



LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS to be made by the Lead Member for Communities and Safety,
Councillor Bill Bentley

WEDNESDAY, 28 JUNE 2017 AT 10.00 AM

CC2, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 14 December 2016 (*Pages 3 - 4*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Petition to support traffic calming measures in Etchingam (*Pages 5 - 20*)
Report by the Director of Communities, Economy and Transport
- 5 Petition for the provision of a School Crossing Patrol in Prince Edwards Road, Lewes (*Pages 21 - 30*)
Report by the Director of Communities, Economy and Transport
- 6 Traffic calming measures around Bourne School, Eastbourne (*Pages 31 - 36*)
Report by the Director of Communities, Economy and Transport
- 7 Proposal for the Registration Service to charge fees for certain services (*Pages 37 - 38*)
Report by the Director of Communities, Economy and Transport
- 8 Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

20 June 2017

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LEAD MEMBER FOR COMMUNITY SERVICES

MINUTES of a meeting of the Lead Member for Community Services held at County Hall, Lewes on 14 December 2016.

Councillor Whetstone spoke on item 4 (see minute 30)

Councillor O’Keeffe spoke on items 5 and 6 (see minutes 31 and 32)

27 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 23 NOVEMBER 2016

27.1 RESOLVED to approve as a correct record the minutes of the meeting held on 23 November 2016.

28 DISCLOSURE OF INTERESTS

28.1 Councillor O’Keeffe declared a personal, non-prejudicial interest in item 5 and 6 on the agenda (see minutes 31 and 32). Councillor O’Keeffe is a Member of Lewes Town Council.

29 REPORTS

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

30 PETITION TO REDUCE THE 60MPH NATIONAL SPEED LIMIT TO 40MPH ON THE B2188 FROM THE LYE GREEN JUNCTION TO FLORENCE CORNER JUNCTION IN GROOMBRIDGE

30.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

30.2 Mr Keith Obbard, the Lead Petitioner, spoke to request further consideration be given to reduce the National Speed Limit of 60mph to 40mph on the B2188 Road from the Lye Green Junction to the Florence Corner Junction in Groombridge.

Decision

30.3 RESOLVED to (1) advise the petitioners that a reduced speed limit on this part of the B2188 Cherry Gardens Hill is not a priority for the County Council at the present time; and (2) advise the petitioners that Withyham Parish Council may wish to consider part funding a lower speed limit on this part of the B2188 through the Community Match fund scheme.

Reasons

30.4 The B2188 Cherry Gardens Hill will be prioritised along with all other roads in the County to establish whether it is a priority for action in 2017/18. However, as only one of the crashes was a serious injury crash it is not a priority for the road safety team and it is unlikely to be a priority for action from the Public Health Fund.

31 FEES FOR SERVICES AT SOUTHOVER GRANGE REGISTRATION OFFICE

31.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

Decision

31.2 RESOLVED to (1) approve the proposed fees for peripheral services at Southover Grange for 2017/18 and 2018/19;
(2) approve the proposal to charge for Friday ceremonies at the same rate as Saturdays and Sundays at Southover Grange; and
(3) approve the amendment to the pricing structure for the community use hire room at Southover Grange.

Reasons

31.3 The agreed fees will allow the Registration Service to commence taking bookings for these services alongside ceremonies early in the New Year.

32 EAST SUSSEX AGAINST SCAMS PARTNERSHIP

32.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

Decision

32.2 RESOLVED to (1) agree to the establishment of the East Sussex Against Scams Partnership; and
(2) agree that East Sussex County Council become one of the flagship “Friends Against Scams” local authorities and that Members are invited to become an East Sussex “Scambassador” as part of the Friends Against Scams network.

Reasons

32.3 The East Sussex Against Scams Partnership is a community pledge asking East Sussex residents to take action in helping to protect people in the County from scams. Organisation and groups will be asked to sign up to a charter as partners and help deliver initiatives to “take a stand against scams”. The problem needs a multi-agency approach to tackle it, and to protect our communities, specifically consumers who are made vulnerable by their circumstances.

(The meeting ended at 10.45am)

Report to:	Lead Cabinet Member for Communities and Safety
Date of meeting:	28 June 2017
By:	Director of Communities, Economy and Transport
Title:	Petition to support traffic calming measures in Etchingham
Purpose:	To consider whether traffic calming measures in Etchingham would be a priority for the County Council.

RECOMMENDATION: The Lead Member is recommended to advise the petitioners that:

- (1) Traffic calming measures incorporating a 20mph speed limit and a pedestrian crossing in Etchingham are not a priority for the County Council at the present time;**
 - (2) Step down markers are not permitted in advance of a speed limit and it has been determined that the Vehicle Activated Sign outside of the school is in the correct position;**
 - (3) The Sussex Safer Roads Partnership's criteria requirements are not met for a speed camera to be installed in Etchingham due to its good safety record; and**
 - (4) Etchingham Parish Council may wish to consider funding traffic calming measures incorporating an advisory 20mph speed limit and pedestrian crossing facilities in Etchingham through the Community Match Fund scheme.**
-
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1. Background Information.

1.1 At the County Council meeting on 7 February 2017 Councillor Barnes presented a petition to the Chairman from a group of parents whose children attend Etchingham Primary School. The group believe that the safety of Etchingham's more vulnerable residents, particularly school children, is at risk due to the high speed and volume of traffic that travels through the village. They wish for the measures below to be considered in Etchingham.

- The introduction of a 20mph speed limit during school pick-up and drop-off times.
- The re-introduction of step down signs on the straight mile from Burwash, so that the speed limit is reduced gradually as nearing Etchingham from Burwash.
- Flashing 30mph sign to be moved closer up to the school and to be replaced with signs that indicate what speed the passing car is driving.
- The installation of a pedestrian crossing at the most suitable point on the High Street.
- The installation of a speed camera.

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2. Supporting Information

2.1 Etchingham Primary School was relocated to a new residential development at Parsonage Croft in 2015. This development is on the north side of the A265 High Street at the western end of the village and is within the 30mph speed limit. As part of the development, funding was secured for a number of speed reducing features to be installed which included two traffic islands, red coloured surface treatments, 30mph road roundels, a vehicle activated sign (VAS) for eastbound vehicles, school warning signs and white hatching road markings. An additional VAS has been in place to the east of the new school site (opposite the Etchingham Club for eastbound vehicles) since 2007.

2.2 Crash data supplied by Sussex Police (shown in Appendix 1) shows that there have been two slight injury crashes recorded in the latest three year period on the most built up section of the A265 (between the start of the 30mph speed limit to the west of Parsonage Croft and the village store to the east of Church Lane a distance of approximately 1 km).

2.3 The causation factors recorded were unlikely to have been influenced by engineering or traffic management measures.

2.4 Whilst further collisions have been recorded between the village shop and the end of the 30 mph speed limit this area is not built up. One slight injury collision occurred due to factors relating to the railway level crossing and one fatal injury due to an unsecured load. Engineering or traffic management measures would also not be permitted in the vicinity of the level crossing.

2.5 A 20/30 mph speed limit would require a Traffic Regulation Order (TRO) and variable signs to indicate the speed limit that applies at that time. This type of scheme is very expensive and a report by the Transport Research Laboratory has indicated that variable speed limits have little effect on the speed of traffic measured at sites where they had been introduced.

2.6 An alternative option would be an advisory 20mph speed limit. This would not be as expensive to introduce as a TRO is not required and its time of operation is indicated by conventional school flashing lights on all approaches. The speed limit is however advisory, so could not be enforced by the Police.

2.7 Research into 20mph speed limits shows that signed alone limits will only lead to small reductions in speeds. As a result they are only appropriate in areas where speeds are already low. If average speeds are at or below 24mph, introducing a 20mph speed limit with signs alone should generally lead to compliance. If signed alone 20mph speed limits are introduced on roads where average speeds are higher than 24mph it is unlikely that drivers will respect or observe the lower speed limit.

2.8 A survey carried out to the east of the new school (by Borders Lane) between 13 and 20 April 2015 recorded the average speed to be 30mph eastbound and 34mph westbound. A new survey between 27 February and 8 March 2017 at the same location indicated the average speed as 28mph eastbound and 34mph westbound. These results indicate that a 20mph speed limit could not be introduced with signs alone. We would not object to the principle of an advisory 20mph speed limit on the A265 outside of the school; however, due to the good safety record in this part of the village, the request does not meet the benchmark score to be taken forward for further consideration for funding through the Council's Capital Programme.

2.9 It is fully appreciated that there are local transport improvements that are of importance to local communities which may not be an immediate priority for the County Council. In partnership with our highway contractors we run an initiative called Community Match which gives local communities the opportunity to take forward schemes funded, in part or in full, by the community. We would therefore suggest the community group liaise with Etchingham Parish Council to see if this is something they feel is a priority and would like to progress through Community Match

2.10 The Community Match initiative provides guidance so that local communities are aware of the service they will receive, as well as being clear on the level of funding, commitment, ownership and public consultation required from them. An advisory speed limit outside of the school is likely to cost in the region of £10,000 to £20,000. To help advise the initial stages of scheme development a feasibility study can be commissioned through an independent consultant or our Highways Maintenance Contractor Costain/CH2M, who have agreed to provide a subsidised service for a cost in the region of £500. This will allow basic design work to be completed to determine firstly if the scheme is feasible and if so, what it may look like and what the likely costs and risk will be.

2.11 Step down markers were installed as a trial measure many years ago on the approach to the 30mph speed limit on the A265 at Straight Mile. They were removed as part of the recent safety improvement works. The Department for Transport has confirmed that these signs will not be approved for use as they are not prescribed by legislation so we cannot agree to use them at this site anymore.

2.12 A Vehicle Activated Sign was provided from funds secured for the development. To move it closer to the school would require it to be moved to the verge to the west of Parsonage Croft. This location was looked at originally; however there were concerns about the restricted visibility caused by the neighbouring hedgerow and the proximity to the junction. Following a meeting with the local member, the parish council and the school governors it was agreed to install the VAS in the verge directly outside the school itself as it was felt that this achieved the best compromise in terms of visibility, access for maintenance and reminding drivers of the speed limit.

2.13 The provision of a pedestrian crossing in the High Street was assessed in October 2016 following a request from the Local Member. Due to the good safety record in the village, the request did not meet the benchmark score to be taken forward for further consideration for funding through the Council's Capital Programme. Again this is something that could be considered as part of the Community Match scheme. A pedestrian crossing facility can cost in the region of £10,000 to £15,000 for a pedestrian

centre island; £15,000 to £25,000 for a zebra crossing and up to £100,000 for a signalised Puffin Crossing.

2.14 Speed cameras are managed by the Sussex Safer Roads Partnership and are only considered at sites where there is a high concentration of crashes where excessive speed was a contributory factor. Etchingham has a good safety record so the criteria requirements are not met for a speed camera to be installed. The criteria are set out in Appendix 2.

2.15 Photographs of the various sites under consideration are provided at Appendix 3.

3. Conclusion and Reason for Recommendation

3.1 It is therefore recommended that the Lead Member for Communities and Safety agrees that additional traffic calming measures incorporating an advisory 20mph speed limit on the A265 near Etchingham Primary School and a pedestrian crossing in the High Street are not presently a priority for funding from the County Council's budget. However, they could be supported if an alternative source of funding becomes available or if an application through the Community Match Scheme was successful. It is also recommended that the Lead Member for Communities and Safety agrees that countdown markers are not permitted in advance of the speed limit, the existing Vehicle Activated Sign outside of the school is in the correct position and the criteria requirements are not met for a speed camera to be installed in Etchingham.

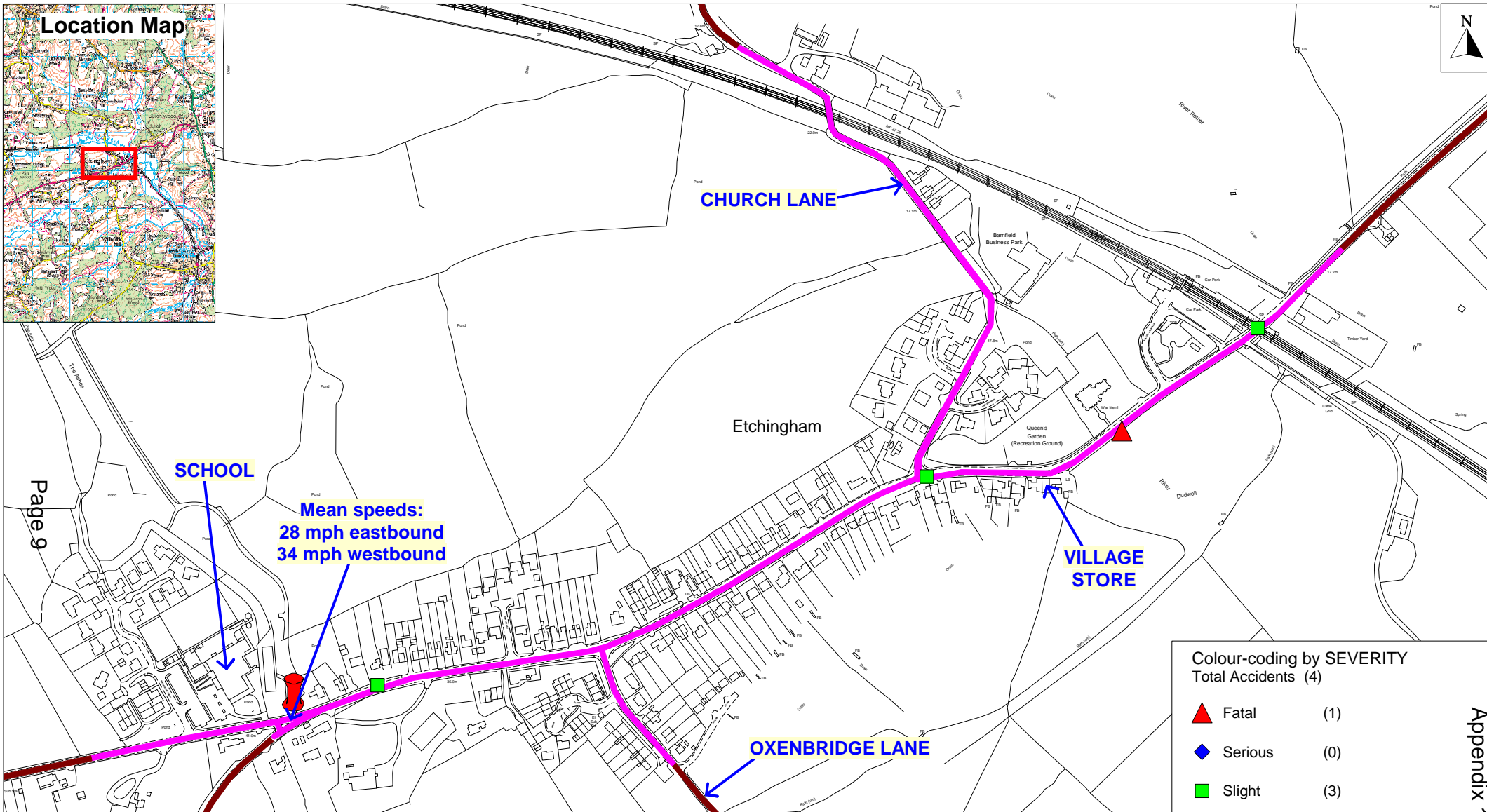
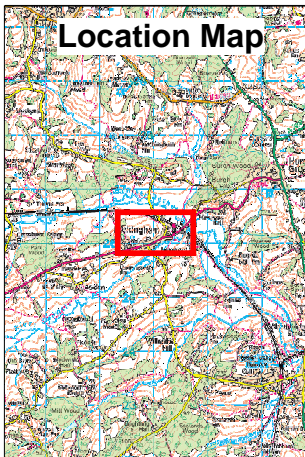
RUPERT CLUBB
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LOCAL MEMBER
Councillor John Barnes

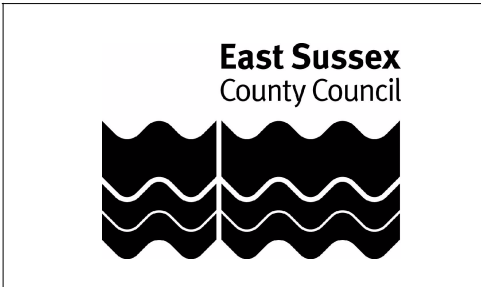
BACKGROUND DOCUMENTS
None

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Colour-coding by SEVERITY	
Total Accidents (4)	
▲ Fatal	(1)
◆ Serious	(0)
■ Slight	(3)

Appendix 1



A265 Etchingham

Selected Range of Accidents between dates 01/02/2014 and 31/01/2017

— Existing 30 mph speed limit
— Existing National speed limit

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SCALE	1 : 5000
DATE	03/05/2017
DRAWING NO.	1
DRAWN BY	PW
ORIGINAL SIZE	

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Sussex Safer Roads Partnership Camera Group

07/08 Criteria For Proposed Fixed Speed Camera Sites		
Rule	Built-up road (limit 40 mph or less)	Non Built-up road (limit 50 mph or more)
1	<i>Site length requirements</i>	Between 0.4 km and 1.5 km
2	<i>Collision requirement</i>	Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed :seriously injured: slightly injured (note 2)
3	<i>Total Points value required 07/08</i>	65 points per kilometre
4	<i>Speed surveys</i>	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds
5	<i>Site conditions that are suitable for the type of enforcement proposed</i>	Speed survey shows 15% of free-flow traffic to be equal to or higher than 5 mph above the stated limit
6	<i>Suitability of site for camera enforcement</i>	Loading and unloading of camera can take place safely.
7	<i>Suitability of site for camera enforcement</i>	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit has been reviewed confirming that camera enforcement is the right solution; (b) There is no other cost effective engineering solution that is more appropriate; (c) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.

07/08 Criteria For Proposed Mobile Speed Camera Sites		
Rule	Built-up road (limit 40 mph or less)	Non Built-up road (limit 50 mph or more)
1	<i>Site length requirements</i>	Between 0.4 km and 5 km
2	<i>Collision requirement</i>	Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (note 2)
3	<i>Total Points value required 07/08</i>	33 points per kilometre
4	<i>Speed surveys</i>	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds
5	<i>Site conditions that are suitable for the type of enforcement proposed</i>	Speed survey shows 15% of free-flow traffic to be equal to or higher than 5 mph above the stated limit
6	<i>Suitability of site for camera enforcement</i>	Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.
7	<i>Suitability of site for camera enforcement</i>	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit has been reviewed confirming that camera enforcement is the right solution; (b) There is no other cost effective engineering solution that is more appropriate; (c) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.

07/08 Criteria For Proposed Red-light Camera Sites		
Rule		All roads
1	Site length requirements	To be assessed according to the junction layout
2	Collision requirement	Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (notes 2 and 3)
3	Total Points value required 07/08	30
4	Speed surveys	Not applicable
5	Site conditions that are suitable for the type of enforcement proposed	Loading and unloading the camera can take place safely.
6	Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) There is no other cost effective engineering solution that is more appropriate; (b) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.

07/08 Criteria For Proposed Routes		
Rule		All roads
1	Site length requirements	Between 5km and 20km
2	Collision requirement	A minimum of 3 existing core sites within the length. (There are no further requirements) OR Points are awarded for each collision within the monitored length of road during the previous three years (note 1) on the basis of 15:10:5 for collisions where someone was killed:seriously injured:slightly injured (notes 2 and 3)
3	Total Points value required 07/08	20 Points per kilometre
4	Speed surveys	Speed survey shows 15% of free-flow traffic to be equal to or higher than ACPO enforcement thresholds in built-up sections (speed limit of 40mph or less) or equal to or higher than 5 mph above the stated limit in non-built up sections (speed limit of 50mph or more. This should be met for any section of the route in which enforcement is to take place.
5	Site conditions that are suitable for the type of enforcement proposed	As both fixed and mobile cameras can be used on routes the conditions are the same as for those categories shown above.
6	Suitability of site for camera enforcement	The Highway Authority must undertake a site survey, demonstrating the following: (a) The speed limit(s) has(have) been reviewed confirming that camera enforcement is the right solution; (b) There is no other cost effective engineering solution that is more appropriate; (c) That the Traffic Regulation Order (where applicable) and signing are lawful and correct.

Priority Factors – Community Profiles and Vulnerable Road Users (note 4)

1 **Community Profiles**

The following elements will be taken into account when assessing a site and a maximum of 2 points will be awarded to each categories:-

Community Profile	Example	Points
Public Concern	Correspondence/local members/parish One referral = 1 pt Additional concern from other bodies = 2pts.	2
Community Facility	Doctors Surgery, library, post office, local shops, leisure centre, parish/village hall, public house, public playing fields, parks, tourist facility (more than one facility then 2 pts, otherwise 1 pt).	2
Community Severance	Playground across the road from housing library, post office, local shops, leisure centre, parish/village hall, public house, public playing fields, parks, tourist facility (more than one facility then 2 pts, otherwise 1 pt).	2
Educational Facility	Any School or College If en route to facility then 1 pt, but if on the road of enforcement 2 pts.	2
Exceptional Factor	No pavements/street lights/narrow roads/reduced visibility/urban dual carriageway (30mph) – 1 pt for each factor.	2

These are guidelines and examples to be considered when making an informed judgement using local knowledge and site assessment.

Rationale behind the points awarded to be recorded.

2 **Vulnerable Road Users**

Casualties	Age Bands			
	0-15	16-25	26-64	65-99
VRU Class				
Pedestrians	1.5	1.3	1.5	1.3
Cyclists (incl pass)	1.2	1.2	1.5	1.0
M/C (Rider and Pillion)	1.0	1.6	1.8	1.0
Vehicle user (not M/C)	1.6	3.7	0	2.1
Equestrians	1.0	1.0	1.0	1.0

Additionally, points will be awarded to each site in recognition of vulnerable road user (VRU) casualties involved in collisions. The above matrix shows the age band and category of each type of VRU and N/A will be entered where that age band or type is not applicable. The points gained per VRU will be added to the accident points to assist in prioritising a site for intervention. **The points awarded are based upon the total casualties across Sussex against the population of Sussex. As the numbers are very small each category begins with one point.**

Exceptional Sites

An exceptional site is one where the approved criteria for a fixed and /or mobile site are not fully met and a high profile presence and activity is considered by the Camera Group to be a direct casualty reduction measure and one or more of the following apply: -

- 1) It is of concern to the community and
- 2) there is an identified speeding problem (e.g. time of day or vehicle specific) and/or
- 3) collisions are occurring and an engineering solution has been identified, but cannot be implemented in the short-term or
- 4) to support RPU special operations

Note: -

- Installation of exceptional sites will be approved by the SSRP Strategy Group.
- Deployment of the Safety Camera Team in support of RPU special operations will be agreed by the SCT Operational Supervisor and approved by the Camera Group Project Manager.
- Mobile enforcement at exceptional sites will be restricted to a maximum of 15% of annual average of mobile enforcement hours..

Notes

1. For the purpose of monitoring the latest three years collision data as provided by Sussex Police is to be used.

2. New camera sites will be selected using an assessment that includes the level of fatal, serious and slight collisions (see table below). The combined total points scored needs to be equal to or above the value required for the consideration of a camera to be progressed.

Severity of collision	Points
Fatal	15
Serious	10
Slight	5

This ratio is in line with present local partners' weighting of 3,2,1 for the above categories of collision.

3. The selection must be based upon a collision history of red light running.

4. In order for a camera to be installed it must meet the criteria for the installation relevant to that type of camera. The Vulnerable Road User and Community Profile points are to be used in prioritising sites that have already met the criteria, and should not be used to help meet the criteria.

** Without the division between built up and non-built up there would be a bias towards built up areas, when the KSIs are predominantly in non built up areas.*

Appendix C
A265 Straight Mile Etchingam (to west of school)
View for Eastbound vehicles on approach to school





**A265 High Street Etchingam (to east of school)
View for Eastbound vehicles**





**A265 High Street Etchingam (to east of school)
View for Westbound vehicles on approach to school**



**A265 Straight Mile Etchingam (to west of school)
View for westbound vehicles.**



Report to:	Lead Cabinet Member for Communities and Safety
Date of meeting:	28 June 2017
By:	Director of Communities, Economy and Transport
Title:	Petition for the provision of a School Crossing Patrol, Prince Edwards Road, Lewes
Purpose:	To consider the petition for the provision of a School Crossing Patrol on Prince Edwards Road in Lewes to assist children and families crossing the road to get to and from school

RECOMMENDATION: The Lead Member is recommended to advise the petitioners that:

- (1) The provision of a School Crossing Patrol on Prince Edwards Road is not a priority for the County Council at the present time; and**
 - (2) Wallands School and/or local community groups may wish to consider sponsoring a School Crossing Patrol for Prince Edwards Road**
-

1. Background Information.

1.1 At the County Council meeting on 7 February 2017 Councillor O’Keeffe presented a petition to the Chairman stating:

*“Approximately 100 children from Wallands School and a significant number attending other schools in Lewes have to cross Prince Edwards Road to get to and from school. Due to speeding cars, road junctions and numerous parked cars, crossing Prince Edwards Road is a hazardous experience. We have looked into having the parking reduced or having a zebra crossing, but none of these options are viable. **The best solution is to have a lollipop person to help children cross the road on their way to and from school.** If we can get 200 signatures in support of this petition, we can go to the council to make our case”.*

1.2 A copy of the petition is available in the Members’ Room. Standing Orders provide that where the Chairman considers it appropriate petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2. Supporting Information

2.1 Policy Summary PS 5/1 covers the provision of School Crossing Patrols (Appendix 1). This states that the requirements of the nationally accepted Road Safety GB (formally the Local Authority Road Safety Officers’ Association) ‘School Crossing Patrol Service Guidelines’ are best practice and are considered appropriate for adoption in East Sussex.

2.2 The national guidelines sets basic criteria requirements to establish if a School Crossing Patrol should be funded by the local authority. These criteria are based on the number of children crossing the road and the volume of traffic on that road. It represents a numerical measurement of the potential risk associated with each site and ensures a fair allocation of resources.

2.3 To determine whether a School Crossing Patrol is authorised and funded from the Road Safety budget a site survey is undertaken (site survey plan attached as Appendix 2). The survey takes into consideration various factors, such as visibility, gradients and additional facilities such as zebra crossings as well as the number of pedestrians and vehicles at the crossing point during peak times. The results produce a numerical rating, which must meet a benchmark score in order for a patrol to be provided.

2.4 The results from the site survey for Prince Edwards Road carried out on 16 March 2017 indicate that the site is well below the required threshold for funding, meeting 48% of the required score. This low score does not warrant further investigation according to Road Safety GB Guidelines. A copy of the completed survey is attached as Appendix 3.

2.5 There is no statutory requirement to provide School Crossing Patrols and removal of the service was considered as part of the Reconciling Policy and Performance Resources (RPPR) process. However, Members recognised the value of the service and agreed to continue funding those sites that met our policy criteria. The approval of additional School Crossing Patrols at sites of local concern was recognised at the time and Members agreed that we should support these, as long as there were no financial implications on the Road Safety Budget. We have therefore put in place a scheme which allows School Crossing Patrols to operate at sites not meeting the national criteria, if local sponsorship can be found.

3. Conclusion and Reason for Recommendation

3.1 The Lead Member is therefore recommended to advise petitioners that the provision of a School Crossing Patrol on Prince Edwards Road is not a priority for the County Council at the present time, as the site does not meet the recognised criteria for funding.

3.2 If Wallands School and/or local community groups wish to consider sponsoring a School Crossing Patrol for Prince Edwards Road, it is recommended that they contact the Road Safety Team who can provide relevant information, including terms and conditions.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Darren Dowd

Tel. No. 01273 482293

Email: darren.dowd@eastsussex.gov.uk

LOCAL MEMBER

Councillor O'Keeffe

BACKGROUND DOCUMENTS

None

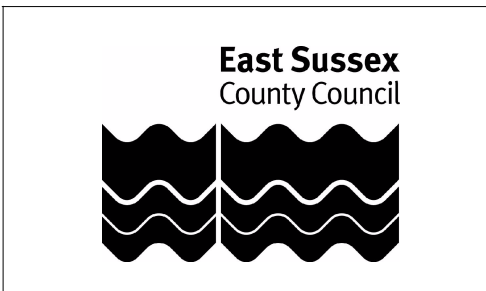
EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT POLICY SUMMARY

PROVISION OF SCHOOL CROSSING PATROLS	<u>PS 5/1</u>
PURPOSE OF POLICY	
To ensure that School Crossing Patrols are provided on the basis of impartially assessed need	
SPECIFIC POLICIES	
<ol style="list-style-type: none"> 1. Subject to conditions patrols may be provided for infant, junior and primary school children. School Crossing Patrols are not generally provided at Secondary Schools, experience has shown that older children do not find such a service appropriate and other measures need to be considered at these locations. When a request for a patrol service to serve secondary school pupils is received the County Council will work with the school and local community to find the most appropriate solution to any problem. 2. The requirements considered when assessing a proposed school crossing patrol site, in terms of the numbers of children crossing, passing traffic and road conditions, will be in accordance with the recommendations of the current Local Authority Road Safety Officers' Association, School Crossing Patrol Service Guidelines 3. Sites meeting the requirements in Specific Policy 2 above will be fully funded by the County Council. Other sites may be provided with a patrol subject to Specific Policy 6 below. <p>/continued overleaf....</p>	
SUPPORTING STATEMENT	
This policy sets out an impartial measure of the need for a School Crossing Patrol at any site. The standards set out in the Local Authority Road Safety Officers' Association Guidelines are nationally accepted best practice and are considered appropriate for adoption in East Sussex	
<u>References – Further Information</u>	<u>Date of Approval</u>
RAP Sub-Committee	07.03.1978
H & T Committee - Agenda Item 5	06.01.1984
Lead Member for Transport and Environment - Agenda Item 8	01.09.2008

Specific Policies (continued)

4. All school crossing patrol sites shall be regularly reviewed on the following basis or more frequently if site conditions alter:
 - Sites below twice the criteria - every year
 - Sites above twice but below four times the criteria - every two years
 - Sites above four times the criteria - every four years
5. When a patrol resigns or a zebra crossing is constructed the site shall be reassessed. At sites where the criteria in Specific Policy 2 above are met a school crossing patrol will be retained. Where a site no longer meets the relevant criteria Specific Policies 6, 7 and 8 will apply
6. Where a site does not meet the criteria in Specific Policy 2 above, an unpaid volunteer(s) or appropriate sponsor to fund a patrol can be used. The school or other local community body, such as the Parish Council, will be responsible for recruiting volunteer(s) or securing sponsorship. The County Council will train, equip, insure and supervise the patrol officer.
7. Sites served by a newly constructed zebra crossing, which as a result, no longer meet the criteria set out in Specific Policy 2 will be fully funded by the County Council for one month from the date the crossing comes into service. At the end of this period Specific Policy 6 will apply.
8. At sites where a light controlled crossing such as a Puffin or Toucan crossing is constructed the patrol service will be withdrawn. An attendant will be fully funded by the County Council for one month from the date the crossing comes into service. After that time an unpaid volunteer(s) or appropriate sponsor to fund an attendant can be used. The school or other local community body, such as the Parish Council, will be responsible for recruiting volunteer(s) or securing sponsorship. The County Council will train, equip, insure and supervise the attendant.
9. School crossing patrol sites will receive a supervisory visit once a term where possible.



Requested Location for School Crossing Patrol
 Prince Edward's Road
 Lewes

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R/S22 A

SCHOOL CROSSING PATROL SURVEY REPORT

SITE NO: _____

LOCATION: Prince Edward Road.

DATE: 16-3-17

SCHOOLS SERVED: Wallands

WEATHER: Sunny

Time Period	Busiest 30 Mins	Accompanied Children	Unaccompanied Children	Vehicles
0800 – 0805				18
0805 – 0810				20
0810 – 0815			1	22
0815 – 0820				15
0820 – 0825		|||		21
0825 – 0830		||	||	26
0830 – 0835		|||||	|||	20
08.35 -08.40 0840 – 0845		|||||		31
08.45 - 08.50 0850 – 0855		|||	|||	31
		||		31
				26
0855 – 0900				19
		34	9	160

PV² Calculation

$$\begin{aligned}
 PV^2 &= (P1 + P2) \times V \times V \\
 &= (.. + ..) \times . \times . \\
 &=
 \end{aligned}$$

Site Rating

Rating (%) = $\frac{PV^2 \times \text{multiplier} \times 100}{F} \times 100 =$ 0.48 x 100 = %

F = 100,000,000 at sites where there is a Zebra crossing, Pelican crossing or "red/green man" phase at traffic signals.

F = 4,000,000 at all other sites.

SCHOOL CROSSING PATROL – ADJUSTMENT FACTORS

1.	Single carriageway more than 10m wide	.....	+ 2	<input type="text" value="2"/>
2.	Single carriageway more than 7½m wide	.....	+ 1	<input type="text"/>
3.	Footpath less than 2m wide	.....	+ 1	<input type="text"/>
4.	Down gradient more than 12½% (1 in 8)	.....	+ 2	<input type="text"/>
5.	Down gradient less than 12½% but more than 5% (1 in 20)	.....	+ 1	<input type="text"/>
6.	<u>Speed:</u>	<u>Visibility:</u>		
	(a) More than 60	Less than 100m	+ 3	<input type="text"/>
	(b) More than 60	Less than 200m: More than 100m	+ 2	<input type="text"/>
	(c) More than 60	Less than 300m: More than 200m	+ 1	<input type="text"/>
	(d) More than 50: Less than 60	Less than 75m	+ 3	<input type="text"/>
	(e) More than 50: Less than 60	Less than 100m: More than 75m	+ 2	<input type="text"/>
	(f) More than 50: Less than 60	Less than 200m: More than 100m	+ 1	<input type="text"/>
	(g) More than 40: Less than 50	Less than 60m	+ 3	<input type="text"/>
	(h) More than 40: Less than 50	Less than 100m: More than 60m	+ 2	<input type="text"/>
	(j) More than 40: Less than 50	Less than 150m: More than 100m	+ 1	<input type="text"/>
	(k) More than 30: Less than 40	Less than 50m	+ 3	<input type="text"/>
	(l) More than 30: Less than 40	Less than 75m: More than 50m	+ 2	<input type="text"/>
	(m) More than 30: Less than 40	Less than 100m: More than 75m	+ 1	<input type="text"/>
7.	(a) Speed more than 40mph with no street lighting	.....	+ 3	<input type="text"/>
	(b) Speed more than 40mph with low (5m) estate type lighting	.....	+ 2	<input type="text"/>
	(c) Speed more than 40mph with high (8-12m) main route type lighting	.....	+ 1	<input type="text"/>
8.	Visibility obstructed within 100m of site by street furniture, trees	.....	+ 1	<input type="text"/>
9.	Site complicated by road markings, i.e. turning lanes, etc., within 50m	.....	+ 1	<input type="text"/>
10.	Site within 20m of a road junction on a minor road	.....	+ 2	<input type="text" value="2"/>
11.	Site within 20m of a road junction on a major road	.....	+ 1	<input type="text"/>
12.	Children with minimum age of 9 and over where there is a crossing point:			
	(a) within 100m	.....	+ 4	<input type="text"/>
	(b) within 100m to 200m	.....	+ 2	<input type="text"/>
	(c) within 100m of central reservation or island more than 3m wide	.....	+ 1	<input type="text"/>
13.	Pedestrian accidents between 0800 and 1730 hours within 50m of site	.....	+ 1	<input type="text"/>
14.	Where criteria are not satisfied (pedestrian flow light but vehicle traffic heavy): then at threshold value of 800m (equivalent) vehicles per hour (two-way or one-way on dual carriageway)	.....	+ 1	<input type="text"/>
15.	<u>Age Range:</u>			
	(a) 5 to 7	.....	+ 3	<input type="text"/>
	(b) 7 to 11	.....	+ 2	<input type="text" value="2"/>
	(c) 9 to 13	.....	+ 0	<input type="text"/>
	(d) 11 to 16	.....	+ 2	<input type="text"/>
TOTAL FACTORS				<input type="text" value="6"/>

<u>Number of Factors</u>	<u>Multiplier</u>	<u>Number of Factors</u>	<u>Multiplier</u>
1	1.100	8	2.144
2	1.210	9	2.358
3	1.331	10	2.594
4	1.464	11	2.853
5	1.610	12	3.139
<u>6</u>	<u>1.772</u>	13	3.453
7	1.949	14	3.795

- Of at least 100 vehicles during patrol period: factor = 85%ile speed minus 30 over 3. Example: $\frac{36 - 30}{3} = \text{Factor } 2.$
- N5 Less than stopping distance in adverse weather.
- One point per pedestrian injured per year on a three year average, rounded down.

	Wallands		
15/03/2017			
unaccompanied	9		
accompanied	34	43	
vehicles	160	25600	
plus pedestrians		1100800	
x 100		110080000	
factors	1.772	1950617.6	
	4000000		
pv2		0.4876544	
4000000			
100000000			

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Report to:	Lead Member for Communities and Safety
Date of meeting:	28 June 2017
By:	Director of Communities, Economy and Transport
Title:	Traffic calming measures around Bourne Primary School, Eastbourne
Purpose:	To consider a petition for traffic calming measures including additional parking restrictions and safer crossing points around Bourne School, Eastbourne

RECOMMENDATIONS: The Lead Member is recommended to advise the petitioners that:

- (1) Traffic calming measures around Bourne School are not a priority for the County Council at the present time;**
 - (2) Consideration will be given to the installation of school warning signs in locations deemed appropriate by the Local Traffic and Safety Team; and**
 - (3) Additional parking restrictions have been included for consideration as part of the Parking Team's 2017 Eastbourne Parking Review.**
-

1 Background Information

1.1 At the County Council meeting on 7 February 2017 Councillor Wallis presented a petition to the Chairman from a group of parents whose children attend Bourne Primary School. The group believe that the traffic situation around Bourne School requires urgent review with a view to:

- Install traffic calming features including safe crossing points
- Provide school warning signs
- Provide keep clear signs
- Provide addition parking restrictions

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2 Supporting Information

2.1 Bourne Primary School, Eastbourne is located in Melbourne Road, with access also available from Bourne Street. All roads around the school are subject to a 30mph speed restriction.

2.2 Melbourne Road is one way southwards from its junction with Belmore Road. This continues round into Sydney Road with no entry into Sydney Road from Belmore Road.

2.3 Melbourne Road and Sydney Road are approximately 6m wide with parking taking place on both sides of the road. The area is predominantly residential in nature with limited or no off-street parking facilities available.

2.4 The latest three year crash data supplied by Sussex Police for the period up to 31/01/2017 shows that there have been three slight personal injury crashes on Bourne Street in the vicinity of the school, and two slight personal injury crashes on Belmore Road at its junctions with Melbourne Road and Sydney Road. The crashes were attributed to overshooting a junction, driving under the influence of alcohol and driver error such as driving in a careless manner. The locations are marked on the plan at Appendix 1.

2.5 The County Council has a limited amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. To help us prioritise the numerous requests for improvements we developed a process to determine which schemes should be funded through our Integrated Transport programme. A traffic calming scheme for the roads around Bourne School has been assessed to determine if it might be a priority for future consideration. The proposal did not meet the benchmark score to enable it to be taken forward at this time.

2.6 Sussex Police are running a scheme called Operation Crackdown, which enables members of the public to report vehicles being driven in excess of the speed limit, or in a dangerous or antisocial manner. Residents and those connected with the school may wish to use Operation Crackdown to report vehicles they believe are being driven in a dangerous or antisocial manner. This will enable the Police to take appropriate action and target their resources to areas of greatest need.

2.7 It has been noted that there are currently no school warning signs in place for Bourne School. The Local Traffic and Safety Team will carry out a site visit to determine the most suitable location before arranging for the sign(s) to be installed if assessed to be appropriate in accordance with national criteria

2.8 The yellow school keep clear markings located on Bourne Street/Langney Road and Melbourne Road are enforceable by our Civil Enforcement Officers. Both sets of markings have accompanying signs stating the times of operation. If vehicles are parking on the markings during the times stated on the plates, enforcement action can be taken against the offending vehicle(s) by contacting the Parking Team on 0345 6801129.

2.9 A review of parking restrictions in Eastbourne Borough started in April 2017. The request for additional yellow lines has been added to the list for consideration and prioritisation. Requests identified as being of the highest priority will be subject to a formal legal procedure with introduction on street of approved measures expected in the next 12 to 14 months.

3 Conclusion and Reasons for Recommendations

3.1 It is therefore recommended that the Lead Member for Communities and Safety agrees that a traffic calming scheme for the roads around Bourne Primary School including additional crossing points is not currently a priority for funding from the County Council's budget for the reasons contained within this report.

3.2 The provision of School warning signs will be assessed against the national criteria by the Local Traffic and Safety Team who will arrange for any appropriate signing to be installed.

3.3 Additional parking restrictions will be considered as part of the ongoing review of parking in Eastbourne and, subject to their prioritisation, will be progressed as part of this review.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Victoria Bartholomew
Tel. No. 01424 724284
Email: victoria.bartholomew@eastsussex.gov.uk

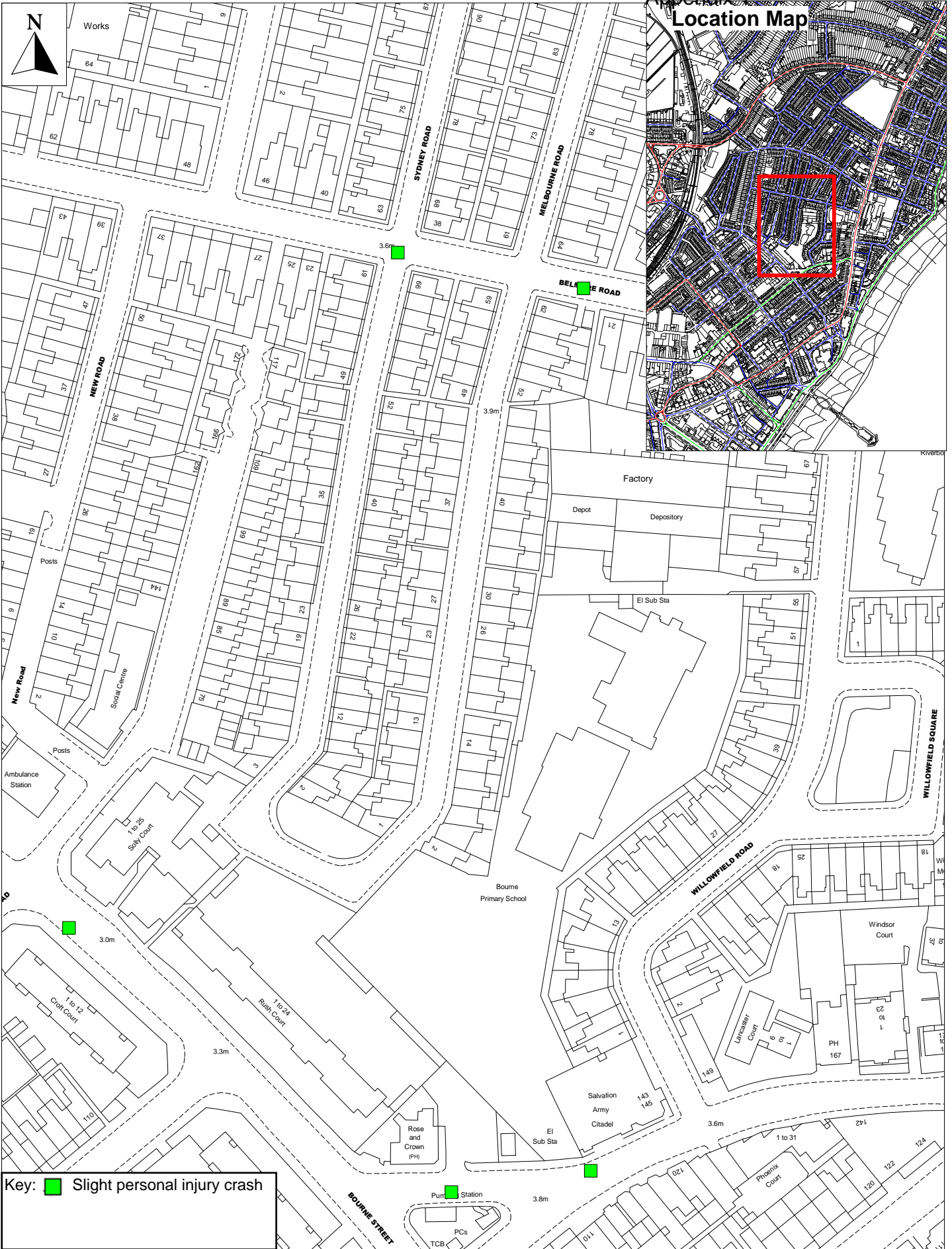
LOCAL MEMBERS

Councillor Wallis

BACKGROUND DOCUMENTS

None

Appendix 1
Location Map



Key: ■ Slight personal injury crash



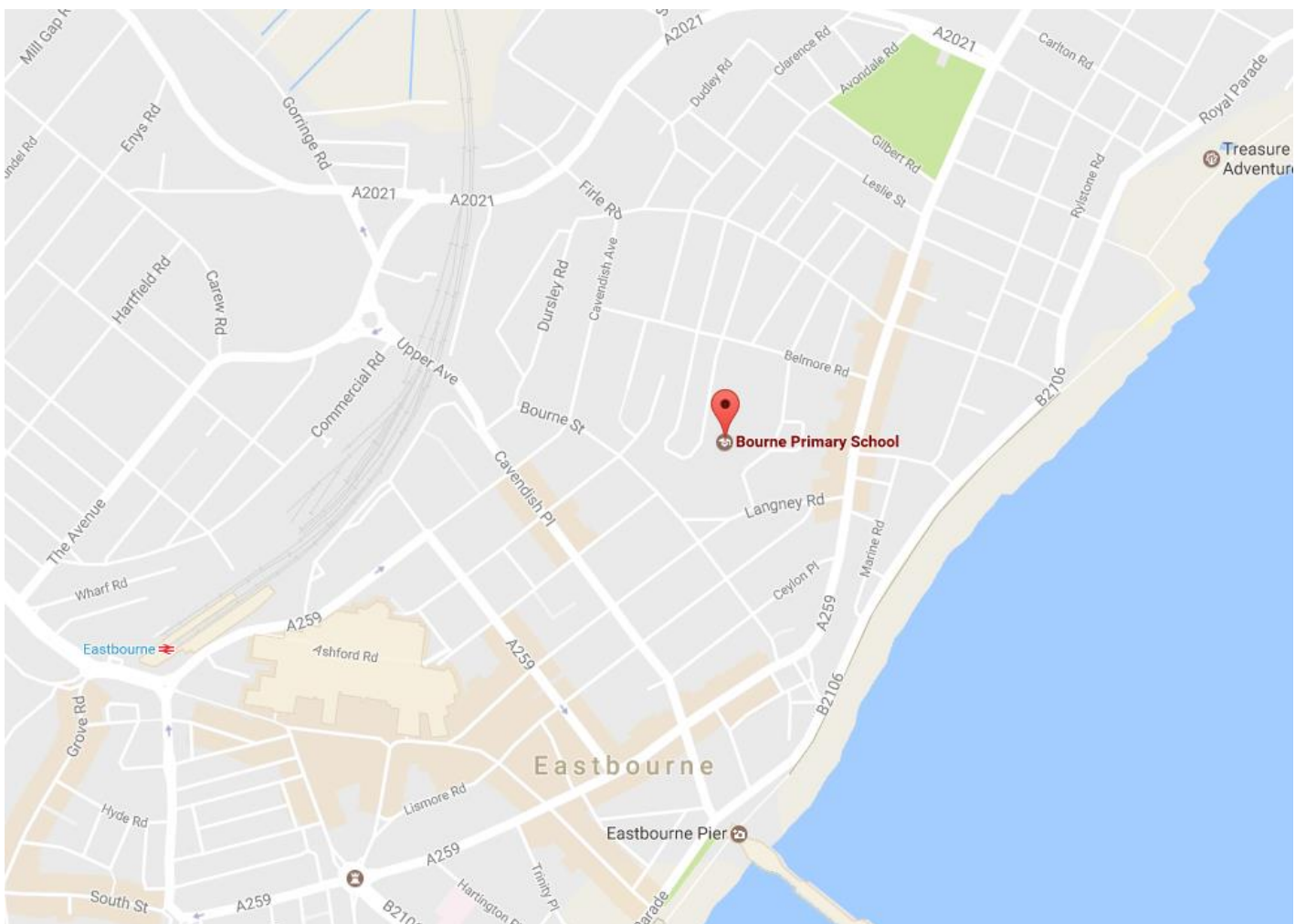
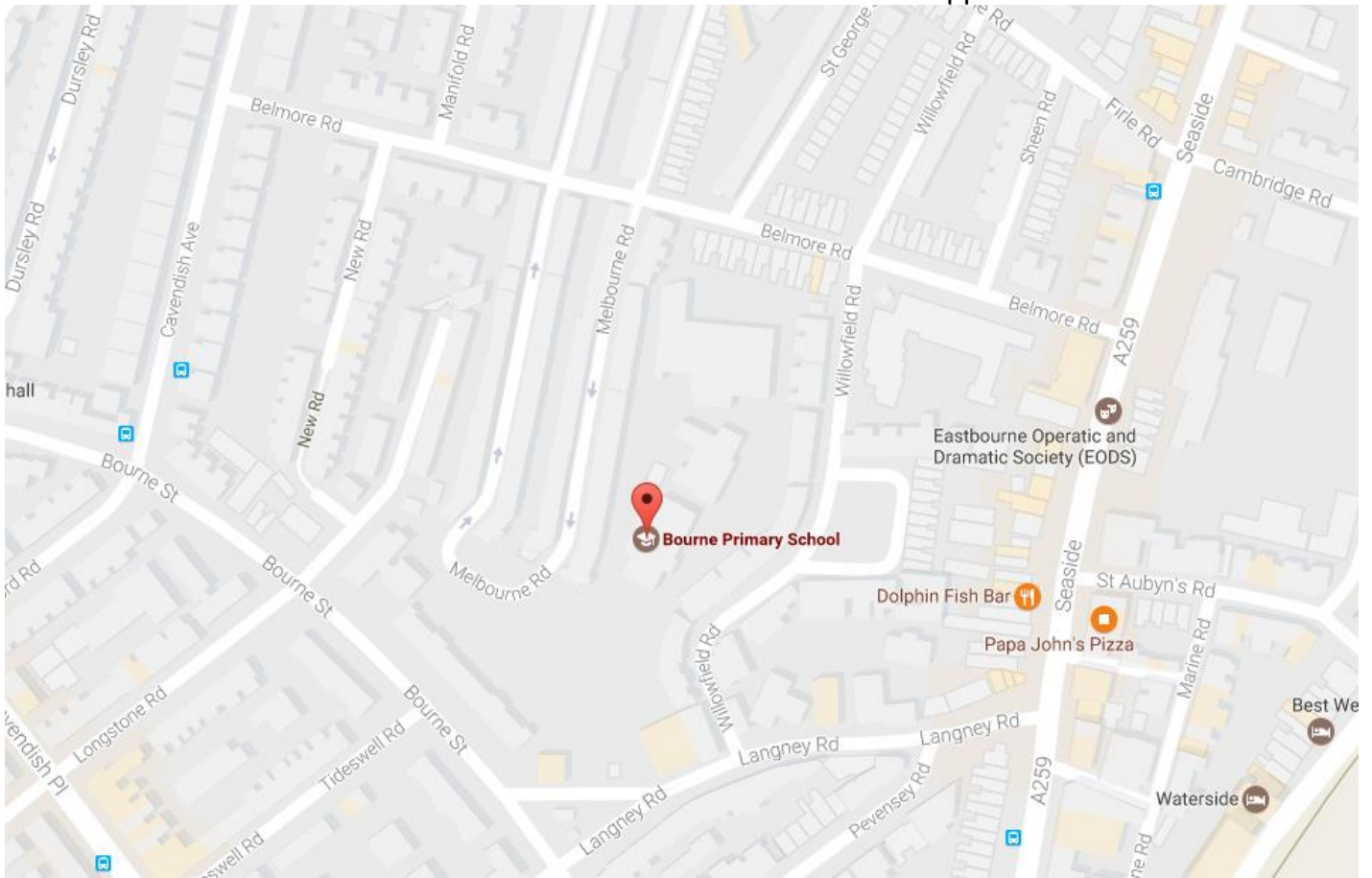
Crash locations - Bourne School
Eastbourne

Most Recent 36 Months Accident Data

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DATE	19/04/2017
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Report to: Lead Cabinet Member for Communities and Safety

Date of meeting: 28 June 2017

By: Director of Communities, Economy and Transport

Title: Proposal for the Registration Service to charge fees for certain services

Purpose: To seek approval to charge new discretionary statutory fees, predominantly for services which have previously been free for customers at the point of use and delegate authority to the Director of Communities, Economy & Transport to approve any changes in future fees in line with legislation (on a cost recovery basis)

RECOMMENDATIONS: Lead Member is recommended to:

- 1) Approval for the Council to charge fees for Registration Services in line with legislation; and
 - 2) Delegate authority to the Director of Communities, Economy & Transport to approve any future changes in fees payable for Registration Services in line with legislation
-

1 Background Information

1.1. Part 8, section 89 of the Immigration Act 2016 deals with civil registration fees. It gives effect to Schedule 15 which amends enactments about civil registration allowing for regulations to be made granting the Registrar General powers to charge local authorities statutory fees for the provision of some services. Previously these services have predominantly been conducted for free. This will result in additional cost for local authorities.

1.2. The amendments also allow for regulations to be made granting local authorities powers to charge the public for certain services at fee levels set out in the regulations. It is anticipated that this will enable local authorities to offset the additional cost referred to above.

1.3 It is envisaged that the initial registration services which will incur a charge will be as follows: Complex corrections (except when fault of Registrar); Space 17 amendments (changing the name on a birth certificate within 1 year of registration); Dealing with foreign divorces (in relation to a notice of marriage); Dealing with foreign divorces (in relation to a notice of marriage) when referred to General Register Office; Waiver for reduction of usual waiting time between giving notice and marriage or civil partnership taking place. However, it is envisaged that further registration services will incur a charge in the future.

1.4 The specific amounts have yet to be set as no regulations have been made. It is also not known at this stage when the earliest date for charging will to be introduced will be but it is anticipated that this will be clarified within future regulations.

1.5 The precise level of fees remains unknown at the time of writing this report.

1.6 This report seeks (i) approval for the Council to charge fees for Registration Services in line with regulations made under Schedule 15 of the Immigration Act 2016; and (ii) delegated authority to the Director of Communities, Economy & Transport to approve any future changes in fees payable for Registration Services in line with regulations made under Schedule 15 of the Immigration Act 2016 (on a cost recovery basis).

1.7 These statutory fees are not subject to VAT.

2 Supporting Information

2.1 The Registration Service currently provides these services across the county at its own expense, with the exception of the Registrar General's Licence, for which it charges £15.

2.2 The fees will be proposed based on a General Register Office (GRO) consultation with the Local Registration Service Association and will be calculated on a cost recovery basis.

2.3 The main costs incurred whilst undertaking these duties are staff time, and research. Decisions around the services must be considered carefully as they can affect legal outcomes and have far reaching knock on consequences for the individuals involved.

2.4 Once these fees become chargeable, it is proposed that GRO will begin passing on some of their costs to local registration services.

2.5 Each of the services identified in 1.3 above are for the benefit of the individual and have little benefit for the public at large, therefore offering them as a free service, subsidised by the tax payer, is no longer in line with government policy.

2.6 These fees will likely be charged by all other local authorities. Not charging them could incentivise the public to apply for these loss making services in East Sussex, adding to the financial burden on the county.

2.7 GRO have made it clear that local registration services continue to hold power to waive these fees on an individual basis, as required, in cases of genuine financial hardship or registrar error.

3 Conclusion and Reason for Recommendation

3.1 In the event that the Council does not charge the proposed fees for these services the Council would be at risk of bearing additional costs due to the proposed recharging from GRO.

3.2 It is therefore recommended that the Lead Member for Communities and Safety: (i) approves that the Council charge fees (as finally determined by regulations) for relevant registration services and (ii) delegates authority to the Director of Communities, Economy and Transport to approve any changes in future fees payable for registration services in line with Schedule 5 of the Immigration Act 2016 (on a cost recovery basis).

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Mike Bendell

Tel. No. 07702 684772

Email: mike.bendell@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None