



**ECONOMY, TRANSPORT AND ENVIRONMENT SCRUTINY COMMITTEE**

**WEDNESDAY, 9 NOVEMBER 2016**

**10.00 am COMMITTEE ROOM, COUNTY HALL, LEWES**

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

**A G E N D A**

- 1 Minutes of the meeting held on 14 September 2016 (*Pages 3 - 10*)
- 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 Reconciling Policy, Performance and Resources (RPPR) 2017/18 (*Pages 11 - 22*)  
Report by the Chief Executive
- 6 Waste PFI Contract Report (*Pages 23 - 24*)  
Report by the Director of Communities, Economy and Transport
- 7 A27 Road Improvements - Update Report (*Pages 25 - 32*)  
Report by the Director of Communities, Economy and Transport
- 8 Scrutiny committee future work programme (*Pages 33 - 36*)
- 9 Forward Plan (*Pages 37 - 44*)  
The Forward Plan for the period to 31 January 2017. The Committee is asked to make comments or request further information.
- 10 Any other items previously notified under agenda item 4

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1 November 2016

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## ECONOMY, TRANSPORT AND ENVIRONMENT SCRUTINY COMMITTEE

MINUTES of a meeting of the Economy, Transport and Environment Scrutiny Committee held at County Hall, Lewes on 14 September 2016.

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PRESENT Councillors Richard Stogdon (Chair) Mike Pursglove (Vice Chair), Claire Dowling, Pat Rodohan, Judy Rogers and Barry Taylor

LEAD MEMBERS Councillor Chris Dowling, Lead Member for Community Services  
Councillor Carl Maynard, Lead Member for Transport and Environment  
Councillor David Elkin, Lead Member for Resources

ALSO PRESENT Nick Skelton - Assistant Director, Communities  
Karl Taylor - Assistant Director, Operations  
Lucy Corrie - Head of Communities  
Charlotte Marples - East Sussex Road Safety Programme Project Manager

Councillor John Barnes

Martin Jenks, Senior Democratic Services Advisor

### 10 MINUTES OF THE MEETING HELD ON 15 JUNE 2016

10.1 The Committee RESOLVED to agree as a correct record the minutes of the meeting held on 15 June 2016.

### 11 APOLOGIES FOR ABSENCE

11.1 Apologies for absence were received from Councillor Rosalyn St. Pierre and Rupert Clubb, Director of Communities, Economy and Transport (CET).

### 12 DISCLOSURES OF INTERESTS

12.1 None.

### 13 URGENT ITEMS

13.1 Communication with Highway Stewards for Councillors and members of the public (see minute 17 below).

## 14 REPORTS

14.1 Reports referred to in the minutes below are contained in the minute book.

## 15 UPDATE ON THE EAST SUSSEX ROAD SAFETY PROGRAMME

15.1 The Head of Communities introduced the report on the East Sussex Road Safety Programme. Charlotte Marples, the Project Manager of the East Sussex Road Safety Programme, was introduced to the Committee.

15.2 In East Sussex 90-95% of Killed or Seriously Injured (KSI) road accidents are caused by human error, which can be attributed to a number of different factors. It is important to have strong evidential data in order to target interventions that will have the most impact on reducing KSI's. The feedback from the consultation with partners on the Programme has been very positive. The Behavioural Insight Team (BIT) is keen to work with the project, particularly because reducing KSI's is a new area to apply behaviour change techniques.

15.3 The Programme Board for the project met on 22 August 2016, and is comprised of representatives from East Sussex County Council (ESCC), Sussex Police, East Sussex Fire and Rescue Service (ESFRS) and Highways England. The chair of the East Sussex Road Safety Coordination Group (ESRSCG) has also joined the Programme Board.

15.4 The Action Plan for the Programme is in appendix 3 of the report and will be reviewed in the light of further evidence and data analysis. Some strands of work have begun, such as work with the Sussex Safer Roads Partnership (SSRP) to review the 40% KSI reduction target; measures targeting occupational drivers and; the implementation of speed reduction schemes. An update report will be brought back to the Committee in June 2017, once further analysis and progress has been made on the project.

15.5 The Committee made a number of comments on the East Sussex Road Safety Programme, which are summarised below.

### People Driving for Business / Occupational Drivers

15.6 The Committee commented that there are increasing numbers of delivery drivers as a result of internet shopping. It is important for businesses to appreciate their responsibilities for safer driving. Many delivery drivers are self-employed whose earnings are related to the number of packages they deliver. The Committee asked if companies such as Amazon and others would be held accountable for their drivers.

15.7 The Head of Communities responded that the project will tackle this issue through the delivery of the Company Operator Safer Transport Scheme (COSTS) programme. This is a Department for Transport (DfT) programme that advises companies on their liabilities, obligations and the law when employing drivers for work. The COSTS programme will target small and medium sized businesses that may not have the same resources as larger companies for driver training.

15.8 The Lead Member for Community Services outlined that the SSRP COSTS project is delivering presentations to the business community as Small and Medium Enterprises (SME's) may be unaware of the current legislation. There is also a need to contact businesses and raise awareness through the Federation of Small Businesses (FSB), Chambers of Commerce and other business organisations.

### Older Drivers

15.9 The Committee is aware of a number of serious accidents in East Sussex that have involved older drivers. The Committee asked if the Programme will include older drivers in the

target groups. The Head of Communities responded that although older drivers are not a priority group identified by SSRP at present, the Programme can choose to focus on them.

15.10 The Committee noted that some insurance companies require the use of 'black boxes' which record driver behaviour, for inexperienced drivers. The Committee asked if this type of technology could be used for older drivers to monitor their ability to drive safely. The Head of Communities replied that the project will look at the use of new technology and added that people can report poor driving through Sussex Police's Operation Crackdown.

#### Non Residents

15.11 The Committee observed that a number of people involved in KSI's are not East Sussex residents and therefore it will be important for the Programme to spread further afield. The Head of Communities responded that the Programme will use data analysis to see how many KSI's involve non-residents, and then devise measures accordingly. The project team will liaise with neighbouring authorities to share information and outcomes from the Programme.

#### National Initiatives

15.12 The Lead Member for Transport and Environment commented that KSI's are not just an East Sussex issue and asked if the project, in terms of evidence gathering, is looking at what central government is proposing on this issue. For example, is there anything coming into statute for 16-24 year olds (e.g. the use of black boxes fitted to vehicles) and actions to deal with the use of mobile phones whilst driving. The Head of Communities replied that the project will be speaking to the DfT about this and any other future developments that may affect KSI's and driver behaviour.

#### Use of New Technology

15.13 The Committee asked about the capabilities of the 'black boxes' used by insurance companies for people who want to reduce their insurance premiums. The Head of Communities explained that the 'black boxes' can record what you do and how you drive which is linked to a Global Positioning System (GPS) system. It may be possible to expand the application of this sort of technology, but the devices do not record sound at present (e.g. to see if people are using mobile phones whilst driving).

#### Programme Budget

15.14 The Committee asked if the £1million budget for the Programme was affected by the savings proposals which are part of the Reconciling Policy, Performance and Resources (RPPR) process. The Assistant Director, Communities confirmed that the £1million budget for the Programme is ring-fenced and not subject to savings as the funding comes from the Public Health budget.

#### KSI Reduction Target

15.15 With regard to the target of a 40% reduction in KSI's (paragraph 2.1.4 of the report), the Committee asked if the proposal is to remove the target and if so, what would it be replaced with. The Head of Communities responded that there are a lot of factors that ESCC cannot influence as a County Council that affect the KSI figures, and therefore the current target may be unrealistic. West Sussex County Council has a "vision zero" aspiration (i.e. they aspire to have no road deaths) and state that they are trying through a number of methods to get the number of KSI's down.

15.16 The Lead Member for Community Services commented that there are issues around data collection and comparability that could be contributing to the higher than average KSI figures for East Sussex. However, in his view, not to have a KSI reduction target would be unwise.

15.17 Members of the Committee observed that at Wealden District Council, the KSI targets were removed and replaced with an aspiration statement, as the Council could not influence

KSI's on their own. The aspiration to reduce KSI's is still recorded in the Wealden District Council Plan.

15.18 The Committee's view is that targets need to be achievable (i.e. based on factors that are within ESCC's control) and it may be better to have aspiration to reduce the number of KSI's. There is also a need to have benchmarks to measure progress on what we are doing and to focus interventions. The Committee is not so concerned about the retention of the 40% KSI reduction target, but would like to have some measures in order to focus the efforts and resources to reduce KSI's.

15.19 The Lead Member for Community Services commented that benchmarks are important but it is also important to focus on the causes of the accidents to understand what more can be done. Also, there needs to be more effort made to publicise the work ESCC and its partners are doing to reduce KSI's and to provide more information about the causes of accidents. The Lead Member for Transport and Environment stated that it was important to deal with some of the misinformation that is in the public domain about the causes of accidents.

15.20 The Committee agreed that the current KSI reduction targets need looking at further and that the Head of Communities can report back the Committee's views to the SSRP.

#### Concluding Comments

15.21 The Committee welcomed the report as the number of KSI's is a serious issue for East Sussex. The Lead Member for Community Services pointed out that KSI's are an issue, particularly in the rural areas of the county such as Wealden. The Road Safety Programme's approach to interventions is not "one size fits all" and this is very encouraging as the interventions can be tailored to the local community.

15.22 The Committee RESOLVED to:

- 1) note progress on the project; and
- 2) agree that an update report will be brought back to the Committee in June 2017.

## 16 RECONCILING POLICY, PERFORMANCE AND RESOURCES (RPPR) 2017/18

16.1 The Assistant Director, Operations introduced the report setting out the background to the Reconciling Policy, Performance and Resources (RPPR) budget setting process for the financial year 2017/18. This is the start of the annual RPPR process which is looking at the budget for 2017/18. The Council is currently in the first year of the three year Savings Plan (Medium Term Financial Plan – MTFP) agreed by the Council in February 2016. The report asks the Committee to look at areas of interest and establish an RPPR Board that will meet in December.

16.2 The Chair proposed that the Committee to start by looking at the existing savings plan which a particular focus on the savings for the current financial year and those proposed for 2017/18.

#### Transport and Operational Service

16.3 The Assistant Director, Operations explained that this saving referred to the net cost of the subsidised bus transport scheme. The proposal is to fill the gap in funding between the money received from central government and the actual cost of operating the subsidised bus transport scheme with money from the parking surplus.

16.4 The Committee asked if there will be any adjustment to these savings figures. The Assistant Director, Operations responded that there are no proposals to adjust the savings figures. However, the department is undertaking a piece of work to look at the operation of the

parking enforcement service and how much surplus ESCC can generate. The department is confident that it is going to achieve the surplus required, and is not proposing to increase the contribution from the parking surplus.

#### Waste Operation - Leachate Disposal

16.5 The closed landfill sites that ESCC is responsible for are open to the elements. There is a requirement to collect the rain run-off and leachate which is taken off-site by tanker and treated. There is an existing scheme, funded from the capital budget, to build a retention tank at Pebsham and then feed the leachate into the Southern Water waste water treatment plant at Pebsham. The department is on target to deliver the project and achieve the £85,000 savings outlined in the plan. A planning application will be submitted to Rother District Council shortly. There are no opportunities to increase savings in this area.

#### Waste Disposal

16.6 The Assistant Director, Operations explained that this item is a reduction in the amount of revenue money transferred to the waste reserve. The department has reduced the contribution to the waste reserve in line with an assessment of the risk to the Council. There is a saving of £1,780,000 in 2016/17, which the department is on target to deliver. The £25,000 in 2017/18 will come from savings made as a result of a review of the waste contract. A report will be presented to the Committee in November to outline the areas of potential savings and efficiencies that have been identified by a review of the contract.

#### Transport Hub

16.7 The restructure of the transport hub has been completed with the merger of the Public Transport and Home to School Transport teams. This will achieve the savings for 2016/17 and 2017/18, but there is no scope for further savings.

#### Rights of Way and Countryside Management

16.8 The £50,000 savings have been achieved for 2016/17 and £50,000 savings in 2017/8 are dependent on the implementation of the Countryside Access Strategy. The Assistant Director, Operations is fairly confident these savings can be achieved.

#### Planning and Environment Service

16.9 The savings for this year have been achieved and the department is on track to achieve £40,000 savings in 2017/18. The Transport Development Control team have increased the number of staff funded from income, so the whole team of 20 staff will be funded from external income. Although the Transport Development Control team is completely funded by external income, the remainder of the Planning team is not.

16.10 The Committee commented that there are other teams within Planning Services that are not highlighted in the Savings Plan. The Committee asked for further information on the other services to be provided at the November meeting.

#### Trading Standards

16.11 Both the savings targets for 2016/17 and 2017/18 will be met. This will be achieved through staff changes and additional income streams from Check a Trade and income from training provided for local businesses. The Committee asked if the Trading Standards team could generate more income or achieve further savings.

16.12 The Assistant Director, Communities informed the Committee that the Trading Standards Team is currently looking at income from Check a Trade and potential new income streams to see if it is possible to achieve a modest increase in the income generation target. The Trading Standards Team has reduced in size by 42% since 2011/12 and any further reduction in the current staffing level would not be possible without compromising services.

16.13 The Committee asked if Devolution will provide opportunities to work more closely with neighbouring authorities to achieve savings. The Assistant Director, Communities replied that this issue has been discussed by Trading Standards South East and the ESCC Team has had discussions with West Sussex, Kent and Surrey County Councils about sharing specialisms across the South East.

16.14 The Committee asked if there is a risk to services if the Team is no longer as proactive as they would like to be. The Head of Communities responded that the Team are now more focussed on vulnerable adults and less on those who are able to take action for themselves. The Assistant Director, Communities added that the Team are undertaking all statutory duties, but any further reduction in net budget would lead to a negative impact on services.

### Concluding Comments

16.15 In terms of the key areas of interest, the Committee requested a table with all service areas on it (including the other sections within Planning and Environment), to provide information on:

- team sizes;
- a narrative of what the service does;
- the service net budget with details of revenue costs and income; and
- the scope for further savings and/or increased income generation.

16.16 The Committee agreed that it would also be useful to have further detail on where teams are funded from (e.g. revenue budget, capital, income from fees, grants etc.) and to highlight the areas of the departmental net budget where it would be extremely challenging to make further savings. The Committee asked for this information to be provided at the November meeting.

16.17 The Lead Member for Resources informed the Committee that there may be additional budget pressures that require further savings as highlighted by the Q1 Council monitoring report. It is likely there will be an additional savings requirement of around £7m across the Council.

16.18 The Committee RESOLVED that:

- 1) the RPPR Board will be made up of all the Committee members; and
- 2) to have a further report at the November Scrutiny Committee meeting to review the information on the department's services as requested in paragraphs 16.15 and 16.16 above.

## 17 SCRUTINY COMMITTEE FUTURE WORK PROGRAMME

17.1 The Committee considered the future work programme.

17.2 The Committee discussed the progress of the Countryside Access Strategy and requested that the Senior Democratic Services Officer establish a date for the Committee to look at the outcome of the public consultation on the draft strategy. This is likely to be sometime in October or November.

17.3 The Committee discussed the potential future scrutiny work topics. The Committee agreed that it would like to have a briefing paper on the A27 road improvements at the November Scrutiny Committee meeting. With regard to the Climate Change Adaptation work, the Committee agreed to keep this on the work programme with a view to look at this after the County Council elections in May 2017.



## Highways Contract

17.4 The Committee noted that it is due to have an update report in March 2017 on the implementation of the new Highways Maintenance contract. However, members of the Committee have experienced difficulties with, or have received complaints about, communication with Highway Stewards and the contact centre. What the Committee is detecting is that there are issues with poor communication from Highways Stewards. The complaints are not about the quality of work but more concerned with a lack of feedback and updates on issues from Stewards to Members.

17.5 The Highway Stewards were previously very responsive before the start of the new contract in May, but the dialogue with them has deteriorated and the feedback from residents is similar. There appears to be a problem in getting feedback from Stewards and from reports made via the website.

17.6 The Assistant Director, Operations responded that he is grateful that the Committee has raised this issue with him, but is disappointed to hear things are not as they should be. The Contractor has retained the 12 Highway Stewards, and there are plans to increase the number to 18 to make the areas they cover smaller. These changes have been deferred until the boundary review is completed, so that the Stewards' areas can be aligned with the Council division and ward boundaries. Hopefully everyone knows who their Steward is and the six strong Highway Liaison team. There has been a shift in work so the Highway Liaison team are more responsible for updating Councillors and residents in response to emails and calls. The Highway Stewards are focussing more on highway inspections.

17.7 The Assistant Director, Operations suggested that Councillors use the Members' hotline if things have gone wrong, which is 0345 0712 715. Councillors are also encouraged to use the Members' area on the East Sussex Highways web site. The Highways team have offered training for the web site to all Councillors and will do this at Ringmer or at County Hall. Residents are also being encouraged to make use more of the website to find information about their requests, problems and work being carried out in their area.

17.8 The Assistant Director, Operations explained that the contact centre do manage call lengths and anticipate peaks in call volumes related to weather and other events. They do use an evidence based approach to call wait time, but this may not be the same as commercial organisations. The contact centre can record call waiting times and sometimes people are not accurate about how long they have been waiting for an answer to their call.

17.9 The Committee commented that the issue may be more about responses to emails and the lack of an acknowledgement of reports and other communication. As the preferred method of communication by Members is via email, the Committee asked if the contact centre is responding to emails as quickly as they should be. The Committee added that email communication is better as there is a record of the request and it is possible to include the residents in the communications. Some of the Committee commented that they were happy to ring the hotline as you keep the human element in communication.

17.10 The Assistant Director, Operations explained that the department will keep all means of communication open as different people have different preferences. However, if there are problems, then Councillors can always contact him directly.

17.11 The Committee emphasised that good and effective communications were a fundamental part of contract review and they are an important part of the new contract.

17.12 The Assistant Director, Operations undertook to address the issue with the contractor on behalf of the Committee and feedback to the Chair.

17.13 The Committee RESOLVED to make the changes to the work programme as outlined in minute 15.22, minute 16.18, minute 17.2 and 17.3 above.

18 FORWARD PLAN

18.1 The Committee considered the Forward Plan of key decisions.

18.2 The Committee RESOLVED to note the Forward Plan.

19 ANY OTHER ITEMS PREVIOUSLY NOTIFIED UNDER AGENDA ITEM 4

19.1 The discussion of the item raised under agenda item 4 (minute 13.1 above) is minuted under the Scrutiny Committee Future Work Programme (minute 17 above), as it relates to the new Highways contract report due in March 2017.

The meeting ended at 12.20 pm.

Councillor Richard Stogdon (Chair)

Report to: **Economy, Transport and Environment (ETE) Scrutiny Committee**

Date: **9 November 2016**

By: **Chief Executive**

Title of report: **Reconciling Policy, Performance and Resources (RPPR)**

Purpose of report: **To provide an update on the Council's business and financial planning process (Reconciling Policy, Performance and Resources) and the Committee's comments and requests for further information.**

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## **RECOMMENDATIONS:**

**The Scrutiny Committee is recommended to:**

**(1) consider any additional information requested at the September Scrutiny Committee meeting on RPPR;**

**(2) review the areas of search for additional savings as outlined in the RPPR Cabinet report of 11 October 2016 and suggest any amendments or potential alternatives that should be explored; and**

**(3) identify any further work or information needed to aid the Scrutiny Committee's contribution to the RPPR process for consideration at the December RPPR Board or as part of the Committee's ongoing work programme.**

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## **1. Background**

1.1 As reported in September, the Council is currently in year one (2016/17) of a three year service and financial plan which was agreed by Council in February 2016. This was developed against a background of permanent reduction in the size of the public sector, including councils, and reflects savings of £19.5m in 2016/17; savings of £17.3m in 2017/18 and £27.4m in 2018/19 which are included in the medium term financial plan (MTFP).

1.2 Plans for years two and three (2017/18-2018/19) of the three year programme were less detailed than those for the current year because of the uncertainty about future funding and the need to take account of the effect of current savings plans. Cabinet asked Chief Officers to bring updated savings proposals for 2017/18 - 2018/19 to its meeting on 11 October 2016 for initial consideration.

1.3 The update of the MTFP indicates a projected shortfall against previous plans of £4.9m for 2017/18 together with a number of additional financial risks. In response additional savings of £6.5m for 2017/18 have been identified as areas of search. These savings are in addition to the £17.3m previously included in the MTFP.

## **2. Scrutiny engagement in RPPR**

2.1 At the September meeting the scrutiny committees discussed the current Portfolio Plans and Savings Plans for 2016/17 for those services within their remit. The Committee also reviewed the existing savings proposals for 2017/18 and 2018/19 and made comments or requests for further information. The scrutiny committees' comments were reported to Cabinet on 11 October in appendix 3 of the Cabinet report.

2.2 The **November 2016 scrutiny committees** are invited to:

- consider any additional information requested at the September meeting in preparation for the RPPR Board in December;
- review the updated areas of search for savings and suggest any amendments or potential alternatives that should be explored; and
- fine tune the scrutiny committee's work programme to ensure the Committee is in the best position to contribute to the ongoing RPPR process.

**Appendix 1** contains an extract from the 11 October Cabinet RPPR report, which details the areas of search and additional savings for those services within the remit of this committee.

**Appendix 2** contains the additional information requested at the September scrutiny committee meeting.

2.3 The **RPPR scrutiny board** will meet on 12 December 2016 to agree detailed comments and any recommendations on the emerging portfolio plans and savings proposals to be put to Cabinet on behalf of their parent scrutiny committees in January 2017. The Chairs of all the scrutiny committees are invited to attend all the scrutiny review boards.

2.4 The **March 2017 scrutiny committees** will review the process and their input into the RPPR process and receive feedback on how scrutiny input has been reflected in final plans. Any issues arising can be reflected in the future committee work programme.

2.5 Running alongside this process, a number of whole-Council Member forums have been arranged to ensure that Members can keep an overview of the emerging picture across all service areas including the impacts of national announcements on our plans. Chief Officers will also provide any briefings required by group spokespersons to assist them in contributing to the RPPR process and future savings and spending plans.

BECKY SHAW  
Chief Executive

Contact Officer: Jane Mackney, Head of Policy and Performance (01273 482146)

Local Member: All

Background Documents:

11 October Cabinet RPPR Report.

East Sussex County Council  
Savings 2017/18 and 2018/19

Department	2017/18 Savings (£'000)			2018/19 Savings (£'000)		
	Current: included in MTFP	Additional: areas of search	Total (current + additional)	Current: included in MTFP	Additional: areas of search	Total (current + additional)
Adult Social Care	2,019	760	2,779	4,000	0	4,000
Business Services/Orbis	981	491	1,472	1,396	0	1,396
Children's Services (excl. schools) *	3,139	1,500	4,639	4,903	(697)	4,206
Communities, Economy & Transport	999	537	1,536	894	825	1,719
Governance Services	100	170	270	104	30	134
East Sussex Better Together (ESBT):						
Adult Social Care **	8,074	3,040	11,114	16,000	0	16,000
Children's Services **	36	0	36	69	0	69
<b>Subtotal ESBT</b>	<b>8,110</b>	<b>3,040</b>	<b>11,150</b>	<b>16,069</b>	<b>0</b>	<b>16,069</b>
<b>Subtotal Departments</b>	<b>15,348</b>	<b>6,498</b>	<b>21,846</b>	<b>27,366</b>	<b>158</b>	<b>27,524</b>
Capital Programme Management	2,000	0	2,000	0	0	0
<b>Subtotal Centrally Held Budgets</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAVINGS</b>	<b>17,348</b>	<b>6,498</b>	<b>23,846</b>	<b>27,366</b>	<b>158</b>	<b>27,524</b>

Public Health                                        0                                        0                                        0                                        0                                        0                                        0

\* CSD total savings identified in 2017/18 are £9,957k as shown on the CSD detailed table. This is reduced for savings identified towards pressures bringing the total to £4,639k (as shown in the table above).

\*\* The savings identified on the detailed ESBT Clinical Care Models table are in excess of the amount shown in the table above, as the detailed table shows savings attributable to the whole Partnership.

Communities, Economy & Transport - current & additional savings			Gross budget *	Savings	
			2016/17	2017/18	2018/19
Service description	Description of savings proposal	Impact assessment	£'000	£'000	£'000
<b>Operations and Contract Management</b>					
Waste Operations	Leachate Disposal	More efficient and environmentally sustainable management of closed landfill sites.	672	85	
Waste Disposal	Change to the management of the Corporate Waste Reserve; efficiency improvements, with partners, of the service; and maximising income generation opportunities	The proposed change to the management of the Waste Reserve includes a different approach to managing risk. Moving to a different approach over a four year period reduces the risk provision from around £30m to £13m. If risks occur and have a permanent effect on the revenue budget, there would need to be a matching increase to the base budget, however the proposed approach means that funding could be found if and when required, rather than kept in reserve to a greater extent than appropriate for the medium term. Impacts of efficiency improvements will vary and, where appropriate, the relevant consultation and Member approval will be sought, with the detail of the impact defined at this stage.	28,680	25	
Waste Disposal Service	Review of Current approach during 2017/18	The review will consider options for: demand management; asset management; income generation and the impact of any changes on residents.	28,680		800
Transport Hub	Restructure of Transport Hub teams	There will an impact on staff because of the reduction of staff numbers and a change of role for the staff within the teams in the Transport Hub, subject to staff consultation. There will be minimal impact on service users.	1,344	35	

Communities, Economy & Transport - current & additional savings			Gross budget *	Savings	
			2016/17	2017/18	2018/19
Service description	Description of savings proposal	Impact assessment	£'000	£'000	£'000
Rights of Way and Countryside Management	Efficiency savings in the Rights of Way and Countryside sites	Minimal impact, but subject to completion of the strategic commissioning piece of work and staff consultation.	1,335	50	
Grass Cutting	Review of grass cutting policy	Work with borough, district and parish councils the options for reducing the cost of grass cutting.	950	400	
Environment service.	Increasing the coverage of Service Level Agreements with District & Borough Council's re. the provision of environmental advice.	Increased SLA coverage could lead to increased workloads in the Environment team - this may necessitate prioritising work that is in accordance with the SLA's.	337	5	0
<b>Economy</b>					
Planning and Environment Service	Development Control, Transport Development Control and Environment	Review of team structures and income generation opportunities	1,855	40	0

Communities, Economy & Transport - current & additional savings			Gross budget *	Savings	
			2016/17	2017/18	2018/19
Service description	Description of savings proposal	Impact assessment	£'000	£'000	£'000
Review fees & charges across the Planning Service.	To charge for pre-application advice on major/significant County matter proposals , and review Ordinary Watercourse Consents fees.	<p>Proponents of major schemes are unlikely to be resistant to making a pre-application charge, although they will expect a certain level of service in return, which they are probably already receiving. Proponents of smaller schemes, particularly waste uses, may be put off from having pre-application dialogue if charges are introduced. Hence, a threshold for schemes we do and do not charge for will need to be introduced. Certain District &amp; Borough Council's may be reluctant to introduce ESCC as a party on their PPA's - we will need to clearly demonstrate the benefits of doing so.</p> <p>Potential that a substantial increase in OWC fees may put off people applying for OWC consent in the first place - this could lead to a greater need for enforcement. However, statutory consultation on major planning applications is assisting in identifying where OWC is required.</p>	1,855	10	25
<b>Communities</b>					



Communities, Economy & Transport - current & additional savings			Gross budget *	Savings	
			2016/17	2017/18	2018/19
Service description	Description of savings proposal	Impact assessment	£'000	£'000	£'000
Library and Information Service	Libraries Transformation Programme - internal review of the Library and Information Service	This extensive review of service delivery, the stock fund, opening hours and staffing structure will ensure that the current service is as lean and efficient as possible. Staffing levels and expenditure on the stock fund will be benchmarked against other authorities, and any changes will have a low impact on the majority of our customers. During the review of opening hours, we will use management information about libraries usage to minimise the impact of any potential changes on our customers. Subject to sign off from Cabinet, proposals to change the opening hours of libraries will be publically consulted on in early 2016.	6,444	700	125
Library and Information Service	Libraries Transformation Programme - development and implementation of the Libraries' Strategic Commissioning Strategy	The outcome of the Strategic Commissioning Strategy will potentially affect change in the overall configuration and nature of the library service in East Sussex. The implementation of the Strategy itself will optimise how the Library and Information Service is delivered, responding to current and future need, to achieve the best possible service within available resources. The outcome of the Strategy is dependent on the findings of the needs assessment, however it is estimated that it could achieve further savings during 2018/19.	6,444		750

Communities, Economy & Transport - current & additional savings			Gross budget *	Savings	
			2016/17	2017/18	2018/19
Service description	Description of savings proposal	Impact assessment	£'000	£'000	£'000
The Keep	Improved staff utilisation across a range of functions, increased income generation and reduction in sinking fund	An Income Generation Strategy is currently being developed. The Governance Board has approved, in principle, the approach of the sinking fund.	689	4	19
Trading Standards	Continued modernisation of the Trading Standards Service	A current project specific, fixed term contract and pay protection for a number of staff end during March 15/16. In addition, there will be increased income raised through a new partnership with an approved trader scheme.	868	122	
Registration Services	Create an additional surplus of £60,000 in addition to the current target of £215,800 which has been exceeded three years running and is likely to be exceeded again in 2016.17	The Registration service have consistently exceed their income target year on year. This is despite the absence of Southover Grange in Lewes as this is being refurbished. This will be completed as our flagship register office in the Spring/Summer of 2017. The move to Hastings Town Hall in 2016.17 has seen an increase in ceremony income and this is expected to increase again once Southover Grange is open. It has been calculated that an additional £60,000 income should be achievable once Southover Grange is open and Hasting Town Hall continues to increase bookings.	1,262	60	
				<b>1,536</b>	<b>1,719</b>

## CET Summary

Service Area Staff					
Service Area	Total number of staff in the team	Staff funded by ETE revenue budget	Staff funded by Capital budget	Staff funded by internal clients	Staff funded through external income
Communities	88.3	31.7	0.0	0.0	56.6
Economic Development	22.8	10.5	7.3	3.0	2.0
Transport Operations	75.1	36.0	6.0	10.0	23.1
Highways	17.0	17.0	0.0	0.0	0.0
Planning	42.3	14.9	0.0	0.0	27.4
Customer & Library Services	125.7	103.2	0.0	3.5	19.0
<b>Total</b>	<b>371.2</b>	<b>213.3</b>	<b>13.3</b>	<b>16.5</b>	<b>128.1</b>

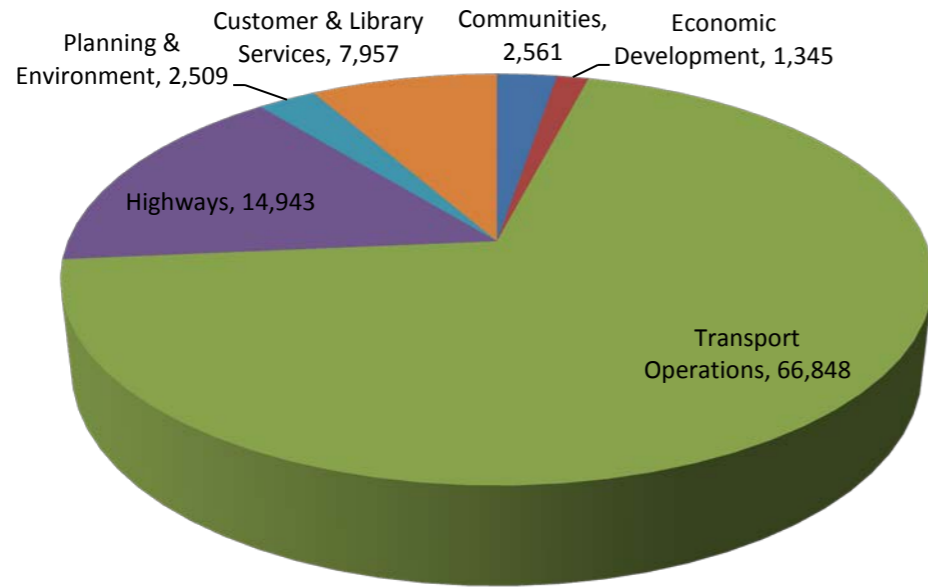
Page 19

2016/17 Revenue budget and Savings 16/17 and 17/18						
Service Area	Total gross revenue budget - £k	Total net revenue budget - £k	Income/Capital recharges - £k	Concessionary Fares, Highways & Waste Contracts - £k	Net revenue staffing budget - £k	Net revenue non-staffing budget - £k
Communities	2,561	1,795	766	0	1,291	418
Economic Development	1,345	766	579	0	607	76
Transport Operations	66,848	35,978	30,870	29,630	1,545	4,718
Highways	14,943	14,925	493	8,907	1,440	4,578
Planning & Environment	2,509	879	1,630	0	342	538
Customer & Library Services	7,957	6,269	1,688	0	4,266	2,004
<b>Total</b>	<b>96,638</b>	<b>60,612</b>	<b>36,026</b>	<b>38,537</b>	<b>9,491</b>	<b>12,332</b>

Depreciation	19,360
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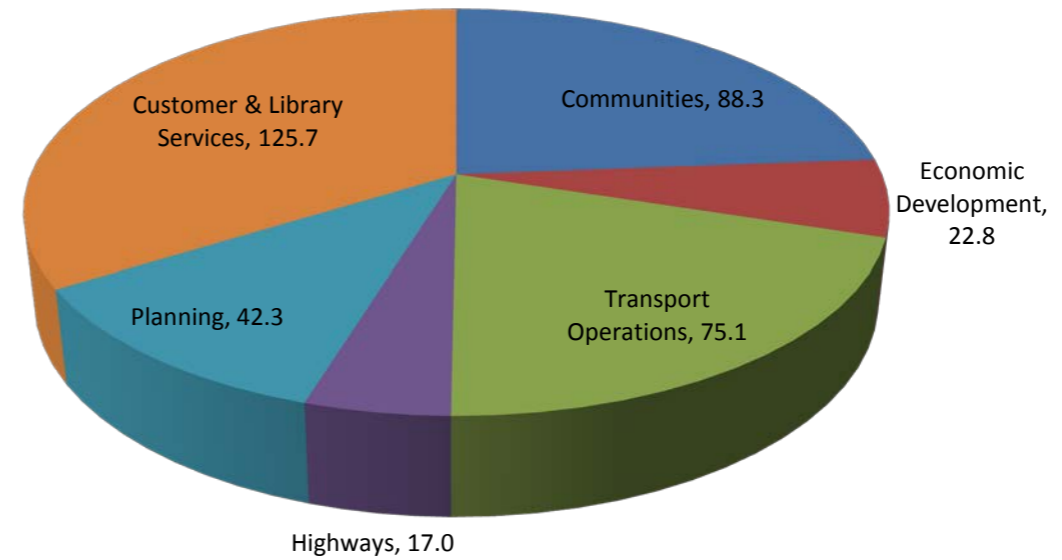
**CET Department Budget**

**Gross Revenue Budget by Service Area - £96,638k**

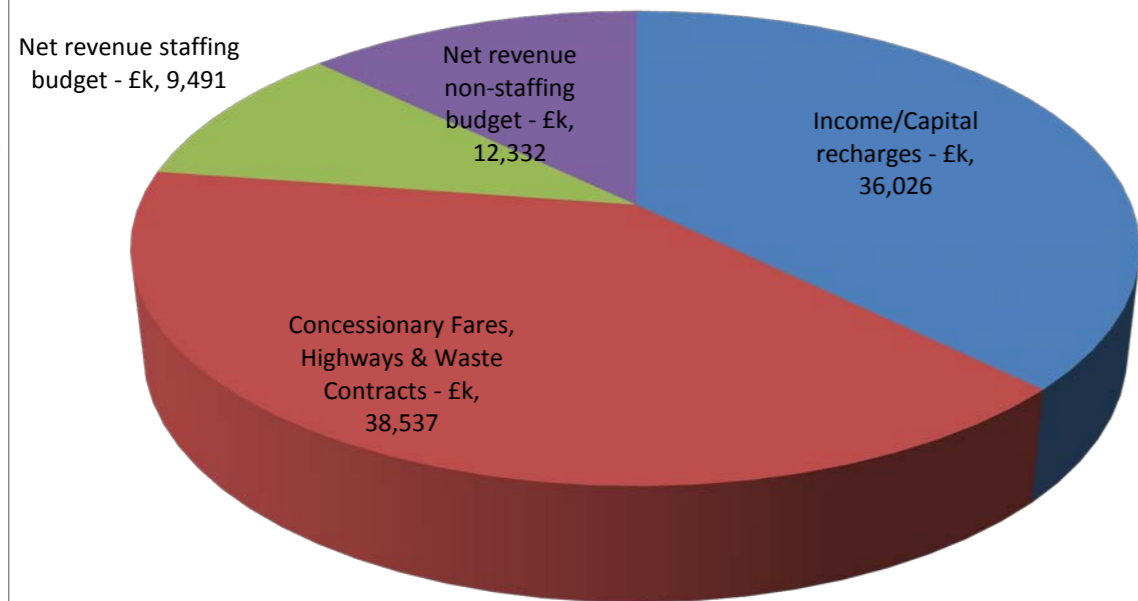


**CET Department Staff Numbers**

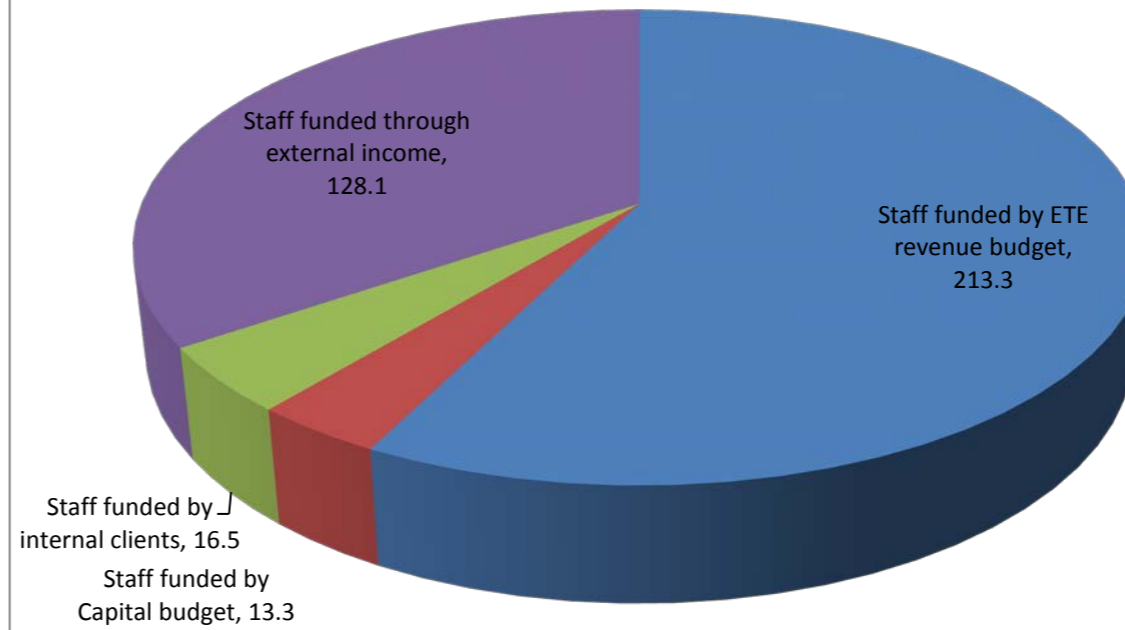
**Total Number of Staff in the Department 371.2**



**Gross Revenue Budget by Category / Funding**

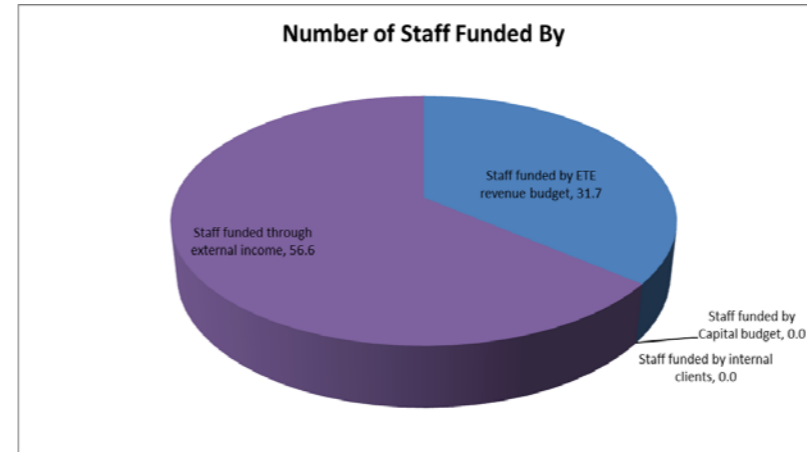
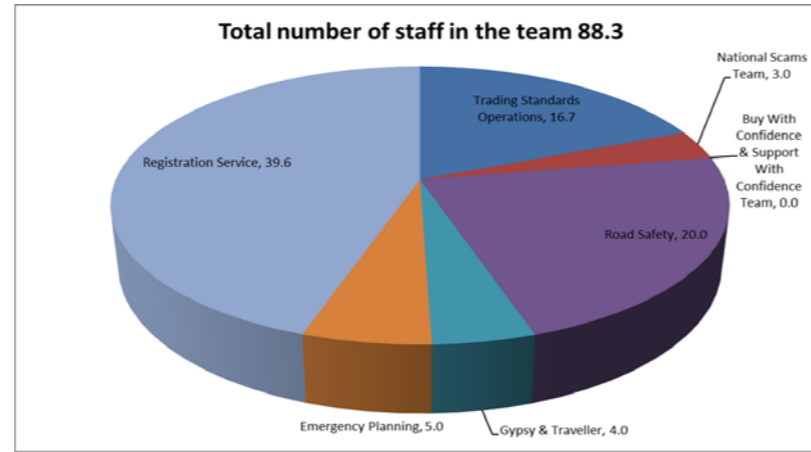
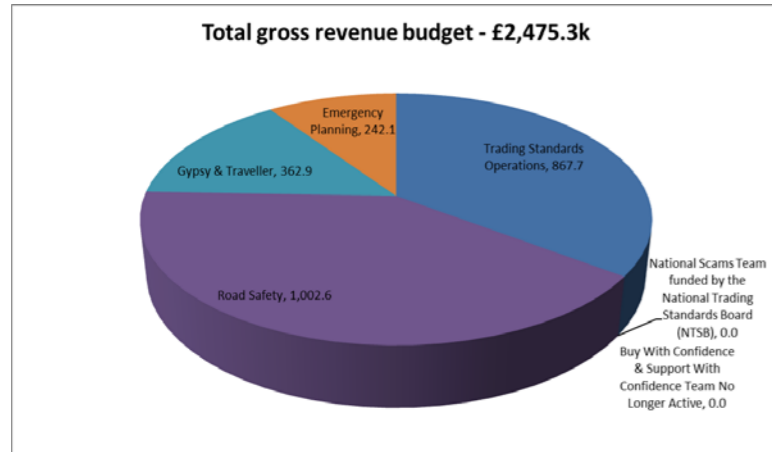


**Staff Funding in Department (No's)**



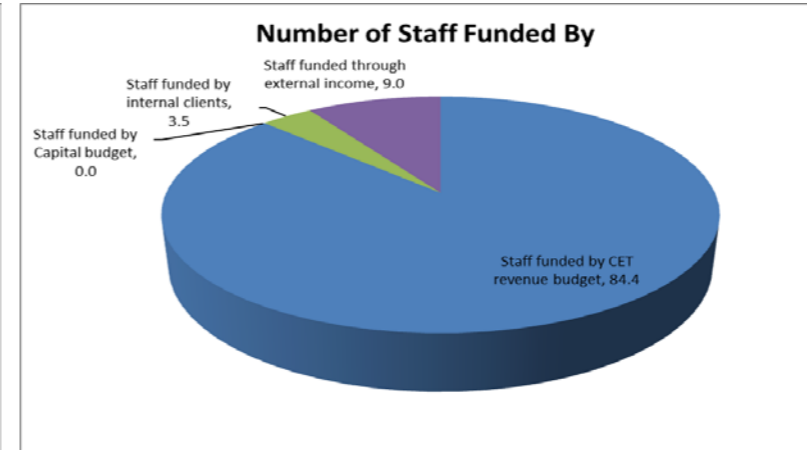
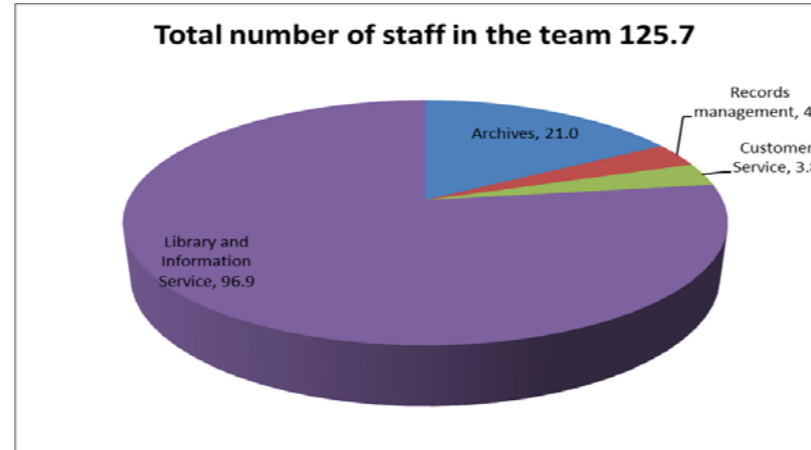
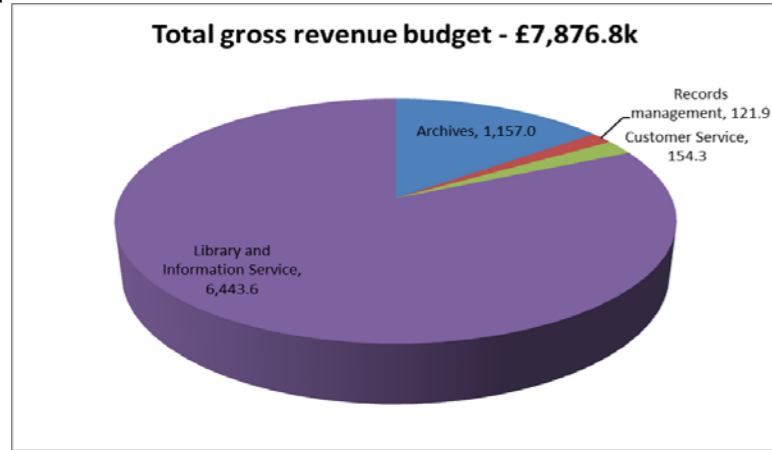
# CET Budget Breakdown By Service Area

## Communities

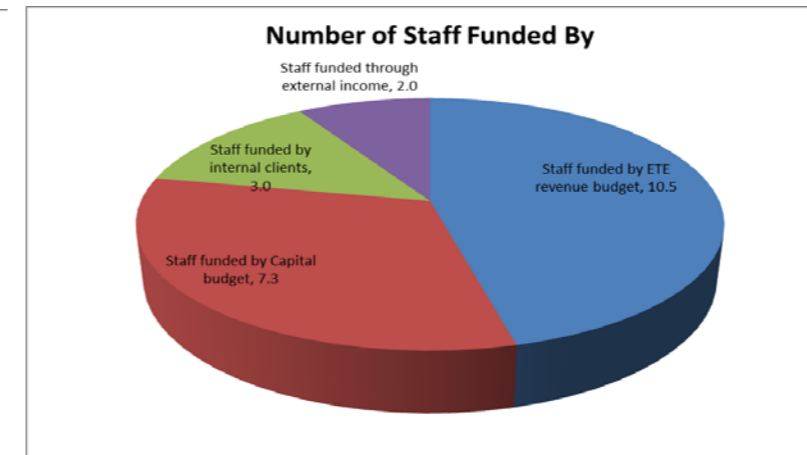
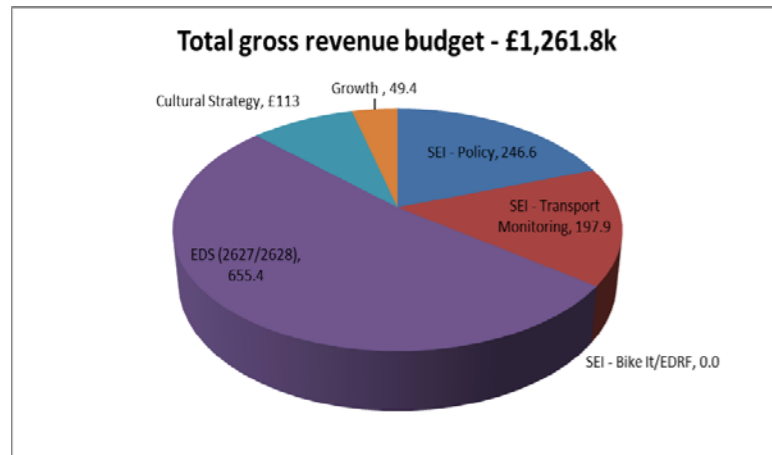


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## Customer & Library Services

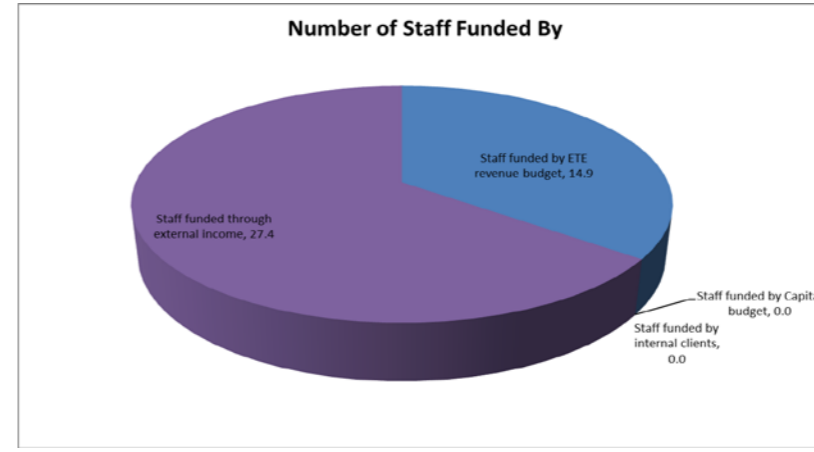
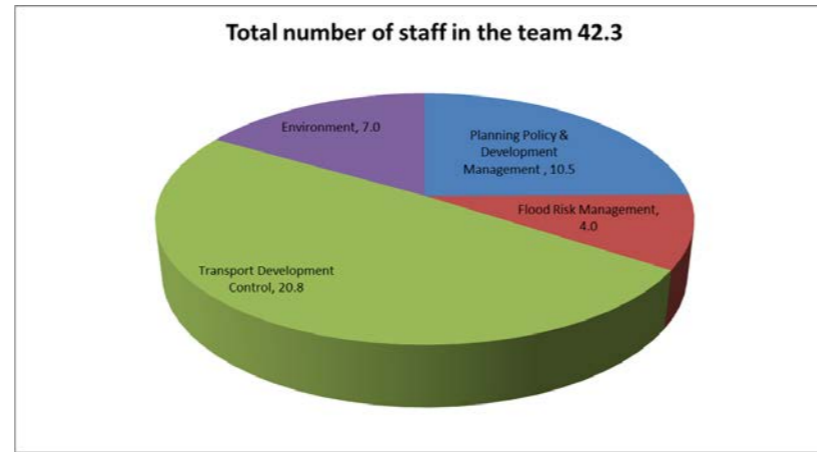
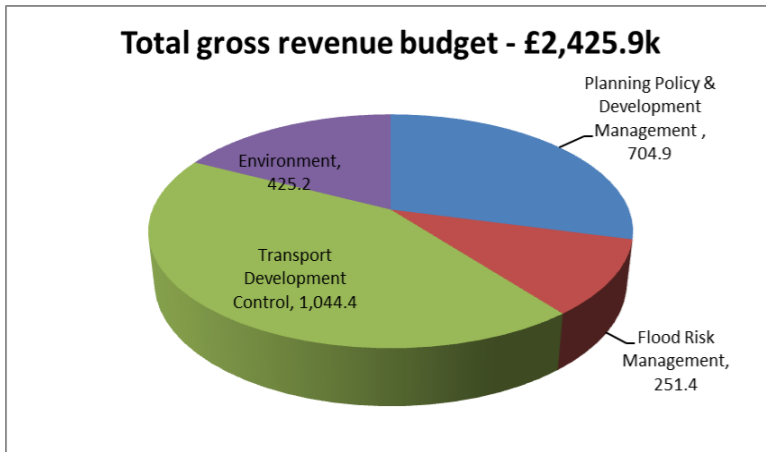


## Economic Development

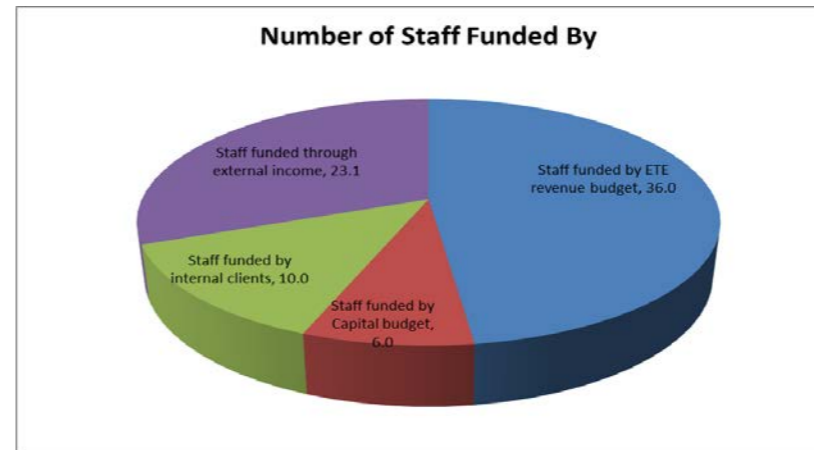
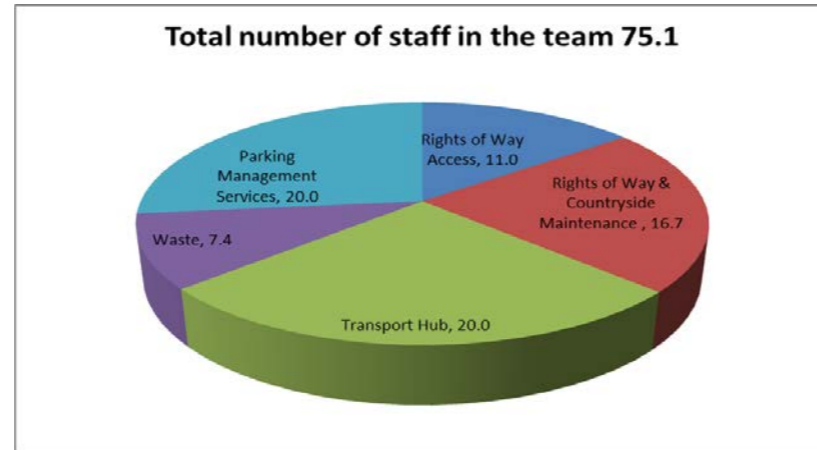
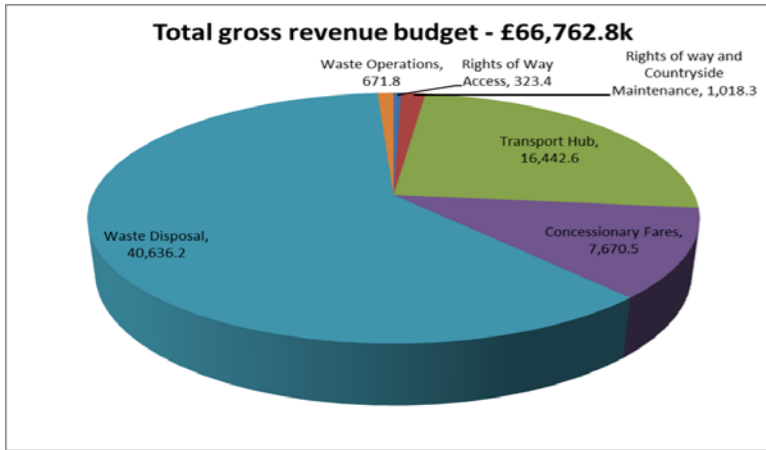


# CET Budget Breakdown By Service Area

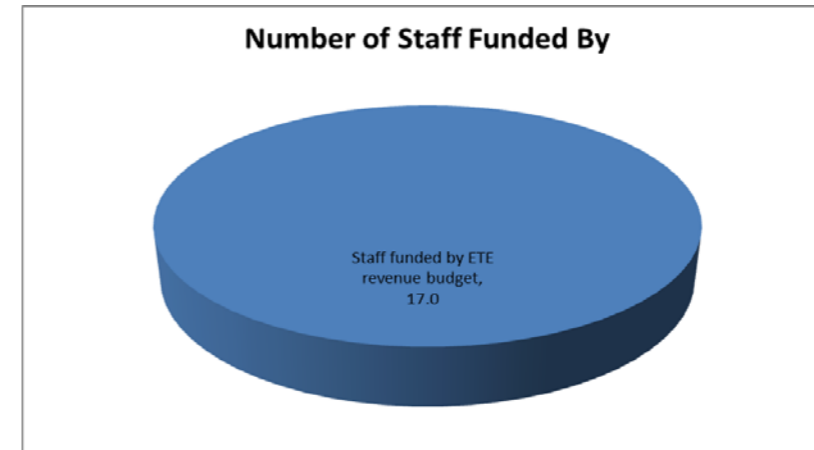
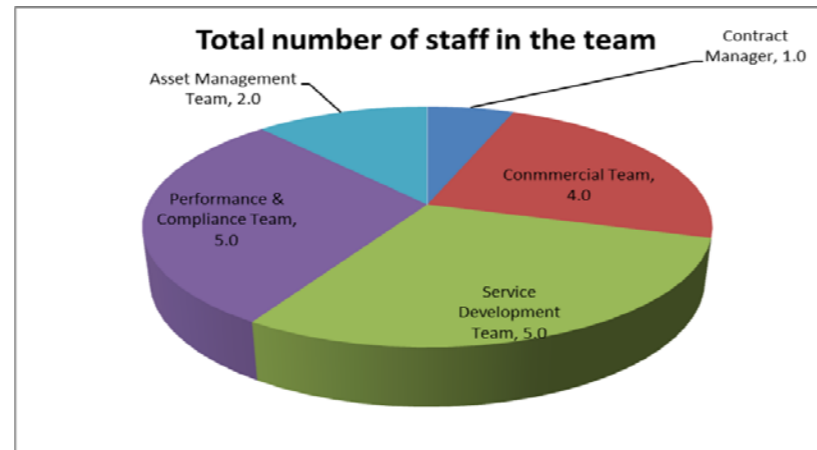
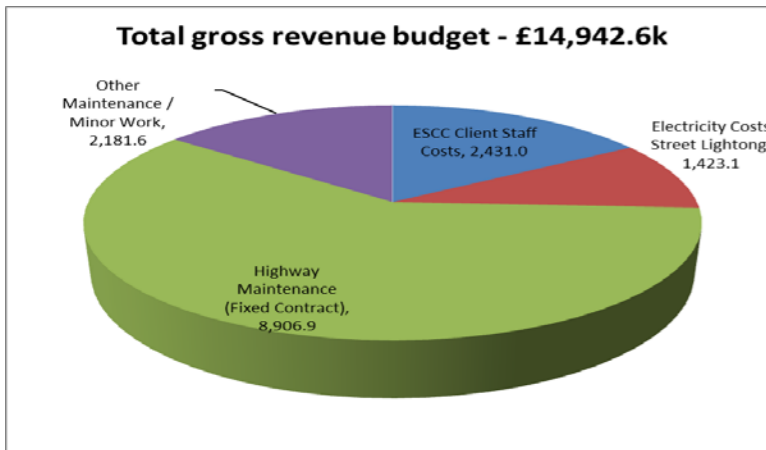
## Planning & Environment



## Transport and Operational Services



## Highways



# Agenda Item 6

**Report to:** Economy, Transport and Environment (ETE) Scrutiny Committee

**Date of meeting:** 8 November 2016

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

**Title:** Waste PFI Contract Update

**Purpose:** To update Scrutiny Committee on work with the Department for Environment Food & Rural Affairs and how that might link with future scrutiny or value for money work.

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**RECOMMENDATIONS:** The Economy, Transport and Environment Scrutiny Committee is recommended to:

- (1) Note the update on work with the Department for Environment Food & Rural Affairs (DEFRA) and Local Partnerships; and
- (2) Await completion of the work being undertaken with Local Partnerships on the Operational Savings Review before considering whether to undertake further scrutiny work jointly with the Audit, Best Value and Community Services (ABVCS) Scrutiny Committee.

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## 1. Background

1.1 A Waste PFI Contract Update Report was presented to the Economy, Transport and Environment Scrutiny Committee on 15 June 2016. The Committee discussed the possibility of conducting further scrutiny of the Waste PFI Contract. However, the Committee agreed that it should carefully assess whether it would be worth the officer and Member time in doing a more detailed value for money review, or whether that would be a duplication of existing work.

1.2 Work with DEFRA is currently underway in which Local Partnerships (a HM Treasury and Local Government Association joint venture that provides commercial support to the public sector) are supporting the Council in an effort to explore and deliver contract savings and efficiencies, which has followed on from a DEFRA contract management review that took place in March 2016.

## 2. DEFRA Contract Review and current work with Local Partnerships

2.1 The DEFRA contract management review has now been completed. The four recommendations from this report are detailed below:

Ref. No.	Recommendation	Timing
1	The Authority should make provision for the creation of a Contract Management Manual in line with the guidance provided by the Waste Infrastructure Development Programme (WIDP) <sup>1</sup> .	9 months
2	The Authority should ensure that the Deed of Variation represents value for money for the Authority and that further benefits cannot be secured or at least discussed whilst the Contractor remains committed to completing it. A comprehensive business case should be undertaken.	3 months

Ref. No.	Recommendation	Timing
3	More attention needs to be given resource levels within the team, including induction, development and retention. This effort will benefit the Contract over the longer term as changes to the make-up of the CMT will continue over the remaining 17 years of the Contract	9 months
4	The Authority should build on existing work dedicated to identifying and pursuing opportunities to reshape the Contract that delivers savings at the requisite service levels at an affordable cost into the future. The Authority should ensure adequate resource is allocated to this project.	3 months

2.2 As part of the DEFRA contract management review a number of specific areas were also identified for further investigation, as they may provide opportunities for efficiencies and savings, many of which are current work-streams within the waste team.

2.3 The waste team are addressing recommendations 1, 2, and 3 of the DEFRA contract management review. In relation to recommendation 4, Local Partnerships, who were part of the team undertaking the contract management review for DEFRA, offered to undertake a more detailed Operational Savings Review.

2.4 The waste PFI project board has agreed to continue to work closely with DEFRA and Local Partnerships to expedite efficiency and savings opportunities within the waste contract. A contract for the proposed Operational Savings Review and additional support has been signed and work commenced at the end of September and will continue into 2017.

### 3. Recommendations

3.1 The recommendations and areas of investigation outlined in the sections above offer opportunities for possible savings and efficiencies to be made. Officers consider that the detailed work being undertaken by Local Partnerships will give both Councils and Scrutiny Committee a clearer picture on any savings opportunities and their deliverability.

3.2 It is recommended that following the completion of the Operational Savings Review both ETE and ABVCS Scrutiny Committees should give consideration to the need for further scrutiny work, or to utilise the information from the Operational Savings Review to update both Scrutiny committees.

RUPERT CLUBB  
Director of Communities, Economy and Transport

Contact Officer: Justin Foster  
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Email: [Justin.foster@eastsussex.gov.uk](mailto:Justin.foster@eastsussex.gov.uk)

#### LOCAL MEMBERS

All

#### BACKGROUND DOCUMENTS

None



<b>Report to:</b>	<b>Economy, Transport and Environment Scrutiny Committee</b>
<b>Date of meeting:</b>	<b>9 November 2016</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>A27 Roads Improvements Update</b>
<b>Purpose:</b>	<b>To update the Scrutiny Committee on the improvements being proposed by Highways England for the A27 between Lewes and Polegate and the case for a more comprehensive solution to support the growth plans in the county.</b>

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**RECOMMENDATION:** The Economy, Transport and Environment Scrutiny Committee is recommended to note the progress that is being made by Highways England on their smaller scale proposals for the A27 between Lewes and Polegate and for making the case for a more comprehensive offline solution that supports economic growth specifically in the Eastbourne/South Wealden areas as well as the rest of the county.

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## **1 Background Information**

1.1 The A27 from Falmer to Pevensey, along with the A21 (except in Hastings), the A259 from Pevensey to Guldeford (except in Hastings) and the A26 (from Beddingham to Newhaven) form the strategic road network within the county and is the responsibility of Highways England (HE).

1.2 There has been requests for significant improvements to the A27 between Lewes and Polegate for decades. In the early 1990's proposals were developed for an offline dual carriageway between Lewes and Polegate (with a then estimated cost of £90m) alongside proposals for bypasses of Polegate and the Stone Cross, Westham and Pevensey area. Whilst those two bypass schemes were subsequently built, the proposals for Lewes to Polegate, which got to preferred route stage, were dropped in 1996 and it was announced that they would be replaced by three smaller scale improvements – Southerham to Beddingham improvement, Selmeston bypass and Wilmington bypass.

1.3 The South Coast Multi-Modal Study (SoCoMMS), which commenced in 2000 and was published in 2002, re-considered these three schemes for the A27 and recommended that all three schemes continued to be required.

1.4 In his decision on SoCoMMS in 2003, the then Secretary of State did not support the Wilmington and Selmeston bypasses citing that “both schemes would adversely impact on the (then) Sussex Downs AONB and surrounding landscape and on biodiversity” and asked that the then termed Highways Agency (HA) develop less environmental damaging options. Various options were developed by the HA and put forward for funding through the regional transport programme, however no decisions were made on preferred options and therefore these were never taken forward.

1.5 Therefore, the only one of the three schemes identified in SoCoMMS taken forward was the Southerham / Beddingham improvement, which involved the removal of the Beddingham level crossing, which was completed in 2008. Aside, the only other improvements along the A27 between Lewes and Polegate in recent years have been local safety schemes with the introduction of right hand turn lanes at Middle Farm, Charleston and at Brown Jack Avenue near Polegate as well as a shared footway / cycle route alongside the A27 between Beddingham and Firle Road.

## **Supporting Information**

2.1 One of the key priorities for East Sussex County Council is driving economic growth, and the delivery of strategic road infrastructure, such as improvements to the A27, plays a key role in supporting this achievement. They unlock housing and employment space and encourage inward investment to create new jobs. The necessity for investment in our strategic road network, in particular the A27 corridor, to support economic growth in the county is referred to in the County Council's Local Transport Plan (LTP), the County's East Sussex Growth Strategy (2014-20), the Local Enterprise Partnership's Strategic Economic Plans (SEP) (2014) and the Three Southern Counties Devolution Deal (2016).

2.2 In 2013, the Government announced a series of improvement studies to help identify and fund solutions to tackle some of the notorious and long standing hotspots in the country. One of these studies focussed on the A27 corridor between Portsmouth and Pevensey. Following an analysis of the evidence available and the potential issues / future pressures that may arise, the feasibility improvement study identified three priority areas along the A27 corridor for further consideration – Arundel, Worthing and east of Lewes.

2.3 For east of Lewes, the study identified that there were considerable operational issues in terms of network performance, journey time reliability, safety and resilience. The study considered the potential options – ranging from localised bypasses to more comprehensive offline solutions – to address these issues with an assessment of the strength of the economic case including whether they demonstrated value for money and were deliverable.

2.4 Following the outcomes of the A27 improvement study in 2014, the Chancellor in his 2014 Autumn Statement and subsequently the Department for Transport's (DfT) Roads Investment Strategy: Investment Plan published in March 2015, identified that around £75m had been set aside for improvements east of Lewes.

2.5 The DfT and Highways England (HE) appointed consultants to take forward the development of the smaller scale capacity improvements and sustainable transport improvements using the available funding in the Roads Investment Strategy. HE and their consultants have been developing these proposals over the last 12 months and HE is consulting on their proposals between 27 October and 8 December. These proposals include schemes at Selmeaton, Drusillas Roundabout, Wilmington and Polegate.

2.6 However, the A27 Reference Group – which brings together the MPs, local authority leaders in the county and the Local Enterprise Partnerships – as well as the business community are developing the case to Government that a more comprehensive offline solution for the A27 east of Lewes is critical in order to enable the delivery of the significant housing and employment growth planned in the Hailsham / Polegate area through the emerging Wealden Local Plan as well as support the growth of existing business in East Sussex and encourage new businesses to move to the county.

2.7 A detailed summary of the A27 Feasibility Study outcomes and Highways England's proposed smaller scale capacity improvements for the A27 east of Lewes is at Appendix 1.

### **3 Conclusion and Reasons for Recommendations**

3.1 Investment in improvements to the A27 between Lewes and Polegate is critical to supporting business and delivering new homes in one of our key growth corridor areas – Eastbourne / South Wealden – as well as the supporting our wider growth plans for the county. There has been significant under investment in the A27 over the last 50 years and as a consequence the road is currently not fit for purpose to fulfil its function of carrying strategic and long distance traffic.

3.2 Following the outcomes of the A27 Feasibility Improvement Study in 2014, £75m has been set aside in the Roads Investment Strategy towards a package of smaller scale improvements to the A27 east of Lewes. Whilst HE have developed a package of smaller scale capacity improvements which are currently subject to consultation the case is being developed for a more comprehensive solution for the A27 between Lewes and Polegate which is critical to delivering the significant level of planned growth in the Hailsham / Polegate area, supporting the creation of new jobs in the county and thereby supporting the County Council's priority of 'driving economic growth'.

3.3 It is recommended that Scrutiny Committee note the progress that HE have made in progressing their smaller scale capacity improvements for the A27 east of Lewes and that a case continues to be made for a more comprehensive offline solution for the A27.

**RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Jon Wheeler

Tel. No. 01273 482212

Email: [jon.wheeler@eastsussex.gov.uk](mailto:jon.wheeler@eastsussex.gov.uk)

LOCAL MEMBERS:

All

BACKGROUND DOCUMENTS:

None

## 1 A27 Feasibility Improvement Study

### Context

- 1.1 The A27 improvement study was one of a series announced by the Government in 2013 to help identify and fund solutions to tackle some of the notorious and long standing hotspots in the country.
- 1.2 The study focussed on the A27 corridor between Portsmouth and Pevensey. It considered and analysed the evidence available and the potential issues/future pressures that may arise; the priority needs for investment and reviewed a number of potential investment options, and also assessed the strength of the economic case of the potential options including whether they demonstrated value for money and are deliverable.

### Stage 1 – Evidence Gathering

- 1.3 Consideration of evidence and data, including from previous studies, identified a number of key issues with the A27 between Lewes and Polegate.
- 1.4 At present, there is an inconsistency in the quality of the road compared to other parts of the A27 and the safety record shows that the A27 is in the top 10% worst sections in terms of total casualties per billion vehicle miles. This section of the A27 is in the top 20% in terms of network delay and there are significant journey time reliability issues. These existing problems will be further exacerbated with the planned growth in East Sussex, and without improvement to this section of the A27, the road will be over capacity in 2021 and 2031 leading to further congestion.
- 1.5 When presented together, the evidence clearly set out that there are major operational challenges with the A27 east of Lewes:
  - it needs to be fit for purpose to provide greater connectivity to the A23/M23 corridor and Gatwick, the M25/London and beyond;
  - ensure journey time reliability which is important for business in terms of the movement of people/goods;
  - carry the long distance strategic traffic that it is supposed to cater for;
  - accommodate future growth plans; and
  - have greater resilience.
- 1.6 Therefore, the A27 was identified as a priority area for further consideration.

### Stage 2 – Options

- 1.7 Consequently a number of on and offline options were identified by the HE/DfT for assessment:
  1. Off line dual carriageway between Beddingham and Cophall (£390 - 405m)
  2. Off line single carriageway between Beddingham and Cophall (£290 - 310m)
  3. Selmeston bypass (£30 - 45m)
  4. Wilmington bypass (£70 -90m)

5. Folkington Link (£35 - 50m)
6. Do minimum option: A22/A27 junction improvements (£5m) + sustainable transport improvements along length of A27

1.8 A plan showing these options is at Annex A.

Stage 3 – Option Appraisal

1.9 Each of the options was appraised against the Government’s WebTAG (Transport Appraisal Guidance). The forecast modelling used to support the appraisal of each of the options used the land use assumptions in terms of housing and employment identified in the Lewes, Eastbourne and Wealden Local Plans at the time.

1.10 The Appraisal Summary is shown below:

VALUE FOR MONEY	Strategic	Economic	Env’tal	Social	Financial	VfM - Journey time savings
A – Dual offline	High	Large Beneficial	Moderate Beneficial (Noise/AQ)	Large Beneficial	£405m	Poor – Low
			Large Adverse (Landscape/Biodiversity)			
B – Single offline	High	Large Beneficial	Moderate Beneficial (Noise/AQ)	Large Beneficial	£310m	Low – Medium
			Large Adverse (Landscape/Biodiversity)			
C - Selmeston	Poor	Neutral	Large Adverse	Slight Beneficial	£38m	Poor
D - Wilmington	High	Moderate Beneficial	Large Adverse	Large Beneficial	£85m	Poor
E – Folkington	Low	Moderate Beneficial	Moderate Adverse	Slight Beneficial	£44m	High/Very High

1.11 In summary, whilst the larger scale schemes – dual and single carriageway options – scored well against the strategic, economic and social criteria, and would improve noise and air quality but have an adverse impact on landscape and biodiversity, their value for money in terms of journey time savings were poor to low (Benefit:Cost Ratio of <1.5) in the case of the dual carriageway, and low to medium for the single carriageway option (BCR of <2).

1.12 The other smaller scale schemes didn't score as well as the single/dual carriageway options but the value for money in terms of journey time savings for the Folkington Link was above 2.

#### A27 Reference Group's position

1.13 The A27 Reference Group, which brings together local MPs, local authority leaders and the Local Enterprise Partnerships, lobbied Government and Highways England (formerly Highways Agency) at the time that the Feasibility Study was being undertaken for an offline dual carriageway improvement to the A27 between Lewes and Polegate (Option 2 as shown on plan at Annex A). The case was based on three elements:

- a) **Improved connectivity** - An improved A27 between Lewes and Polegate would strengthen the east-west links between our growth areas in Bexhill/Hastings, Eastbourne/South Wealden and Newhaven, providing greater connectivity and assurance in journey time reliability for existing and new markets to flourish between growth areas and driving economic growth across the county.

In addition, the ability to connect the Sussex economy quicker across the region to Brighton and the A23/M23 corridor; a potentially expanding Gatwick Airport; and the wider markets of the south east and beyond is also important to facilitating growth in East Sussex.

- b) **Delivering Planned Growth** - Improvements to the A27 east of Lewes is a vital component to facilitating and accelerating our economic growth plans as set out in in the South East Local Enterprise Partnership (LEP) and Coast to Capital LEP Strategic Economic Plans and the borough and district local plans.

The current adopted Local Plans identify that across the Hastings/Bexhill, Eastbourne/South Wealden and Newhaven growth areas, over 20,000 new homes and over 250,000sqm of employment space will be delivered over the next 15 years. In addition, there will be further significant development over and above this level coming forward in the Hailsham and Polegate area as a consequence of Wealden's review of its Local Plan.

- c) **Benefits to local communities** - An improvement to the existing A27 will open up considerable benefits for local communities in enhancing their quality of life.

It will encourage traffic to more readily use the strategic road network for long distance and inter-urban journeys rather than using other less suitable routes through local villages to travel east – west through the county or through the South Downs National Park.

If substantial improvements are made, the existing A27 could to be used to create a gateway to the Park, provide enhanced facilities for vulnerable road users, as well as address the existing community severance issues. It will also address the significant safety issues with the A27 which currently affects journey time reliability and results in transfer of traffic onto less suitable routes through local villages to try and avoid delays, causing wider impacts on the safety and maintenance of the county road network.

## Study Outcomes

1.14 The outcomes of the studies were announced as part of the Chancellor's 2014 Autumn Statement and are set out in the Department for Transport's (DfT) Roads Investment Strategy: Investment Plan. In relation to the A27 east of Lewes, the Road Investment Strategy identifies that £75m of funding had been allocated towards smaller scale improvements to increase capacity and improve safety as well as provide sustainable transport measures for pedestrians and cyclists along and across the A27.

## **2. A27 Smaller Scale Interventions Proposals**

2.1 Following the outcomes of the A27 Feasibility Improvement Study, Highways England/DfT appointed consultants Atkins last year to take forward the development of smaller scale capacity improvements and sustainable transport improvements on the A27 corridor using the £75m available in the Department for Transport's Road Investment Strategy.

2.2 Over the last 12 months, Atkins have been gathering further evidence and developing proposals on these smaller scale interventions to increase capacity and improve safety as well as provide for pedestrians and cyclists along and across the A27 corridor between Lewes and Polegate.

2.3 Highways England will be consulting on various proposals between 28 October and 8 December 2016. Exhibitions displaying the options will be held at Lewes, Selmeston, Berwick, Polegate, Hailsham, Willingdon and Eastbourne over the consultation period.

2.4 The scheme options (including costs and benefit:cost ratios) being put forward for consultation are:

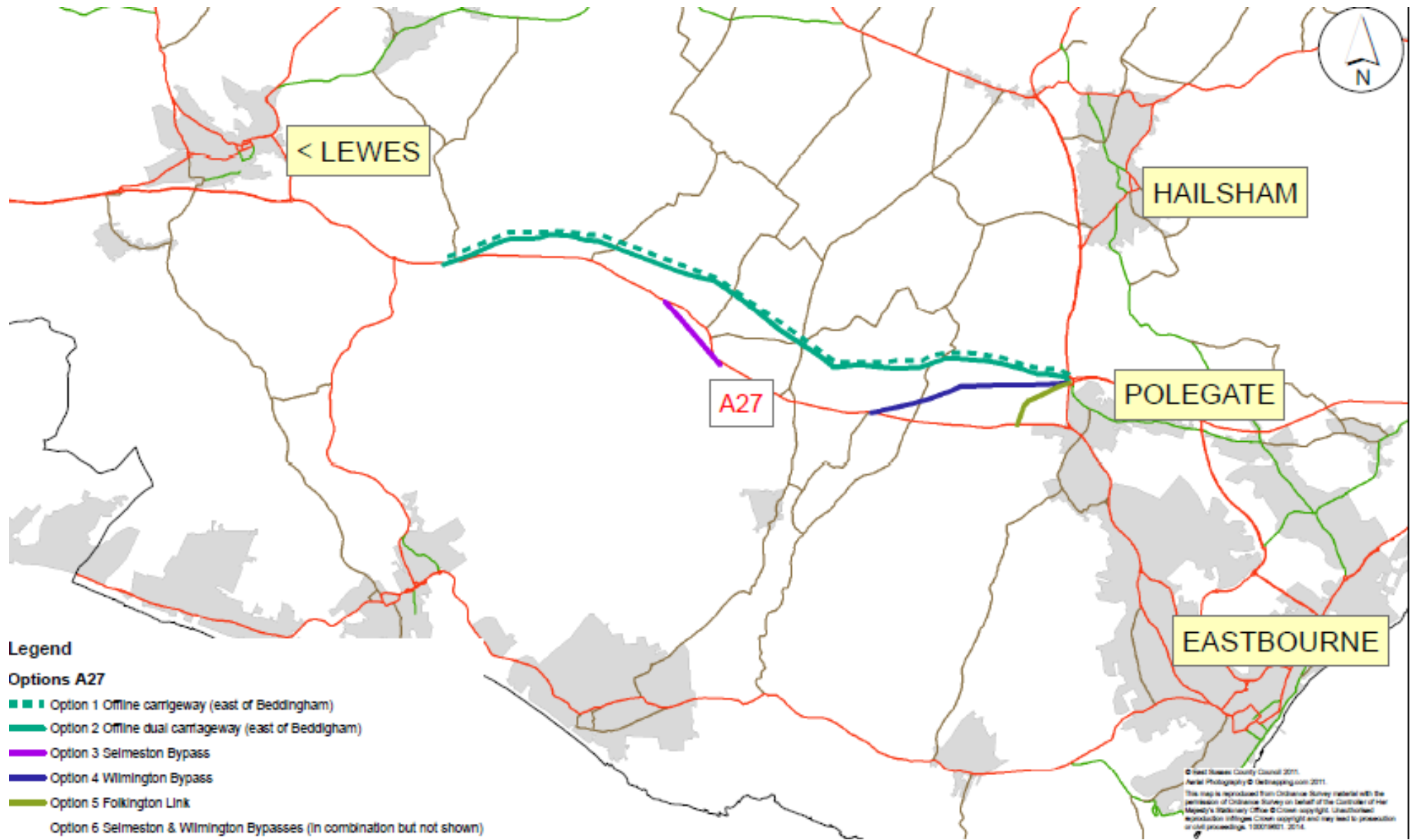
<b>Option</b>	<b>Cost (£)</b>	<b>Benefit Cost Ratio (BCR)</b>
<b>Selmeston</b>		
A. an online improvement	47m	0
B. a near offline improvement (from Alciston to west of Charleston) or	45m	0.5
C. a far offline improvement (from east of Alciston to Middle Farm)	55m	0.8
<b>Berwick</b>		
Enlarge existing roundabout near Drusillas	10m	9.0
<b>Wilmington</b>		
A. Upgrade to single lane dualling junction, realign minor roads to introduce staggered junction and provide pedestrian crossing refuge areas on both major and minor arms	10m	0.9
B. Upgrade to ghost island right hand junction, realign Thornwell Road to introduce staggered junction and provide underpass	12m	0.9
<b>Polegate</b>		
A. Partial reconfiguration of the existing A27/A2270 junction to improve turning arm capacity and waiting time	12m	11.5
B. As A plus widen Polegate railway bridge to allow for a two lane dual carriageway with central reserve	17m	8
C. As A plus an additional lane is introduced on the northbound lane running over a widened Polegate railway bridge between this junction and Cophall roundabout	28m	8.6
<b>Shared footway/cycle route</b>		
Facility along the whole length of the A27 corridor and improved facilities at crossings	12m	0.9

- 2.5 In terms of timescales, Highways England are working towards the identification of their preferred scheme option by summer 2017. The development phase of the project - which includes the preliminary design, statutory procedures and construction preparation – would be completed by spring 2020. The construction phase would be between spring 2020 to spring 2023. However, depending on the outcome of the consultation and which scheme options go forward, Highways England could look to accelerate the delivery of the preferred option.
- 2.6 Whilst there are benefits with some of the proposals being put forward by Highways England in helping to address the existing capacity deficiencies on the A27 – in particular at Polegate and Drusillas – and less so with others, we would not want to see any of these short term improvements compromise our wider ambitions for more comprehensive improvements between Lewes and Polegate coming forward. As a consequence, we along with other partners - business and political - will also continue lobbying Government in parallel for further funding towards delivering an offline solution between Lewes and Polegate.

### **3 Roads Investment Strategy 2 (2020 -2025) and Making the Case for Further Investment**

- 3.1 Over the next 12 to 18 months, Highways England (HE) and DfT will be reviewing their Roads Investment Strategy for the five year funding period 2020 – 2025. This presents an opportunity through the A27 Reference Group to strengthen our case to the Department for Transport for seeking further funding and a more comprehensive solution for the A27 between Lewes and Polegate to be included in the next Road Investment Strategy (RIS) period.
- 3.2 In particular, making the case will focus on the impact of the additional housing and employment growth in the Hailsham and Polegate area that Wealden are proposing as part of their Local Plan review in terms of:
- the impact that the additional development will have on the overall transport network and how an offline A27 between Lewes and Polegate fits into the package of mitigating strategic infrastructure improvements required to support the planned level of growth, and
  - updating the land use assumptions previously within the A27 Feasibility Improvement Study - which was the evidence base used by DfT for the allocation of the £75m towards the A27 in RIS1 - to reflect the significant levels of additional housing/employment coming forward in the Hailsham/Polegate area as part of the Wealden Local Plan review. The update to the study would appraise how the revised land use assumptions affect the transport benefit:cost ratios for the various scheme options, as set out in paragraph 1.7, considered in the original study.
- 3.3 In addition, we will continue to engage our business community through the LEP. Team East Sussex and the Alliance of Chambers in East Sussex regarding evidence they have on the positive benefits that an offline A27 improvement would have to existing businesses in the county as well as encouraging new businesses and jobs into the area.

Annex A – A27 improvement options considered in DfT/HE A27 Corridor Feasibility Improvement Study





# Economy, Transport and Environment (ETE) Scrutiny Committee



## Future work at a glance

Updated: October 2016

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

<b>Items that appear regularly at committee</b>	
<p>The Council's <b>Forward Plan</b></p> <p>Page 29</p>	<p>The latest version of the Council's <b>Forward Plan</b> 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 <b>call-in</b> 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>

<b>Future committee agenda items</b>		<b>Witnesses</b>
<b>15 March 2017</b>		
Superfast Broadband	To agree the report of the Scrutiny Review Board on the Scrutiny Review of Superfast Broadband.	Chair of the Review Board
Dutch Elm Disease Strategy	Progress Report on the implementation of the Dutch Elm Disease strategy.	Environment Team Manager
Highways Maintenance Contract Monitoring	Update report on the implementation of the new contract with Costain CH2M.	Assistant Director, Operations / Contract Manager
Scrutiny Review of Highway Drainage	An update report on the implementation of the recommendations of the Scrutiny Review of Highway Drainage.	Assistant Director, Operations & Contract Manager
Reconciling Policy, Performance and Resources (RPPR)	To provide the Committee with an opportunity to review its input into the RPPR process and suggest improvements to the process.	Scrutiny / Director of Communities, Economy & Transport.
<b>June 2017</b>		
Road Safety	Update on the East Sussex Road Safety programme	Assistant Director Communities/Project Manager
<b>Further ahead</b>		
September 2017	Scrutiny Review of Highway Drainage. A twelve month update report on the implementation of the recommendations of the Review.	Assistant Director, Operations & Contract Manager

Current scrutiny reviews and other work underway	Date to report
<p><u>Superfast Broadband</u> A Scrutiny Review Board was established at the 16 March 2016 Scrutiny Committee meeting to examine the provision of Superfast Broadband infrastructure through the Broadband Project which is being delivered by ESCC. Initial areas of inquiry include residents' expectations, communications and whether the roll out of the second contract will address residents' concerns about broadband speeds in the best way.</p> <p><u>Road Safety/Safer Streets</u> A joint Scrutiny Review Board meeting was held on 11 March 2016 to examine the proposals for a Public Health funded project to reduce road accidents (KSI's – Killed and Seriously Injured) and improve road safety. An update report on the delivery of the project will be brought to the Committee at its meeting on 14 June 2017.</p> <p><u>Countryside Access Strategic Commissioning Strategy</u> The report of the Review Board on the draft Countryside Access Commission Strategy was presented at the Council's Cabinet meeting held on 26 April 2016. Public consultation is taking place on the draft Countryside Access Strategy and a report to agree the Strategy will be presented to Cabinet in the Autumn. The Review Board may comment further on the proposed Strategy following the public consultation.</p> <p><u>Highways Contract Re-procurement Project</u> –The new contract commenced on 1 May 2016. The Scrutiny Committee will continue to be involved with the delivery of the new contract throughout the mobilisation and implementation stages of the contract. An update report will be presented to the Committee on 15 March 2017.</p>	<p><b>March 2017</b></p> <p><b>June 2017</b></p> <p><b>To be agreed.</b></p> <p><b>March 2017</b></p>

**Potential future scrutiny work  
(Proposals and ideas for future scrutiny topics appear here)**

Climate Change Adaption  
The next statutory Climate Change Risk Assessment (CCRA) will be published in 2017 and this will lead to an update of the National Adaptation Programme (NAP). The National Adaptation Programme currently describes a number of actions local authorities need to undertake. The Committee may request a report once the Climate Change Risk Assessment and revised National Adaptation Programme are published next year.

<b>Background / information reports available to the Committee</b> (Items in this list appear on committee agendas when proposed for scrutiny by committee members)		<b>Date available</b>
<b>Performance management</b>	<p>Performance monitoring is an integral part of scrutiny. The committee is alerted to the relevant quarterly <b>reports</b> 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"> <li>• 'Green' means that the performance measure is on target to be achieved</li> <li>• 'Amber' means that there is concern about the likelihood of achieving the performance measure by the end of the year</li> <li>• 'Red' means that the performance measure is assessed as inappropriate or unachievable.</li> </ul> <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 Chair.</p>	Every quarter
<p><b>Enquiries:</b> Member Services Team            Author: Martin Jenks, Senior Democratic Services Advisor            Telephone: 01273 481327            Email: <a href="mailto:martin.jenks@eastsussex.gov.uk">martin.jenks@eastsussex.gov.uk</a></p> <p><b>Access agendas and minutes of Economy, Transport and Environment Scrutiny Committee:</b></p> <p><a href="https://democracy.eastsussex.gov.uk/mgCommitteeDetails.aspx?ID=146">https://democracy.eastsussex.gov.uk/mgCommitteeDetails.aspx?ID=146</a></p>		<b>Version number:</b> v.49
<p><b>Accessibility help</b>            Zoom in or out by holding down the Control key and turning the mouse wheel. 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.</p>		

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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 33
- 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](mailto: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 October 2016 TO 31 January 2017**

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 Education and Inclusion, Special Educational Needs and Disability

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
10 Oct 2016	Lead Member for Education and Inclusion, Special Educational Needs and Disability	Admission arrangements for 2018/19 year To consider Admission Arrangements for 2018/2019.	<b>KD</b>		Report, other documents may also be submitted	Jo Miles 01273 481911
10 Oct 2016	Lead Member for Education and Inclusion, Special Educational Needs and Disability	To consider a Notice of Motion regarding Selective Education in East Sussex			Report, other documents may also be submitted	Fiona Wright 01273 481231

11 Oct 2016	Lead Member for Strategic Management and Economic Development	To consider Nominations Agreements for Extra Care and Learning Disability House Schemes		Local Members	Report, other documents may also be submitted	Rebekah Herring 01273 481630
11 Oct 2016	Cabinet	Reconciling Policy, Performance and Resources (RPPR) 2017/18 To consider the draft service plans and provisional savings proposals for 2017/18.	<i>KD</i>		Report, other documents may also be submitted	Jane Mackney 01273 482146
11 Oct 2016	Cabinet	To consider representations received in response to the publication of a statutory notice regarding the proposed closure of Pells CE Primary School, Lewes and to make a decision as to whether the School should be discontinued.	<i>KD</i>	Local Members	Report, other documents may also be submitted	Gary Langford 01273 481758
17 Oct 2016	Lead Member for Transport and Environment	To consider the response to a petition calling upon the County council to take action with regards to parking in Langney Village, in order to make a safer environment for the children attending Langney County Primary School.		Local Members / Lead Petitioner	Report, other documents may also be submitted	Michael Blaney 01424 726142
17 Oct 2016	Lead Member for Transport and Environment	To consider a petition that is requesting parking restrictions at the top end of St Johns Road, St Leonards-On-Sea.		Local Members / Lead Petitioner	Report, other documents may also be submitted	Michael Blaney 01424 726142
17 Oct 2016	Lead Member for Transport and Environment	Petition requesting the extension of double yellow lines in Oliver Close, Hastings To consider the response to a petition asking for the extension of double yellow		Local Members / Lead Petitioner	Report, other documents may also be submitted	Michael Blaney 01424 726142

		lines to facilitate access and egress to Oliver Close in Hastings				
18 Oct 2016	Cabinet	To consider a report regarding the Government's Four Year Settlement Offer	<b>KD</b>		Report, other documents may also be submitted	Kevin Foster 01273 481412
26 Oct 2016	Lead Member for Community Services	Petition to reduce the speed limit on B2169 (Bayham Road) To consider whether a lower speed limit on the B2169 Bayham Road would be a priority for the County Council		Local Members / Lead Petitioner	Report, other documents may also be submitted	Michael Higgs 01273 482106
14 Nov 2016 Page 36	Lead Member for Education and Inclusion, Special Educational Needs and Disability	To seek approval to and authorise the publication of statutory notices in respect of a proposal to lower the school age at Telscombe Cliffs Primary School..		Local Members	Report, other documents may also be submitted	Jane Spice 01323 747425
15 Nov 2016	Lead Member for Resources	Adams Farm, Crowhurst, Battle To declare Adams Farm, Crowhurst, Battle surplus		Local Members	Report, other documents may also be submitted	Kevin Foster 01273 481412
15 Nov 2016	Cabinet	East Sussex Better Together Accountable Care Model To approve the business case and plans to implement a test-bed year of Accountable Care in shadow form in 2017/18	<b>KD</b>		Report, other documents may also be submitted	Vicky Smith 01273 482036
15 Nov 2016	Cabinet	East Sussex Broadband: next steps To consider options for enabling even higher levels of broadband coverage, building on the success of the existing two	<b>KD</b>		Report, other documents may also be submitted	Katy Thomas 01273 482645



		contracts				
15 Nov 2016	Cabinet	South East Seven (SE7) Update To consider an update report on the South East Seven (SE7) Partnership.	<b>KD</b>		Report, other documents may also be submitted	Jane Mackney 01273 482146
15 Nov 2016	Cabinet	Treasury Management Annual Report 2015/16 and mid year report (2016/17) Review of Treasury Management performance.	<b>KD</b>		Report, other documents may also be submitted	Ola Owolabi 01273 482017
21 Nov 2016	Lead Member for Transport and Environment	Eastbourne Town Centre Improvement Scheme - Gildredge Road design Decision on the placement of temporary bus stops in Cornfield Road and Terminus Road following a formal notice procedure		Local Members	Report, other documents may also be submitted	Andrew Keer 01273 336682
23 Nov 2016	Lead Member for Community Services	To agree fees for additional peripheral services to facilitate accepting bookings at Southover Grange in December 2016.		Local Members	Report, other documents may also be submitted	Steve Quayle 01273 337148
23 Nov 2016	Lead Member for Community Services	School Keep Clear markings and Mandatory Cycle Lanes working practice  To consider the application of relaxations to national signing regulations with respect to progressing requests for enforceable School Keep Clear markings and with flow mandatory cycle lanes		Local Members	Report, other documents may also be submitted	Clare Peedell 0345 60 80 193
24 Nov 2016	Lead Member for Adult Social Care	To consider the Adult Social Care Complaints and Feedback Annual Report			Report, other documents may	Janette Lyman 01273 481242

		2015/16			also be submitted	
24 Nov 2016	Lead Member for Adult Social Care	To consider the annual report for the Safeguarding Adults Board (SB) which summarises the key achievements, impacts and learning from case reviews.			Report, other documents may also be submitted	Angie Turner 01273 482503
13 Dec 2016	Cabinet	Annual Audit Letter 2015/16 To consider the Annual Audit Letter and fee update for 2015/16			Report, other documents may also be submitted	Russell Banks 01273 481447
13 Dec 2016	Cabinet	Council Monitoring: Quarter 2 2016/17 The consider the Council Monitoring report for Quarter 2, 2016 - 17	<b>KD</b>		Report, other documents may also be submitted	Jane Mackney 01273 482146
13 Dec 2016	Cabinet	Looked After Children Annual Report To consider the Looked After Children Annual Report			Report, other documents may also be submitted	Liz Rugg 01273 481274
16 Jan 2017	Lead Member for Education and Inclusion, Special Educational Needs and Disability	Age range changes at Shinewater Primary School  To seek approval to and authorise the publication of statutory notices in respect of a proposal to lower the school age at Shinewater Primary School		Parents of Shinewater Primary School students  East Sussex Children's Centre's  Eastbourne Borough Council	Report, other documents may also be submitted	Jane Spice 01323 747425
23 Jan 2017	Lead Member for Transport and	To consider the response and representations to the Wealden Local Plan		Local Members	Report, other documents may	Ellen Reith 01273 481708

	Environment	proposed submission			also be submitted	
24 Jan 2017	Cabinet	Conservators of Ashdown Forest Budget 2017/18 To consider the Conservators of Ashdown Forest budget 2017/18.	<b>KD</b>	Local Members	Report, other documents may also be submitted	Marie Nickalls 01273 482146
24 Jan 2017	Cabinet	RPPR Draft Council Plan 2017/18 Reconciling Policy, Performance and Resources - To consider the draft Council Plan 2017/18, the Revenue Budget, Capital Programme and Savings Proposals 2017/18.	<b>KD</b>		Report, other documents may also be submitted	Jane Mackney 01273 482146
24 Jan 2017	Cabinet	Treasury Management Strategy 2017/18 To consider the Treasury Management Strategy 2017/18.	<b>KD</b>		Report, other documents may also be submitted	Ola Owolabi 01273 482017

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