14 Jul 2015 | Lead Member for Resources | Bexhill and Hastings Link Road land transaction | | Local Members | Report, other documents may also be submitted | Roger Simmons 01273 335522 |
| 14 Jul 2015 | Lead Member for | Hastings Library and Register Office | | | Report, other | |

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| | Community Services | Redevelopment | | | documents may also be submitted | |
| 15 Jul 2015 | Lead Member for Economy | Illegal Money Lending Team - Authorisation of Birmingham City Council to investigate and institute proceedings against illegal money lenders operating within the East Sussex County Council area | | | Report, other documents may also be submitted | Lucy Corrie |
| 20 Jul 2015 | Lead Member for Transport and Environment | Lead Local Flood Authority pre application advice and data provision tariff | | | | Nick Claxton 01273 481407 |
| 20 Jul 2015 | Lead Member for Transport and Environment | Bancroft Road Bexhill - Proposed Adoption | | Local Members | Report, other documents may also be submitted | |
| 20 Jul 2015 | Lead Member for Transport and Environment | Petition to East Sussex County Council to reduce the speed limit to 20mph on Station Road, Groombridge. | | Local Members | Report, other documents may also be submitted | Michael Higgs 01273 482106 |
| 20 Jul 2015 | Lead Member for Transport and Environment | To consider Road Safety Priorities | | | Report, other documents may also be submitted | Brian Banks 01424 724558 |
| 20 Jul 2015 | Lead Member for Transport and Environment | To consider the identified sites in Bexhill where formal parking restrictions have been requested and identify the most appropriate way to take them forward | | Local Members | Report, other documents may also be submitted | Brian Banks 01424 724558 |
| 20 Jul 2015 | Lead Member for Transport and | To consider the petition to improve safety on the roads and lanes around Arlington | | Local Member | Report, other documents may | Michael Higgs 01273 482106 |

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| | Environment | | | | also be submitted | |
| 21 Jul 2015 | Cabinet | Surrey County Council Partnership - Business Plan | | | Report, other documents may also be submitted | |
| 22 Sep 2015 | Cabinet | Internal Audit Strategy 2015/16 and Annual Plan | | | Report, other documents may also be submitted | Russell Banks 01273 481447 |
| 22 Sep 2015 | Cabinet | Waste & Minerals Sites Plan - Regulation 19 Consultation | | South Downs National Park Authority and Brighton & Hove City Council | | |
| 22 Sep 2015 | Cabinet | Internal Audit: Annual report and opinion | | | Report and other documents may also be submitted | Russell Banks 01273 481447 |
| 13 Oct 2015 | Cabinet | Treasury Management - annual report | | | Report, other documents may also be submitted | Ola Owolabi 01273 482017 |
| 13 Oct 2015 | Cabinet | Treasury management Stewardship report for 2014/15 and Mid Year review for 2015/16 | | Local Members | Report, other documents may also be submitted | Ola Owolabi 01273 482017 |
| 20 Oct 2015 | Lead Member for Resources | Transaction at Dunbar Drive, Hailsham | Fully exempt | Local Members | Reports, other documents may also be submitted | Roger Simmons 01273 335522 |

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| 10 Nov 2015 | Cabinet | Area review of school places - stakeholder meetings outcomes & proposals | | | Report, other documents may also be submitted | Lisa Schrevel 01273 481617 |
| 12 Nov 2015 | Lead Member for Learning and School Effectiveness | Consultation on Discretionary Home to School Transport, final decision | | | Report, other documents may also be submitted | Sara Candler 01273 336670 |