



Meeting of  
East Sussex County Council  
on Tuesday, 22 March 2022  
at 10.00 am

*NOTE: As part of the County Council's drive to increase accessibility to its public meetings, this meeting will be broadcast live on its website and the record archived. The live broadcast is accessible at: [www.eastsussex.gov.uk/yourcouncil/webcasts/default.htm](http://www.eastsussex.gov.uk/yourcouncil/webcasts/default.htm)*





# EAST SUSSEX COUNTY COUNCIL

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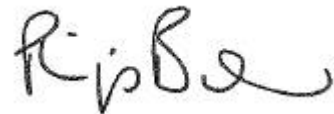
## To the Members of the County Council

You are summoned to attend a meeting of the East Sussex County Council to be held at Council Chamber, County Hall, Lewes, **on Tuesday, 22 March 2022 at 10.00 am** to transact the following business

1. **Minutes of the meeting held on 8 February 2022** (Pages 5 - 28)
2. **Apologies for absence**
3. **Chairman's business**
4. **Questions from members of the public**
5. **Report of the Cabinet** (Pages 29 - 36)
6. **Report of the Governance Committee** (Pages 37 - 40)
7. **Report of the Lead Member for Transport and Environment** (Pages 41 - 46)
8. **Questions from County Councillors**
  - (a) Oral questions to Cabinet Members
  - (b) Written Questions of which notice has been given pursuant to Standing Order 44

*Note: There will be a period for collective prayers and quiet reflection in the Council Chamber from 9.30 am to 9.45 am. The prayers will be led by the Reverend Ben Brown, Rector at St Anne's Church, Lewes. The Chairman would be delighted to be joined by any members of staff and Councillors who wish to attend.*

County Hall  
St Anne's Crescent  
LEWES  
East Sussex BN7 1UE



PHILIP BAKER  
Assistant Chief Executive

14 March 2022

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## MINUTES

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### EAST SUSSEX COUNTY COUNCIL

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**MINUTES of a MEETING of the EAST SUSSEX COUNTY COUNCIL held at Council Chamber, County Hall, Lewes on 8 FEBRUARY 2022 at 10.00 am**

**Present** Councillors Sam Adeniji, Abul Azad, Matthew Beaver, Colin Belsey, Nick Bennett, Bob Bowdler, Charles Clark, Chris Collier, Godfrey Daniel, Johnny Denis, Penny di Cara, Chris Dowling, Claire Dowling, Kathryn Field, Gerard Fox, Roy Galley (Vice Chairman), Nuala Geary, Keith Glazier, Alan Hay, Julia Hilton, Ian Hollidge, Stephen Holt, Johanna Howell, Eleanor Kirby-Green, Carolyn Lambert, Tom Liddiard, Philip Lunn, James MacCleary, Wendy Maples, Sorrell Marlow-Eastwood, Carl Maynard, Matthew Milligan, Sarah Osborne, Peter Pragnell (Chairman), Paul Redstone, Christine Robinson, Pat Rodohan, Phil Scott, Daniel Shing, Stephen Shing, Alan Shuttleworth, Rupert Simmons, Bob Standley, Colin Swansborough, Barry Taylor, Georgia Taylor, David Tutt, John Ungar and Trevor Webb

#### **46. Minutes of the meeting held on 7 December 2021**

46.1 RESOLVED – to confirm as a correct record the minutes of the County Council held on 7 December 2021 as a correct.

#### **47. Apologies for absence**

47.1 An apology for absence was received on behalf of Councillor Steve Murphy.

#### **48. Chairman's business**

##### NEW YEAR'S HONOURS

48.1 On behalf of the Council, the Chairman congratulated all those who live or work in East Sussex who were recognised in the New Year's Honours including Roger Cohen, a Trading Standards Officer, who was awarded an MBE for services to the RNLI.

##### CHAIRMAN'S ACTIVITIES

48.2 The Chairman reported that he had attended one engagement since the last meeting of the Council - the Year 8 achievement celebration at Ark Alexandra Academy in Hastings. The Chairman thanked the Vice Chairman for his ongoing support.

##### PETITIONS

48.3 The following petitions were presented before the meeting by Councillors:

Councillor Galley	- calling on the County Council to reduce the speed limit on the A22 from Cackle Street to Lampool Roundabout
Councillor Hilton	- calling on the County Council to implement a walking and cycling route in Alexandra Park, Hastings

## MINUTES

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Councillor Georgia Taylor - calling on the Council to implement traffic calming measures on the A26 at Eridge Green

### PRAYERS

48.4 The Chairman thanked the Father David Hill for leading prayers before the meeting.

### 49. Questions from members of the public

49.1 Copies of a question from a member of the public and the answer from Councillor Claire Dowling (Lead Member for Transport and Environment) are attached to these minutes.

### 50. Declarations of Interest

50.1 There were no declarations of interest.

### 51. Reports

51.1 The Chairman of the County Council, having called over the reports set out in the agenda, reserved the following for discussion:

Cabinet report – paragraph 1 (Reconciling Policy, Performance and Resources), paragraph 3 (Annual Progress report for Looked After Children’s Services) and paragraph 4 (Treasury Management Policy and Strategy 2022/23)

### NON-RESERVED PARAGRAPHS

51.2 On the motion of the Chairman of the County Council, the Council adopted those paragraphs in reports that had not been reserved for discussion as follows:

Cabinet report – paragraph 2 (Council monitoring quarter 2)

### 52. Report of the Cabinet

Paragraph 1 – Reconciling Policy Performance and Resources

52.1 Under Standing Order 23, the Council agreed that the speeches of the Leaders of the 5 Groups (or their nominees) on paragraph 1 of the Cabinet’s report be extended beyond 5 minutes.

52.2 Councillor Bennett moved the adoption of paragraph 1 of the Cabinet’s report.

52.3 The following amendment (from the Liberal Democrat, Labour, Green and Independent Democrat Groups) was moved by Councillor Tutt and seconded:

Delete paragraph 1.66 of the Cabinet’s report and replace with:-

*(1) approve, in principle, the draft Council Plan 2022/23 at Appendix 1 and authorise the Chief Executive to finalise the Plan in consultation with the relevant Lead Members;*

*(2) approve the net Revenue Budget estimates totalling £453.2m for 2022/23 as set out on Appendix 2 (Medium Term Financial Plan) and 3 (Budget Summary) and authorise the Chief Executive, in consultation with the Chief Finance Officer, Leader and Deputy Leader, to make adjustments to the presentation of the Budget Summary to reflect the final settlement and budget decisions with the following amendments:*

## MINUTES

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1. To use £4,126,000 of the revenue surplus on:
  - a. Ringfence investment in Vehicle Activated Signage (VAS) Units to tackle the widespread problems of speeding across the County (at £200,000 per year for 3 years) - £600,000
  - b. Ringfence further investment in pavements and dropped curbs (at £100,000 per year for 4 years – managed within the capital programme) - £400,000
  - c. Comprehensive programme of training for all teachers and education professionals to address concerns about Mental Health and other health issues arising from the pandemic and lockdowns - £750,000
  - d. Community Action Programmes aimed at countering youth offending, particularly drug crime - £425,000
  - e. Pilot a retrofit scheme to demonstrate the comprehensive benefits of retro fitting property - £450,000
  - f. Ongoing re-investment in I-Send EHCP Assessment Service for 2022/23 and future years - £188,000
  - g. Bollards - accelerate replacement of keep left lights with reflectors, including maintenance costs - £250,000
  - h. Carers – provision of extra sessions of respite care, training for new carers and for young carers and development of new County App for carers to give easy access to information sources and to each other - £580,000
  - i. Community Match Funding – for 2022/23, pilot a reduced external match requirement to 25% - £100,000
  - j. Biodiversity – Pilot the development of a 50% Council match funded scheme for local biodiversity and habitat initiatives (£100,000 per year for 2 years) - £200,000
  - k. Use Libraries savings in 2022/23 to invest in book stock - £183,000 (and removal of all £288,000 savings currently in the Medium Term Financial Plan by 2023/24)
2. One-off investment from the Market Sustainability and Fair Cost of Care Fund (MSFCCF) to review, research and identify innovative models of home care with a view to producing a business case and budget proposal for 2023/24 - £100,000
3. Use the existing Economic Intervention Fund to conduct and support feasibility work for pump priming and stimulating the Community Energy Sector - £100,000
4. Bring forward capital allocation from Local Cycling and Walking Infrastructure Plans (LCWIP) to focus on the development of pipeline schemes - £100,000
5. Investment in Road Safety infrastructure providing more crossings - £1,750,000

Total of proposed revenue amendments - £6,176,000

To be funded by:

6. Use of 2022/23 revenue surplus - £4,126,000
7. One off top slice from the MSFCCF - £100,000
8. One off use of Economic Intervention Fund - £100,000
9. Capital investment brought forward - £100,000
10. 2022/23 Service Grant set aside for investment opportunities - £1,750,000

Total of proposed revenue funding amendments - £6,176,000

(3) in accordance with the Local Government Finance Act 1992 to agree that:

- (i) the net budget requirement is £453.2m and the amount calculated by East Sussex County Council as its council tax requirement (see Appendix 5) for the year 2022/23 is £328.4m;

## MINUTES

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- (ii) *the amount calculated by East Sussex County Council as the basic amount of its council tax (i.e. for a band D property) for the year 2022/23 is £1,613.34 and represents a 4.49% (2.5% of which relates to the Adult Social Care precept) increase on the previous year;*

*(4) advise the District and Borough Councils of the relevant amounts payable and council tax in other bands in line with the regulations and to issue precepts accordingly in accordance with an agreed schedule of instalments to be revised as amended by proposals in paragraph (2) above;*

*(5) note the fees and charges set out in Appendix 9 that have been increased above inflation;*

*(6) approve the Capital Strategy and Programme as set out at Appendix 8;*

*(7) note the progress with the Council Plan and Budget 2021/22 since quarter 2 set out in paragraphs 1.34 to 1.37 of the report;*

*(8) note the Medium Term Financial Plan forecast for the period 2022/23 to 2024/25 as set out in Appendix 2 and amended by the proposals in paragraph (2) above;*

*(9) note the comments of the Chief Finance Officer on budget risks and robustness as set out in Appendix 6;*

*(10) note the comments from the engagement exercises as set out in Appendix 7.*

*(11) agree the Reserves Policy set out at Appendix 6; and*

*(12) approve the transfer of:*

- £3.425m of the remaining one-off Service Grant funding to the Priority Outcomes and Transformation reserve for one-off investment in programmes that meet the Council's priority outcomes;*
- £1.645m Market Sustainability and Fair Cost of Care Fund and £3.1m Adult Social Care precept to Adult Social Care to support costs arising from national social care reforms, with any unused funding in year to be transferred to a new Adult Social Care Reform reserve.*

52.4 A recorded vote on Opposition Groups amendment proposed by Councillor Tutt was taken. The amendment was LOST, the votes being cast as follows:

### FOR THE AMENDMENT

Councillors Collier, Daniel, Denis, Field, Hilton, Holt, Lambert, MacCleary, Maples, Osborne, Robinson, Rodohan, Scott, Daniel Shing, Stephen Shing, Shuttleworth, Swansborough, Georgia Taylor, Tutt, Ungar and Webb.

### AGAINST THE AMENDMENT

Councillors Adeniji, Azad, Beaver, Belsey, Bennett, Bowdler, Clark, di Cara, Chris Dowling, Claire Dowling, Fox, Galley, Geary, Glazier, Hay, Hollidge, Howell, Kirby-Green, Liddiard, Lunn, Marlow-Eastwood, Maynard, Milligan, Pragnell, Redstone, Simmons, Standley and Barry Taylor.

### ABSTENTIONS

None



## MINUTES

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52.5 The following motion was moved by Councillor Bennet to adopt paragraph 1 of the Cabinet report:

(1) *approve, in principle, the draft Council Plan 2022/23 at Appendix 1 and authorise the Chief Executive to finalise the Plan in consultation with the relevant Lead Members;*

(2) *approve the net Revenue Budget estimate of £453.2m for 2022/23 as set out in Appendix 2 (Medium Term Financial Plan) and Appendix 3 (Budget Summary) and authorise the Chief Executive, in consultation with the Chief Finance Officer, Leader and Deputy Leader, to make adjustments to the presentation of the Budget Summary to reflect the final settlement and budget decisions;*

(3) *in accordance with the Local Government Finance Act 1992 to agree that:*

(iii) *the net budget requirement is £453.2m and the amount calculated by East Sussex County Council as its council tax requirement (see Appendix 5) for the year 2022/23 is £328.4m;*

(iv) *the amount calculated by East Sussex County Council as the basic amount of its council tax (i.e. for a band D property) for the year 2022/23 is £1,613.34 and represents a 4.49% (2.5% of which relates to the Adult Social Care precept) increase on the previous year;*

(4) *advise the District and Borough Councils of the relevant amounts payable and council tax in other bands in line with the regulations and to issue precepts accordingly in accordance with an agreed schedule of instalments as set out at Appendix 5*

(5) *agree the Reserves Policy set out in Appendix 6;*

(6) *approve the transfer of:*

- *£5.175m one-off Service Grant funding to the Priority Outcomes and Transformation reserve for one-off investment in programmes that meet the Council's priority outcomes;*
- *£1.745m Market Sustainability and Fair Cost of Care Fund and £3.1m Adult Social Care precept to Adult Social Care to support costs arising from national social care reforms, with any unused funding in year to be transferred to a new Adult Social Care Reform reserve.*

(7) *approve the Capital Strategy and Programme at Appendix 8;*

(8) *note progress with the Council Plan and Budget 2021/22 since quarter 2 set out in paragraphs 1.34 to 1.37 of the report;*

(9) *note the Medium Term Financial Plan forecast for 2022/23 to 2024/25, set out in Appendix 2;*

(10) *note the comments of the Chief Finance Officer on budget risks and robustness, as set out in Appendix 6:*

(11) *note the comments from engagement exercises set out in Appendix 7; and*

(12) *note the schedule of fees and charges that have increased above inflation at Appendix 9.*

## MINUTES

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52.6 A recorded vote was taken on the motion moved by Councillor Bennett. The motion was CARRIED with the votes being cast as follows: as follows:

### FOR THE MOTION

Councillors Adeniji, Azad, Beaver, Belsey, Bennett, Bowdler, Clark, di Cara, Chris Dowling, Claire Dowling, Fox, Galley, Geary, Glazier, Hay, Hollidge, Howell, Kirby-Green, Liddiard, Lunn, Marlow-Eastwood, Maynard, Milligan, Pragnell, Redstone, Simmons, Standley and Barry Taylor.

### AGAINST THE MOTION

None

### ABSTENTIONS

Councillors Collier, Daniel, Denis, Field, Hilton, Holt, Lambert, MacCleary, Maples, Osborne, Robinson, Rodohan, Scott, Daniel Shing, Stephen Shing, Shuttleworth, Swansborough, Georgia Taylor, Tutt, Ungar and Webb.

Paragraphs 3 (Annual progress report for Looked After Children's Services) and Paragraph 4 (Treasury Management Policy and Strategy)

52.7 Councillor Glazier moved the reserved paragraphs in the Cabinet's report.

52.8 The motions were CARRIED after debate.

### **53. Questions from County Councillors**

53.1 The following members asked questions of the Lead Cabinet Members indicated and they responded:

<b>Questioner</b>	<b>Respondent</b>	<b>Subject</b>
Councillor Lambert	Councillor Claire Dowling	Recruitment to the Tree Officer Team
Councillor Lambert	Councillor Claire Dowling	Introduction of legislation in relation to vehicles parking on pavements
Councillor Osborne	Councillor Claire Dowling	Update regarding introduction of enforcement powers to local authorities regarding HGV limits
Councillor Daniel	Councillor Glazier	Support for the Prime Minister
Councillor Robinson	Councillor Bowdler	Support for the SafeLives 'Friends can Tell' campaign

53.2 Fourteen written questions were received from Councillors Lambert, Field, Ungar, Georgia Taylor, Maples and Hilton for the Lead Member for Transport, the Lead Member for Adult Social Care and Health, the Lead Member for Economy and the Lead Member for Resources and Climate Change. The questions and answers are attached to these minutes. The Lead Members responded to supplementary questions.

## MINUTES

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THE CHAIRMAN DECLARED THE MEETING CLOSED AT 12.47 pm

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The reports referred to are included in the minute book

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### QUESTIONS FROM MEMBERS OF THE PUBLIC

#### **1. Question from Emily O'Brien, Newhaven, East Sussex**

A freedom of information request shows that East Sussex County Council recently spent over £9,000 on a series of verge marker posts on the 'S' bends in the road on both sides of Foxhole Farm on the A259 between Newhaven and Bishopstone.

An earlier petition requesting that the speed limit be reduced there, to improve road safety not only to motorists but to the many cyclists and pedestrians crossing the road at this 60mph stretch, was refused on the grounds that not enough people had been killed or seriously injured to make money available to 're-engineer' the road to reduce speed.

It now seems that the council has acknowledged that the road is indeed dangerous just as residents had said. In fact enough people have now been killed or seriously injured to allow money to be spent on it after all.

Can the Lead Member please explain then to the over 250 people who signed that petition, plus all those who have campaigned for a safer junction at Bishopstone yet despite endless promises are still waiting for action, why instead of spending that money to make the road safer, the council has instead chosen to spend thousands of pounds on a measure which will inevitably make the road faster - actually increasing the danger to the many pedestrians and cyclists who use the road there.

#### **Response by the Leader and Lead Member for Transport and Environment**

In July 2019 a petition to reduce the speed limit to 40mph on the A259 between Seaford and Newhaven, enforced by speed cameras, was considered by the Lead Member for Communities and Safety.

Speed surveys undertaken on this section of the road prior to the meeting indicated that average speeds were between 42 mph and 47 mph westbound and 45 mph and 48 mph eastbound.

Previous assessments of the A and B class roads in the County had identified that the level of fatal and serious injury crashes recorded on this section of the A259 was 7.1 per 100 million vehicle kilometres. This was below the County average of 8.9 per 100 million vehicle kilometres. The crash rate (all crashes) was also calculated at 22.6 per 100 million vehicle kilometres which was below the 35 per 100 million vehicle kilometres previously recommended by the Department for Transport as a threshold above which the investigation of a lower speed limit might be appropriate.

The Lead Member therefore resolved that a 40mph speed limit on the A259 between Seaford and Newhaven was not a priority for the County Council, the location did not meet the Sussex Safer Roads Partnership criteria for speed cameras and that the Strategic Economic Infrastructure Team had recently commissioned consultants to carry out a feasibility study of possible improvements at the junctions of Bishopstone Road, Marine Parade and Hill Rise.

This feasibility study was completed in 2019/20. It identified and modelled several potential junction and accessibility improvements to address concerns about road safety

## MINUTES

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and community severance between the Bishopstone Road and Hill Rise junctions. These included the introduction of traffic signals and standard roundabouts at the Bishopstone Road, Marine Parade and Hill Rise junctions as well as a gyratory incorporating the Marine Parade and Hill Rise junctions.

The findings of the study indicated that, apart from the introduction of a gyratory, it would not be possible to formalise the current situation without creating significant and potentially unacceptable delays on the A259. However, the introduction of a gyratory would potentially require land acquisition and be prohibitively expensive to implement.

A Notice of Motion, considered by the Lead Member for Transport and Environment in February 2021, requested that a study was undertaken, and proposals developed, to improve road safety for car users, cyclists and pedestrians at all junctions with the A259 in Seaford. At this meeting it was resolved to recommend that Full Council did not support the motion as two further studies were already underway to consider these issues.

The Transport for the South East's Outer Orbital Corridor Study will consider strategic and regionally significant interventions on the A259 corridor. The County Council led A259 South Coast Road corridor study will identify, using appropriate evidence, more localised interventions for pedestrians, cyclists, public transport users as well as congestion and safety measures along the corridor.

Both studies will enable business cases to be drawn up that assist in the development of bids to central government for specific funding to be allocated to this route.

As the local Highway Authority, the County Council has a statutory duty to identify crashes occurring on our road network and put in place a programme of works to address these crashes. To discharge this duty, we use crash data provided by Sussex Police, recorded in line with Department for Transport requirements to identify sites where four or more personal injury crashes have occurred in the previous three years. This criterion has been in use for more than 20 years and regularly identifies 60 to 80 sites that require further investigation.

We have limited funding for road safety interventions, and it is important that we target this funding to sites that will produce the biggest impact in terms of casualty reduction.

We give priority to sites that have the most personal injury crashes, especially those involving fatalities or serious injury. In 2020, we looked at crashes between 1 January 2017 and 31 December 2019 and identified 75 sites with four or more personal injury crashes. The Foxhole Farm site was ranked 36 out of the 75 sites.

A detailed study of the descriptions and causes of the crashes occurring at this location suggested that, to help reduce the number of casualties, it would be appropriate to introduce a series of verge marker posts on the bends on both sides of Foxhole Farm, to help advise drivers of the road alignment.

The vegetation cutting was carried out as part of our cyclic maintenance contract with East Sussex Highways, and the cost of installing the verge marker posts was £9,205. This type of scheme is typical of the localised interventions undertaken by the Road Safety Team as part of their annual programme of work.

## WRITTEN QUESTIONS PURSUANT TO STANDING ORDER 44

### **1. Question by Councillor Lambert to the Lead Member for Transport and Environment**

Access groups in Eastbourne, Seaford and Newhaven have requested me to ask these questions on their behalf:

1. What was the budget for the previous year for the provision of dropped kerbs?
2. Was it spent? And if so, where was it spent?
3. If it wasn't spent, is it still available to be added on to this year's budget?
4. What is this year's dropped kerb budget? And where and when will it be spent?

### **Answer by the Lead Member for Lead Member for Transport and Environment**

Following reports to Economy, Transport and Environment Scrutiny Committee in 2017 and Place Scrutiny Committee in 2018 on the County Council's dropped kerb policy, £50,000 has been allocated in the County Council's capital programme of local transport improvements since 2018/19 towards delivering measures to support accessibility, including dropped kerbs.

Applications requesting dropped kerbs are submitted via the East Sussex Highways website to our Highways team who will assess and prioritise these requests on a number of factors including:

- Is there a dropped kerb located on only one side of the road?
- Are there issues associated with illegal parking?
- Are there issues with speed of traffic, congestion, reduced sight lines?
- Where is the location?
- Is it near a bus stop?
- Is it located on main pedestrian routes within towns and other settlements with larger centres of populations to support the local community and visitors?

Turning to the question received by the access groups via Councillor Lambert, a total of £72,000 was spent on dropped kerbs/tactile paving in 2020/21; an additional £22,000 over the original allocation in that year's programme in response to the number of requests we received. This enabled us to install 41 dropped kerbs across Hastings, Burwash, Eastbourne, Seaford and Forest Row.

In 2021/22, an allocation of £50,000 is available. To date, 14 dropped kerbs have been installed so far across Hastings, Eastbourne, Heathfield, Bexhill. Up to a further 13 dropped kerbs are planned for installation by the end of the financial year within Alfriston, Peacehaven and Newhaven.

In addition to this dedicated funding, dropped kerbs and tactile paving to improve accessibility are integrated into the wider transport schemes that are delivered by the County Council through its capital programme of local transport improvements. These wider transport schemes are funded through a range of sources including our own

capital programme allocation, Local Growth funding through the Local Enterprise Partnership, development contributions and other grant funding we have bid for.

Furthermore, we have also been able to use the tranche 2 funding from the Emergency Active Travel Fund to deliver pedestrian improvements, including dropped kerbs, on key routes across Bexhill, Hastings, Lewes and Newhaven identified through the evidence base in our Local Cycling and Walking Infrastructure Plan.

Finally, through the planning process, we request for dropped kerbs and tactile paving to be provided by developers in the vicinity of their site as part of their off-site improvements.

Therefore, through a number of means we are introducing dropped kerbs and tactile paving across the county to improve accessibility for all.

### **2. Question by Councillor Field to the Lead Member for Adult Social Care and Health**

What preparations are being made to accommodate the increased number Adult Social Care assessments which will be needed as a result of recent legislation?

#### **Answer by the Lead Member for Adult Social Care and Health**

In preparation for the changes that come into force in October 2023, as well as using information and tools from the Department of Health and Social Care, Office for National Statistics and the Association of Directors of Adult Social Services, the department is developing a modelling tool to estimate the additional activity that is likely to be generated.

This tool will take into account an estimate of the number of individuals who currently fund their own care and the potential increase in this number when the threshold for local authority support increases from £23,250 to £100,000. It is anticipated that there will be significant demand from people who already fund their own care in Summer 2023 to have their care accounts created in time for the start of the new process in October 2023.

Much of this information is not currently available and when there is confidence in the volume and profile of the estimated additional activity, this will be converted into the estimated staffing requirements to meet the additional demand. This will include areas such as social care and financial assessments, complaints, brokerage and creating and maintaining care accounts.

These estimates will take into account the principles of:

- Ensuring that our systems and processes are as streamlined and proportionate as possible.
- Maximising technology to promote online information, advice and self assessment and management (with the appropriate checks and balances and practitioner oversight),

Once these estimates have been completed, any additional resource requirement will be considered through the Reconciling Policy, Performance and Resources process, including the use of the specific government grant allocated for social care reform.

### **3. Question by Councillor Field to the Lead Member for Transport and Environment**

What is the plan to use lamp columns for Electric Vehicle charging?

#### **Answer by the Lead Member for Transport and Environment**

ESCC is currently working with its partners in SPACES (Strategic Property Asset Collaboration in East Sussex) to develop a prioritised list of sites for the location of publicly-accessible electric vehicle charge points in the county. Once this list has been established we will need to address a number of factors, including the appropriate type of EV charge points, the availability of power and so on. As part of this process, one of the considerations will be whether to install EV charge points on existing street lighting columns. This is not always practical, for instance where street lighting columns are at the back of the pavement, don't have the correct wiring or are heritage columns.

### **4. Question by Councillor Ungar to the Lead Member for Adult Social Care and Health**

How many, if any, people in East Sussex have at the moment and over each of the last 4 years by month, "unallocated" or unsourced hours of home care, meaning they are not getting the home care they have been assessed as needing?

#### **Answer by the Lead Member for Adult Social Care and Health**

The information requested was not routinely collected prior to April 2019. However, for the two year period prior April 2019, independent sector supply closely met adult social care demand for services.

The table below covers the period April 2019 to January 2022 shows homecare packages actively sought by the department's service placement team and, as such, includes clients who are have their immediate care and support needs met by another means (eg: self-funding, residential care, unpaid carers, direct payments) as well as those already in receipt of a homecare package, but requiring an increase or requesting a change of provider.

From April 2019 to July 2021, independent sector supply closely met adult social care demand for services, with the exception of a couple of spikes resulting in a relatively small number of packages experiencing short delays.

Three factors contributed to the significant change in the capacity position in June 2021, as follows:

- A significant increase in demand over the Covid period for homecare services resulting in a sustained 20% increase in requests for homecare provision.
- Increased and on-going infection amongst care workers leading to a capacity deficit due to staff absenteeism.



## MINUTES

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- The reduction in the number of overseas workers in markets competitive to care (e.g. retail, hospitality) resulted in very significant recruitment issues across the care sector as potential carers opted to work in alternative roles to social care.

## MINUTES

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		Average Number of people waiting for a homecare package
01 April 2019		10
01 May 2019		7
01 June 2019		5
01 July 2019		10
01 August 2019		7
01 September 2019		11
01 October 2019		13
01 November 2019		16
01 December 2019		13
01 January 2020		11
01 February 2020		10
01 March 2020		4
01 April 2020		5
01 May 2020		2
01 June 2020		3
01 July 2020		1
01 August 2020		4
01 September 2020		9
01 October 2020		13
01 November 2020		7
01 December 2020		5
01 January 2021		20
01 February 2021		12
01 March 2021		5
01 April 2021		1
01 May 2021		4
01 June 2021		8
01 July 2021		13
01 August 2021		53
01 September 2021		84
01 October 2021		63
01 November 2021		68
01 December 2021		49
01 January 2022		73
01 February 2022		65

**5. Question by Councillor Ungar to the Lead Member for Adult Social Care and Health**

What is the current waiting time for someone to receive a home care package?

**Answer by the Lead Member for Adult Social Care and Health**

This information is not currently routinely collected but work is planned to amend the department's client information system to programmatically capture this information in the future.

A manual calculation for December 2021 shows an average waiting time of eight days. Whilst this average figure includes packages of care in both urban and rural areas, it is important to note that some people with the most complex and geographically challenging packages may wait considerably longer and have their care and support needs temporarily met by other means until the package of care is successfully sourced.

Since March 2020 ASC has had in place block contract arrangements exclusively for the purposes of hospital discharge; this enables a dedicated hospital broker to prioritise hospital cases.

Emergencies and placement breakdown are identified as priorities, and are treated as such, bearing in mind that these cases are likely to be clients in receipt of services and potentially with a limited wider network of support.

Community cases are subject to triaging and are prioritised on the basis of complexity and consideration of support networks already in place.

In an urgent situation and in the event of homecare being unavailable, a client will be offered an alternative service provision to meet their assessed needs e.g. respite placement

The above approach of prioritisation and risk management ensures that those with the greatest need receive the support when required (ie: same day, within one week, etc.).

**6. Question by Councillor Ungar to the Lead Member for Adult Social Care and Health**

How long are people having to wait to have a full Social Care Assessment now and for each month for the last 4 years?

**Answer by the Lead Member for Adult Social Care and Health**

The prioritisation of assessments is based upon an individual's level of presenting risk and setting (ie. hospital, home or care home) and all individuals are screened at the point of contact to ensure that immediate needs are met and any risk is managed, prior to a full Care Act assessment being completed.

Approximately two thirds of people receive an assessment within 30 days of contact (27% within 48 hours) and this figure increases to approximately 85% within 60 days.

## MINUTES

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The table below shows the average length of time between initial contact and assessment each month for the past four years:

## MINUTES

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	Average number of days
01 January 2018	24.1
01 February 2018	23.9
01 March 2018	27.5
01 April 2018	23.4
01 May 2018	24.0
01 June 2018	25.8
01 July 2018	28.6
01 August 2018	26.3
01 September 2018	28.1
01 October 2018	24.4
01 November 2018	30.7
01 December 2018	21.3
01 January 2019	22.6
01 February 2019	25.4
01 March 2019	23.8
01 April 2019	25.8
01 May 2019	30.6
01 June 2019	26.2
01 July 2019	34.0
01 August 2019	30.1
01 September 2019	31.0
01 October 2019	30.7
01 November 2019	29.5
01 December 2019	25.2
01 January 2020	32.6
01 February 2020	30.3
01 March 2020	31.2
01 April 2020	29.7
01 May 2020	26.3
01 June 2020	20.1
01 July 2020	27.0
01 August 2020	26.9
01 September 2020	33.2
01 October 2020	32.1
01 November 2020	29.7
01 December 2020	35.4
01 January 2021	28.2
01 February 2021	37.0
01 March 2021	34.3
01 April 2021	35.4
01 May 2021	26.4
01 June 2021	33.9
01 July 2021	36.4
01 August 2021	39.0
01 September 2021	51.5
01 October 2021	50.1
01 November 2021	44.0
01 December 2021	37.6

**7. Question by Councillor Ungar to the Lead Member for Adult Social Care and Health**

How long does it take for someone to have funding agreed for their care package from the time of the assessment to the agreement of that funding?

**Answer by the Lead Member for Adult Social Care and Health**

Funding is agreed immediately following the completion of the assessment process (ie: social care assessment, client agreement to the support plan and quality check).

**8. Question by Councillor Ungar to the Lead Member for Adult Social Care and Health**

How many people have had their discharge from each hospital in East Sussex delayed because of Social Service issues? Example awaiting a care package to be provided or a place with community re-enablement month by month over the last 4 years?

**Answer by the Lead Member for Adult Social Care and Health**

The Department of Health and Social Care ceased collecting data on delayed discharges at the start of the pandemic in March 2020.

Since that date, all hospital discharges have been initially funded by the NHS, through the Hospital Discharge Programme, and the system has collectively focused on the timely transfer of patients as soon as they become Medically Ready for Discharge (ie earlier in their hospital stay), using a Discharge to Assess model, and does not attribute causes to any organisation or sector.

The table below includes all East Sussex residents (including those delayed in hospitals outside the County) and provides information on the average number of delays attributable to Adult Social Care, both in terms of absolute numbers and per 100,000 adult population (the previous national indicator) for each month between January 2018 and February 2020:

## MINUTES

	The average daily of delayed transfers of care (for those aged 18 and over) each day per 100,000 population - those attributable to Adult Social Care	Delayed Transfer of Care: Average DToC Beds per day attributable to ASC
01 January 2018	6.1	10.0
01 February 2018	5.8	13.0
01 March 2018	5.6	13.0
01 April 2018	2.5	11.1
01 May 2018	2.0	6.5
01 June 2018	2.0	8.6
01 July 2018	1.9	7.5
01 August 2018	2.0	10.0
01 September 2018	2.0	10.8
01 October 2018	2.1	11.9
01 November 2018	2.2	10.6
01 December 2018	2.1	8.0
01 January 2019	2.1	7.0
01 February 2019	2.1	8.8
01 March 2019	2.1	10.3
01 April 2019	2.8	12.4
01 May 2019	2.2	6.7
01 June 2019	1.8	5.2
01 July 2019	1.8	8.5
01 August 2019	1.8	8.3
01 September 2019	1.9	9.1
01 October 2019	1.8	6.6
01 November 2019	1.9	10.4
01 December 2019	1.8	6.2
01 January 2020	1.8	7.5
01 February 2020	1.7	3.5

### **9. Question by Councillor Georgia Taylor to the Lead Member for Transport and Environment**

There is a Waste Strategy that commits to reducing the production of waste and to recycling and re-use in East Sussex. Please can you tell me of any initiatives in process or planned to reduce the amount of waste that is produced in East Sussex? Are there any current initiatives to increase and encourage localised re-cycling, upcycling and re-use? Lewes District is the only District Council to undertake food composting; how are other Councils being encouraged to follow suit and are there plans for local food waste energy production (e.g. [How Anaerobic Digestion Turns Food Waste Into Energy - Willshee's \(willshees.co.uk\)](#))?

### **Answer by the Lead Member for Transport and Environment**

East Sussex County Council and all five districts and boroughs produced a joint waste strategy for 2014-2025. We plan to review and update the document when the detailed requirements of the Environment Act are fully understood.

Locally, most East Sussex collection authorities collect refuse on a fortnightly basis. This is proven to reduce residual waste and helps to encourage our residents to make the most of the range of recycling services that East Sussex County Council and our districts and boroughs offer.

Eastbourne Borough Council switched from weekly refuse collection to fortnightly last year which has reduced waste collected and increased recycling.

Nationally and from 2023 onwards, government will be implementing three major changes to how waste and recycling is managed.

1. Extended Producer Responsibility (EPR) – producers of packaging waste will become responsible for the cost of collecting and treating this waste. This will cause a significant change in how products are manufactured, how much is placed on the market and what these products are made of.
2. Deposit Return Scheme (DRS) – producers of beverage containers will become responsible for the cost of collecting and treating this waste. Residents will also pay a deposit when they purchase a beverage to incentivise them to recycle it.
3. Consistent collections – local authorities will have to collect a set range of recyclable materials and from 2025 provide separate weekly food waste collections for all residents. East Sussex County Council already provides an In-Vessel Composting (IVC) facility at Whitesmith which produces high quality compost using garden waste and food waste collected from our residents.

These are once in a generation changes to waste services and the waste team at the County Council is currently working with partners to prepare for them.

Over the last two years, the County Council has

- delivered recycling leaflets to all residents
- delivered a countywide campaign to increase battery awareness and recycling
- supported three of the district and borough councils to introduce kerbside recycling of small electrical equipment.

We have reuse shops at all 10 of our Household Waste Recycling Sites (HWRS) where residents can deposit and buy items that are suitable for reuse. Over 600 tonnes of unwanted household items are reused in this way each year. We have very recently improved and enlarged the reuse shop at our Eastbourne site.

We also support local reuse charities by providing them with a permit for free disposal of furniture that they are unable to resell through their shops. This includes some of the biggest charities in the reuse sector such as Age UK, British Heart Foundation and Furniture Now. This support is important to their work and has ensured that thousands of tonnes of items from households in East Sussex have been put to good use again.

Currently the decision whether to collect food waste is a matter for the individual collection authorities. That is about to change under the Environment Act 2021 that will



require all collection authorities in England to provide food waste collections by 2025. The County Council in partnership with Brighton & Hove City Council and Veolia has built the Woodlands composting plant which is operating and available for food waste that our districts and borough councils collect. Currently, food waste that is separately collected by Lewes District Council goes for composting at Woodlands and produces a high-quality compost soil improver. Food waste present in black bags or black bins is treated at Newhaven Energy Recovery Facility (ERF) and is used to generate electricity.

As we have Woodlands IVC, there are no current plans to develop any other method of food waste energy production.

We have also facilitated the provision of over 35,000 home composters to residents over the last 20 years to help reduce the amount of garden waste that councils are asked to collect and dispose of.

### **10. Question by Councillor Maples to the Lead Member for Transport and Environment**

There has been a huge number of incidents where sewage has been released into rivers and the sea in East Sussex by Southern Water. And even when fines are given, Southern Water doesn't improve their practice. Is ESCC taking any action on this issue? Are there any discussions taking place? What strategies could be developed to engage with Southern Water to make sure they start taking residents' concerns seriously? How can Councillors help? When will the Surface Water Management Plans be updated?

### **Answer by the Lead Member for Transport and Environment**

The County Council does not have any statutory powers or duties to address matters of water pollution or the continued use by water companies of combined sewer overflows. The matter is a national issue and will require significant investment over the long term to improve the quality of our rivers and streams. The primary vehicle for this change is the regulatory and financial framework set by both government and Ofwat. But clearly the Environment Agency has a key role in enforcing current regulations when it comes to the pollution of water bodies.

The County Council therefore does not have a substantive role in managing this issue, it is not part of our statutory obligations. Nevertheless, we do have opportunities to influence and facilitate change in very specific circumstances. We have worked with Southern Water, for example, to develop options to bring the Bourne Stream in Eastbourne back into use for surface water drainage.

The County Council is leading the Blue Heart project which aims to develop innovative flood risk mitigation measures for Southern Wealden and Eastbourne. This six year £4.5m project will develop an integrated approach to water management in the project's catchment using real time flood modelling informed by data collected by thousands of monitoring points located on assets operated by Southern Water, the Environment Agency, the Pevensy & Cuckmere Water Level Management Board and the local authorities. One of the outputs of the project is to better manage surface water and use existing assets to their best effect. In the context of foul water pollution this means removing surface water from the foul network to create more capacity.

The County's Surface Water Management Plans (SWMPs) were developed prior to the most recent climate projections, although the mapping that supported the plans has yet to be updated because we are awaiting the outcome of the Environment Agency's National Flood Risk Assessment. It would not be advisable to update the SWMPs until that work has been completed.

### **11. Question by Councillor Georgia Taylor to the Lead Member for Economy**

How is the council supporting and incentivising local skills and SMEs to deliver a widespread housing retrofit programme. Has the council considered Energiesprong type retrofit, or any other types? What kind of public investment could be provided by the Council, e.g. supporting investment in a factory facility in East Sussex to deliver the units needed for Energiesprong retrofit, which would also deliver significant local jobs?

#### **Answer by the Lead Member for Economy**

In response to how the council is supporting and incentivising skills and SME's - We are aware that there is a significant shortage of retrofitters nationally at the current time, and are working closely with East Sussex College Group, through our Net Zero Skills Working Group to address these skills gaps. The College has recently accessed funding from the government's Skills Development Fund to establish two Decarbonisation facilities, where 15 new courses to support Net Zero skills, including retrofitting, will be developed and taught from the Eastbourne and the Hastings campus

In response to what public investment and support can be provided - The County Council provides capital grants of up to £25,000 and loans of up to £200,000 to help businesses create jobs through its East Sussex Invest 7 (ESI 7) programme. In addition, the county council together with our district and borough partners, fund the Locate Inward Investment service which is able to help investors find property and apply for other sources of funding, including via the South East Business Boost (SEBB) grants programme which we run in partnership with Southend Borough and Kent County Councils. SEBB offers growth grants up to £10k to help businesses create jobs, expand and introduce new products & services. If Cllr Taylor has a particular business in mind now or in the future, then I would be very happy to make the appropriate introductions.

### **12. Question by Councillor Hilton to the Lead Member for Resources and Climate Change**

What is the Lead Member's response to the Council Climate Scorecards? ESCC is number 14 in a list of 24 County Councils, and scored particularly badly on mitigation and adaptation. [Council Climate Plan Scorecards | Climate Emergency UK \(councilclimatescorecards.uk\)](#) Please can you tell us how the Council will urgently improve action on both mitigation and adaptation. Will the council be using the useful Climate Plan Action Plan checklist created by Ashden and used as part of the assessment process to update and improve the rigour of the ESCC climate Action plan?

#### **Answer by the Lead Member for Resources and Climate Change**

Climate Emergency UK is a small voluntary group that has recently undertaken a scoring exercise of all UK Local Authority climate & ecological emergency declarations

and action plans. This process began in September last year, so fails to take into account the County Council's commitment of a further £3.8m to reduce corporate carbon emissions that Cabinet agreed in November last year or the publication of the East Sussex Climate Emergency Road Map, which the County Council developed with its partners in the East Sussex Environment Board and which was endorsed by Team East Sussex last month. The scoring also doesn't tell you that the County Council is involved in a range of formal and informal networks and fora with other local authorities, as well as the wider public and private sector, to exchange information on good practice, for instance on modelling for net zero, EV charging, carbon off-setting and carbon literacy. We will use this learning to inform the development of the next stage of our corporate climate emergency plan.

### **13. Question by Councillor Lambert to the Lead Member for Transport and Environment**

On February and March 2021 the Lead Member for Transport and Environment and Council considered a Notice of Motion from Councillor Darren Grover and I calling for a study to be undertaken and proposals to be developed to improve road safety for car users, cyclists and pedestrians at all junctions with the A259 in Seaford. The Notice of Motion further called for lower speed limits to be imposed and enforced on the approaches to Seaford and for safer crossing points to be introduced at key points on the A259 including at the Bishopstone junctions.

The Notice of Motion was turned down but the Lead Member for Communities and Safety asserted that the County Council was carrying out a pilot scheme to change driver behaviour as he believed that this was a significant contributory factor in accidents across the county.

What progress has been made on this initiative?

### **Answer by the Lead Member for Lead Member for Transport and Environment**

A report which provided an update on the East Sussex Road Safety Programme, was considered by Place Scrutiny Committee on the 26 November 2021. The report and appendices can be found at the following link [Agenda for Place Scrutiny Committee on Friday, 26th November, 2021, 10.30 am | East Sussex County Council](#)

### **14. Question by Councillor Lambert to the Lead Member for Transport and Environment**

A workshop to consider the study of the A259 was held on 25 January 2022. Workshop members were split into groups but were given only one hour to consider over 70 proposed projects which had been presented to them that morning at the workshop.

Does the Lead Member consider that this is a satisfactory way to carry out a consultation on this major initiative and if so why?

### **Answer by the Lead Member for Lead Member for Transport and Environment**

In 2019 Transport for the South East identified that the A259 South Coast Road Corridor between the eastern edge of Eastbourne to the edge of Brighton as one of the

## MINUTES

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ten high-priority Major Road Network schemes across its geography; the Major Road Network being the most economically important A roads managed by local authorities.

A study was commissioned last year with the overarching aim of identifying a preferred package of multi-modal improvements for this section of the A259, which supported the delivery of the Government's Major Road Network objectives as well as reflecting the increasing need to decarbonise transport alongside the Government's Bus Back Better and Gear Change strategies. In turn, the study outcomes will then inform the development of a Strategic Outline Business Case ready for submission to Government in Spring 2022, as the first stage in making the case for investment in the corridor.

Stakeholder engagement and seeking local views is always going to be important in undertaking a study of this magnitude. The first in a series of stakeholder workshops were carried out in October 2021, a second in January 2022 with a final set of workshops planned for spring 2022. The workshops have been structured to ensure that stakeholder groups and community representatives, as well as planning, transport, and environmental interest groups, can contribute their views at key points in the study programme on the evidence base, the potential list of interventions and the assessment of the identified preferred package of improvements.

The aim of the most recent set of workshops in January was to firstly reacquaint stakeholders with the scope of the study, the work programme, timescales, and the outcomes from the initial set of workshops. Stakeholders were then asked to participate in facilitated breakout sessions to help aid the prioritisation of a long list of schemes which were identified through the discussions with stakeholders during the initial set of workshops in October 2021.

This approach, which has worked successfully on other studies, has ensured that the A259 South Coast Corridor project team were able to capture the stakeholder views on the current long list of schemes, ensuring they are reflective of the challenges and needs of local communities, which will then help the next stage of sifting, testing and designing of the preferred package of measures to be put forward in the Strategic Outline Business Case for the A259 South Coast Corridor.

In addition to the workshops, the project team has continued to encourage and provide opportunities for key stakeholders to communicate, including via online survey methods, to ensure we have captured all the required information to support the study. Stakeholders have been provided with a contact email address for the Study project team, and were asked at the January workshops to provide any further comments or feedback on the long list of priorities that were discussed via email.

Following collation of the feedback at this stage, notes from the workshop will be provided to attendees and the A259 project team will be in contact with the dates for the third stage of stakeholder workshops and engagement, currently estimated to be held in March/April 2022.

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## REPORT OF THE CABINET

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The Cabinet met on 1 March 2022. Attendances:-

Councillor Glazier (Chair)

Councillors Bennett, Bowdler, Claire Dowling, Maynard, Simmons and Standley

### 1. Council Monitoring - Quarter 3 2020/21

1.1 The Cabinet has considered a report on performance against the Council Plan, Revenue Budget, Capital Programme, Savings Plan and risks for quarter 3 2021/22. Broad progress against the Council's four strategic priority outcomes is summarised below and an overview of finance and performance data is provided in the Corporate Summary at Appendix 1. Strategic risks are reported at Appendix 7.

Council Plan 2021/22 amendments and variations

1.2 The Council Plan 2021/22 and the Portfolio Plans 2021/22 – 2023/24 have been updated with available 2020/21 outturns and performance measure targets. All plans are published on the Council's website. The Corporate Summary (Appendix 1) contains a forecast of performance against targets.

1.3 One Adult Social Care & Health performance measure is proposed for amendment:

- Number of new service user interventions started through One You East Sussex as part of the Integrated Lifestyle Service

The target is recommended for amendment from 7,000 to 5,000 because of the ongoing disruption caused to the Integrated Lifestyle Service by the pandemic.

1.4 The Strategic Risk Register, Appendix 7, was reviewed and updated to reflect the Council's risk profile. Risk 1 (Roads), Risk 4 (Health), Risk 5 (Reconciling Policy, Performance & Resources), Risk 6 (Local Economic Growth), Risk 7 (Schools), Risk 9 (Workforce), Risk 14 (Post European Union (EU) Transition), Risk 15 (Climate), and Risk 16 (Covid-19) have updated risk controls. Risk 8 (Capital Programme) has an updated risk definition and risk control.

Budget Outturn

1.5 The details of revenue over and underspends in each department are set out in the relevant appendices, and show a total forecast overspend of £2.9m (£3.3m at quarter 2). The main headlines are:

- Forecast pressures for Children's Services (CSD) have increased slightly to £3.052m since quarter 2 (£3.020m). Within this, Early Help and Social Care costs have continued to increase by £0.910m, with the ongoing need to find countywide placements for families deemed intentionally homeless by the district and borough councils, as well as pressures in the Family and Friends allowances (for which an increase is included in the 2022/23 budget). This increase has been mitigated mainly by a reduction of £0.591m within Education and ISEND largely through a reduction in long term agency costs. There has also been a £0.100m reduction in the expected costs of legal fees within Central Resources.
- The Adult Social Care (ASC) budget is currently forecast to overspend by £0.244m (£0.281m at quarter 2). This comprises an overspend of £1.182m in the Independent Sector and an underspend of £0.938m in Directly Provided Services, the latter mainly due to staffing vacancies.
- Communities Economy and Transport, Business Services and Governance Services are showing small underspends of £0.046m, £0.258m and £0.090m respectively.

1.6 Within Treasury Management (TM) and other centrally held budgets there is an underspend of £6.2m, no change from quarter 2:

- There is an estimated £2.1m underspend on TM, this is based on the position of the capital programme removing the need to borrow externally in 2021/22. In line with normal practice this will be transferred to reserves to offset capital borrowing needs in future years.
- The General Contingency of £4.0m will, in the first instance, be used to offset service overspends. The remaining £1.9m will be transferred to the Financial Management reserves in line with the Council's Reserves Policy, to facilitate the management of financial risk in future years.

1.7 COVID-19 related costs and income losses have been fully mitigated from general and specific funding. The table below shows the current forecast for use of this funding:

<b>COVID-19 Grants 2021/22 (£m)</b>	<b>Carried forward</b>	<b>Expected in-year</b>	<b>Forecast usage in-year</b>	<b>Specific set-aside for LAC in future years</b>	<b>Forecast balance remaining</b>
COVID-19 General Funding	15.132	11.979	(14.277)	(4.457)	8.377
COVID-19 Specific Funding	15.784	31.806	(37.285)	-	10.305
<b>Total funding</b>	<b>30.916</b>	<b>43.785</b>	<b>(51.562)</b>	<b>(4.457)</b>	<b>18.682</b>

1.8 Capital Programme expenditure for the year is projected to be £81.1m against a budget of £84.6m, a net variation of £3.5m. Of the net variation position, £2.0m relates to Local Enterprise Partnership (LEP) funded projects being delivered by, or in partnership with, others, where the timing of expenditure and delivery is largely outside of the Councils' control. Of the remaining £1.5m variation, main variations include:

- Capital Building Improvements (Schools) – slippage of £1.1m due to the continued supply chain issues impacting the construction industry and the delivery of many projects. Manufacturing has yet to achieve the stability of the pre-pandemic period, with a backlog on orders evident by lead-in times. Issues around delivery of materials continues to be a global issue and cost increases for basic materials persist. These issues have been made more impactful by the outbreak of the Omicron variant, resulting in contractors needing to manage staffing issues alongside the supply chain challenges which has led to projects taking increased time to complete on site.
- Climate Emergency Works – slippage of £0.4m where the initial feasibility studies report arrived later than anticipated impacting the timetable for delivery. Also, decarbonisation works at Ninfield School have been given priority to allow the expenditure of the Salix grant to meet deadlines before progressing on to the next phase of works.

1.9 In addition, there is £0.6m of projected COVID-19 related costs that will be funded from COVID-19 specific or tranche funding, thereby having a net nil impact on the Council's capital programme.

#### Progress against Council Priorities

##### Driving sustainable economic growth

1.10 18 highway improvement schemes were completed in quarter 3, to maintain and improve the condition of the county's roads. 5,179 potholes were also repaired, with 3,611 of these being carriageway potholes; the remainder were primarily footway potholes. Amongst the carriageway potholes, 96.2% of these were completed within the required timescales. An additional £5.8m has been approved for highway maintenance, a programme of works utilising the extra funding is being developed to begin in quarter 1 2022/23 (Appendix 5).

1.11 298 premises were connected to improved broadband speeds in quarter 2 (reported a quarter in arrears), which was lower than expected due to other utilities using the same road space, so highways restricted the number of permits available, and some supply chain issues. A limited number of premises will be delivered in quarter 3 (outturn reported in quarter 4), as there has been a contract dispute which stopped new broadband connections being built. Openreach identified a number of premises in the building schedule which were already covered in their commercial rollout and asked for these to be removed from the contract. Following negotiation, a new contract has been agreed, which required formal approval from the Council and the Department of Digital Culture, Media and Sport (DCMS), ensuring a continued level of contractual coverage. Builds recommenced at the end of quarter 3 (Appendix 5).

1.12 In October the Careers Hub delivered a live virtual careers event, 'What's Next Sussex', with over 1,100 students, parents and teachers from across Sussex attending the two events held throughout the day. Skills East Sussex (SES) met in quarter 3 and agreed its new priorities for the forthcoming years, these include improving our digital skills and digital inclusion and upskilling our workforce to increase regional productivity (Appendix 5).

1.13 95% of academic age 16 (Year 12) pupils were participating in education, training or employment with training in December 2021, against a target of 93%. 83% of Looked After Children aged 16 (Year 12) were also participating in education, training or employment with training, against a target of 80%. Various interventions were put in place in quarter 3 to help increase the figures such as extra capacity and support for the Youth Employability Service; input from the Careers Hub team, focusing on improved employer engagement with schools and colleges; and the Virtual School and the Through Care Team working intensively with young people not in education, training or employment with training (Appendix 4).

1.14 59 apprentices have been employed with the Council so far in 2021/22, as part of the Apprenticeship Incentive Scheme. There are also 14 people either employed, or waiting to commence employment, through the Kickstarter programme. All the young people who start work with the Council receive ongoing support within their placement and further assistance in accessing another role following the end of their placement (Appendix 3).

1.15 Businesses were helped by business support programmes to create or safeguard 25 jobs in quarter 3. The total number of jobs created or safeguarded so far in 2021/22 is 170 exceeding the yearly target of 140. Locate East Sussex, the local commissioned Inward Investment service, also helped two businesses to remain within, or relocate to, East Sussex (Appendix 5).

1.16 The Council has spent over £288m with 928 local suppliers over the last 12 months, which equates to 68.3% of total spend. The Procurement team continues to promote our contract opportunities to local suppliers, as well as building local supply chain opportunities into our tenders where possible. This focus on spending Council money within our local economy supports the East Sussex Economy Recovery Plan (Appendix 3).

1.17 10 contracts were awarded in quarter 3, of which four were in scope of the Social Value Measurement Charter, which quantifies the economic, social and environmental benefits of Council procurement. The four contracts had a total value of £18m and secured £2.6m in social value commitments, an outturn of 14%, including local job creation; apprenticeships; free broadband for care homes; and funding to support innovative place-based and community research into health and care issues in East Sussex. Although we are currently below the target for the year of 10%, a number of our contracts only report their social value on an annual basis, which should increase the outturn once available. We are continuing to focus on social value in all our activities (Appendix 3).

#### Keeping vulnerable people safe

1.18 The Government announced the household support fund in October 2021, providing support to vulnerable families and adults for food, energy and other essentials. Children's Services worked with Adult Social Care to agree how to distribute the grant through district and borough councils, voluntary and community organisations and foodbanks. During the October half-term and Christmas holidays we allocated approximately 36,000 food vouchers to schools, settings and colleges to distribute to their eligible pupils (Appendix 4).

1.19 Due to COVID-19 we weren't able to hold our annual Christmas event for care leavers in quarter 3, however, to compensate a number of other events were held, including a trip to the pantomime, ice-skating, a Christmas meal, or a trip to the cinema. As well as the events, all older looked after children and care leavers received a Christmas gift bag; our corporate grandchildren were supported financially by East Sussex Foster Carer Association and also received Christmas gifts; and we ensured that all children were supported on Christmas Day and that nobody was alone unless they wanted to be (Appendix 4).

1.20 Trading Standards were involved in 34 positive interventions to protect vulnerable people in quarter 3, including installing four call blockers to try and prevent people from falling victim to telephone scams. There has been a downturn in the number of referrals from the National Trading Standards Scams Team, and the recent spike in COVID-19 is also affecting our ability to engage with vulnerable people face to face. In December 2021 a rogue trader was sentenced to 40 months imprisonment after he and a partner preyed on an 87-year-old lady, charging her almost £47,000 for poor quality home improvement works at her property. There is a court compensation order in place requiring him to repay money to the victim (Appendix 5).

1.21 The Safeguarding Team secured additional funding in quarter 3 to deliver a package of support to all secondary, and some special, schools focusing on gangs, peer influence and coercion, including county lines. The package included a Theatre in Education performance of 'County Lines' by Alter Ego Creative Solutions. The four-week tour of 'County Lines' ended in November, however the project continued, with schools delivering post production lessons to their students to the end of term. We will be delivering another similar project in quarter 4, which will focus on relationships, consent and harmful sexual behaviours (Appendix 4).

1.22 Quarter 3 saw a number of workshops and assemblies delivered by kNOwknives and by the Safer East Sussex Team (SEST) on the risk of knife-carrying and the poor relationships within communities which drive young people to carry knives. Initial outcomes of the Home Office-funded STAR project developed to modify the behaviour of habitual knife-carriers have been positive (Appendix 2).

1.23 The SEST Prevent Project Officer continued to deliver the Relation-SHOPS programme to Year 6 pupils across the county during quarter 3. The programme promotes personal safety and resilience in young people before they transition to secondary school. The officer continues to deliver challenging extremism assemblies which aim to examine what is meant by extremism, the process of online radicalisation, what hate crime is and how it can develop into extremist views when left unchallenged. Over 7,000 pupils have now participated in Challenging Extremism Assemblies (Appendix 2).

1.24 The rate of children subject to a Child Protection (CP) plan, per 10,000 children, increased in quarter 3 to 51.7 (551 children), against a target of 49.4 (525 children). In December we saw the highest number of strategy discussions for the Locality Teams and family assessments in the Duty and Assessment team since 2019. This has led to an increased number of requests for Initial Child Protection Conferences and the number of CP plans. There has also been a reduction in the number of plans ending. Despite these pressures, 98% of planned CP visits happened in December (Appendix 4).

#### Helping people help themselves

1.25 Health and social care integration has continued in quarter 3, in preparation for the Health and Care Bill, which has been delayed until July 2022. The Integrated Care System (ICS) will be made up of two boards, an ICS Integrated Care Board (ICB) will be responsible for the day-to-day running of the ICS; and an Integrated Care Partnership (ICP), which is likely to have a wider range of partners represented. Work is underway between local NHS organisations, local authorities and wider partners so that the ICB can start to operate in a shadow form ahead of the July deadline. Although the minimum requirements to support our ICS to operate are now met by our East Sussex Health and Care Partnership, the current focus of our work is on the urgent priorities resulting from Omicron and winter pressures and this may have an impact on the momentum, pace and timescales for integration development plans. This is being managed through a flexible approach to our system partnership meetings and we are optimistic that our



plans will get back on track once the normal rhythm of meetings resumes in quarter 4 (Appendix 2).

1.26 Four road safety schemes, to improve the road safety infrastructure in the county, were completed in quarter 3. A further 13 schemes are scheduled for completion in quarter 4. As part of the national Bikeability scheme, which helps to prepare people for cycling safely on the road, we delivered 87 courses to 698 individuals at participating Schools and the Cycle Centre at Eastbourne Sports Park during quarter 3. The number of Bikeability courses has been impacted by the latest COVID-19 measures introduced by schools. It is unclear how this will impact delivery during quarter 4 as several schools have already cancelled their bookings. We also delivered 67 Wheels for All sessions, which are aimed at adults and children with disabilities and differing needs and helps them to cycle in a safe and structured environment, to 1,078 attendees at the sports park (Appendix 5).

1.27 A funding bid, led by Hastings Borough Council in close collaboration with Public Health, to the Department for Business, Energy & Industrial Strategy's Sustainable Warmth competition was successful in quarter 3, securing £2.2m. The money will help boost the East Sussex County Council's Warm Home Check service until March 2023, offering home energy efficiency improvements to at least 150 low-income fuel poor households (Appendix 2).

1.28 Frail adults across the county can receive Technology Enabled Care Services (TECS), to help manage risks and maintain independence at home. TECS includes Telecare, which offers a range of sensors and detectors to meet different needs, such as wearable alert buttons, fall detectors or medication dispensers. There has been a slight decline in the number of people receiving TECS throughout 2021/22 due to clients leaving the services, for reasons such as: moving out of county; needs increasing and moving into supported living / care home settings; and people passing away (Appendix 2).

1.29 The number of eligible households receiving a family support intervention under the Government's Supporting Families programme was 184 in quarter 3. This makes the total for the year so far 687, against a target of 900. There has been a drop in engagement during quarter 3, due to staff vacancies within the early help service, however we are hopeful that we will be able to engage an additional 213 families in quarter 4 to meet the target for 2021/22 (Appendix 4).

Making best use of resources in the short and long term

1.30 Lobbying has continued in quarter 3, including developing shared lobbying positions with East Sussex borough and district councils and with partners in the South East 7 (SE7). We have also continued to support the development of a collective lobbying position and approach for the SE7 ahead of the publication of the Levelling Up White Paper. The Leader fed into the development of – and introduced at the County Council's Network (CCN) annual conference – a significant national policy publication by the CCN, Association of County Chief Executives and Newton Foundation on the Future of Children's Social Care. The Chief Executive took the opportunity offered to all Chief Executives in the South East to meet with the UK Health Security Agency and Regional Schools Commissioner in quarter 3 to discuss concerns and priorities in responding to the Omicron variant (Appendix 6).

1.31 Thousands of young people from across the county voted in a new Youth Cabinet in December. The 22 newly elected members will represent the views of all young people across East Sussex, working on local and national campaigns, informing and lobbying decision makers, advocating for the power of youth voice and participating in special events and projects (Appendix 4).

1.32 There has been an overall increase in carbon emissions of 18.5% at the end of quarter 2 (reported a quarter in arrears), against emissions for the same period in 2020/21. This is a significant improvement compared to quarter 1, which saw an increase of 37.4% compared to the same period in 2020/21. The increases are partly due to emissions in 2020/21 being unusually low due to COVID-19 related building closures and this is particularly true of schools. There is also an increased need for ventilation in buildings to ensure they are COVID-19 safe, and consequently increased heating to counteract the number of windows which are open. Compared to the pre-pandemic year 2019/20, overall emissions are down 9.1%. A further one-off investment

of more than £3m was agreed by Cabinet in quarter 3 to assist in moving forward with our carbon reduction targets (Appendix 3).

1.33 The Cabinet recommends the County Council to:

☆ 1) approve the proposed amendment to the performance measure set out in paragraph 1.3.

## **2. Conservators of Ashdown Forest - 2022/23 amended budget**

2.1 The Board of Conservators met on 29 November 2021 and considered and approved an initial budget, excluding any income from the potential introduction of car parking charges from 2022/23. Consideration was also given to the development of a sustainable medium term financial plan to 2025/26. At an Extraordinary Meeting of the Board of Conservators on 31 January 2022 approval was given for the introduction of car parking charges from 2022/23, this is reflected in the supporting information and amended budget below.

### **Budget 2022/23**

2.2 The 2022/23 Conservators of Ashdown Forest (CoAF)'s Core Budget, amended for the introduction of car parking charges, is presenting a deficit of £122,980 (Appendix 8). In approving this amended budget the CoAF are including a scenario of mid-range projected income from car parking charges, increased spending on land management and systems improvements with the organisation and no income contribution from The Ashdown Forest Foundation (TAFF).

2.3 In approving the introduction of car parking charges, the CoAF at its Extraordinary Board Meeting on 31 January 2022, considered a range of income possibilities:

- High-range projected income after fees and charges of £688,113, with costs for sign replacement, enforcement and loan repayment reducing the income to £630,042.
- Mid-range projected income after fees and charges of £136,940, with costs for sign replacement, enforcement and loan repayment reducing the income to £78,869.
- Low-range projected income after fees and charges of £13,261, with costs for sign replacement, enforcement and loan repayment resulting in a deficit of £44,810.

The decision was made to assume the mid-range projected income of £78,869.

2.4 There are uncertainties and variables that may alter the income that will be generated from car parking. The CoAF believes that the overall revenue streams may deliver higher income projections within the published business case. Conversations with organisations that have introduced parking charges suggest that the initial roll out will present significant challenges but will have a positive impact on the overall budget.

2.5 The 2021/22 Core Budget included £150,000 additional income from the recently formed charitable body, The Ashdown Forest Foundation (TAFF). This budget was not achieved and in setting the 2022/23 budget, no income has been assumed from the TAFF. TAFF is working to raise its profile and is beginning to draw in donations. It is actively looking for corporate sponsorship and is building a rich network of connections. It has run its first events and is planning an enhanced programme in 2022. Initially, any income generated needs to remain with the TAFF to allow it to be set up to generate long term funding. It is possible however, with the early success of TAFF, that a transfer of funds will be possible in 2022/23 and that will be picked up in future forecasts.

2.6 There are management actions that could be taken in 2022/23 to manage a reduction in the deficit, including deferring capital expenditure, tightly managing day to day expenditure and seeking opportunities to reassess the recharge arising from the use of the Countryside

Stewardship staff for Core Budget activities. This has the potential to reduce the deficit to £60,000 prior to any additional income from car parking or the TAFF.

2.7 The Conservators' Core Budget receives a grant from the Ashdown Forest Trust, of which East Sussex County Council is the trustee. The balance of the Trust Fund is estimated to be £167,168 at 1 April 2022 (Appendix 10) and it is proposed to maintain the grant funding of £65,100 to the Conservators' Core Budget in 2022/23. The lease to the Ashdown Forest Golf Club was reviewed in early 2020 and remains unchanged at £70,000 per annum.

2.8 The Countryside Stewardship budget (Appendix 9) is showing a surplus of £109,757. The Rural Payments Agency (RPA) has overturned their 2019 Countryside Stewardship inspection results and settled the issues regarding outstanding payments on the disputed pockets of land during the 2021/22. These repayments were more than £100,000. The CoAF has received final figures and an updated agreement. A management plan to accompany this is being produced and will assist with future budgeting. This successful resolution has created a higher degree of certainty on what is expected from the RPA, and it is now confirmed that cashflows will increase by £97,757p.a.

2.9 Whilst presenting a deficit budget, the Board and Chief Executive Officer are working with Council officers and are committed to delivering an improved financial position for 2022/23, providing quarterly update reports, including updated budgets that support a sustainable Medium-Term Financial Plan by Summer 2022, that will support the strategic objectives of the COAF. Any liability from the Core Budget that does fall to the Council for 2022/23 will not be settled until after the accounts for 2022/23 have been reconciled and approved.

2.10 Annual income to the Trust Fund, from a long-term lease with the Royal Ashdown Forest Golf Club, amounts to £70,000 with the addition of bank interest. The Cabinet has agreed a contribution to the Conservators from the Trust Fund of £65,100 in 2022/23

2.11 The amended budget for 2022/23 presents a deficit of £122,980 including the impact of the decision to implement car parking charges being approved by the Board of Conservators on 31 January 2022. There remain uncertainties and opportunities for income generation in excess of modelled car parking income and from the TAFF, which together with management action during the year, that could have a positive impact on the overall budget. The Board and Chief Executive Officer are working with Council officers and are committed to delivering an improved financial position for 2022/23, providing quarterly update reports, including updated budgets that support a sustainable Medium-Term Financial Plan by Summer 2022, that will support the strategic objectives of the COAF. The Cabinet has approved the Conservators' Core budget for 2022/23 and the potential contribution of up to a maximum of £122,980

1 March 2022

KEITH GLAZIER  
(Chair)

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## REPORT OF THE GOVERNANCE COMMITTEE

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The Governance Committee met on 1 March 2022. Attendances:

Councillor Glazier (Chair)  
Councillors Bennett, Collier, Simmons and Tutt

### 1. Pay Policy Statement

1.1 The Localism Act 2011 requires local authorities to formulate and publish a pay policy statement on the pay of its Chief Officers and the relationship between these pay levels and the rest of the workforce, excluding schools. This policy statement has to be approved annually by full Council by 31 March.

1.2 At its meeting on 27 March 2012, County Council agreed that the Governance Committee should have formal responsibility for the approval of posts at Chief Officer, Deputy Chief Officer and Assistant Director level with a remuneration package of £100,000 or more, provided the existing grade bands and terms and conditions are applied and any proposed exceptions to these are reported to full County Council. The actual appointment decision will continue to be made using existing delegations. Any proposed exceptions to this would require the approval of the full County Council.

1.3 The Localism Act 2011 requires local authorities to prepare an annual pay policy statement relating to the remuneration (total pay package) of its Chief Officers, as defined by statute, Deputy Chief Officers (and, by definition, Assistant Directors), the Monitoring Officer and its lowest-paid employees, excluding schools. The pay policy also has to state the relationship between the remuneration of Chief Officers and the remuneration of its employees who are not Chief Officers.

1.4 The Hutton report on Fair Pay in the Public Sector recommended the publication of an organisation's pay multiple as a means of illustrating the relationship between the remuneration arrangements for Chief Officers in comparison with the rest of the non-schools workforce. This is a calculation in the form of a ratio between the median average earnings across the organisation and the highest paid employee. The ratio is currently (March 2021) 6.89:1. The pay multiple is published on our website with the Pay Policy Statement and will be updated in March 2022.

1.5 It is necessary to include definitions and the authorities' policies relating to levels and elements of remuneration including all additional payments and benefits in kind. The statement must also indicate the approach to the payment of Chief Officers on ceasing employment, including eligibility for the award of additional pensionable service and on the engagement or re-engagement of Chief Officers previously made redundant or accessing a local government pension.

1.6 The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017 placed a new requirement on all employers with 250 or more employees to publish gender pay data on the gov.uk website by 30 March each year. The median gender pay gap for 2021/22 is 13.9%; the gender pay report for East Sussex County Council is published on our website, along with the Pay Policy Statement.

1.7 The Committee recommends the County Council to:

- ✧ approve the updated Pay Policy Statement for 2022/23 as set out in Appendix 1

### **2. Review of the Scheme of Allowances for Members**

2.1 The Independent Remuneration Panel is required, by the Local Authorities (Members' Allowances) (England) Regulations 2003, to make recommendations to the Council on allowances paid to Councillors. In 2017, the Council agreed that the Panel be asked to review the Scheme every 4 years in accordance with the Regulations unless the Assistant Chief Executive considers that there is a change in circumstances that justifies an earlier review or a request is received from a Group Leader.

2.2 The Independent Remuneration Panel was appointed by the Governance Committee in April 2019 and consists of three members, Daphne Bagshawe, Duncan Keir and Fiona Leathers.

2.3 As part of their review the Independent Remuneration Panel took into account information provided including comparative information from other County Authorities.

2.4 In order to capture the views of Members, all councillors were contacted regarding the review of the Scheme of Allowances and given an opportunity to submit written representations and/or to make representations in person to the Panel. A summary of the written comments received is attached to the Panel's report. A questionnaire was also sent to all councillors in order to gain some insight regarding the time spent on various activities related to the role of a councillor. As part of its deliberations, the Panel considered the responses received.

2.5 A copy of the Independent Remuneration Panel report is attached at Appendix 2. The proposed Members' Allowances Scheme is attached at Appendix 3. The proposed Scheme reflects current rates and as such are pending the outcome of LMG pay award, so will increase for 2021/22 and 2022/23 in line with the index agreed by Council.

2.6 The Independent Remuneration Panel is required to review allowances based on the facts and information provided to it. Councillors are required to give due consideration to the recommendations of the Panel but are not bound by them.

#### Summary of findings

2.7 The Regulations allow for the Members' Allowances Scheme to make provision for an annual adjustment of allowances by reference to such index as may be specified by the authority. Where an authority has regard to an index for the purpose of annual adjustment of allowances it must not rely on that index for longer than a period of four years before seeking a further recommendation from the Independent Remuneration Panel. For the last four years the allowances have been indexed to the percentage increase in the salaries of managers who are on locally negotiated pay. The Independent Remuneration Panel recommend that the annual increase in basic and special responsibility allowances continues to be linked to the pay award to LMG managers.

2.8 Having reviewed the level of basic and special responsibility allowances currently paid the Panel recommends that the level of these allowances remain unchanged (subject to the pending increase in line with indexation provision).

## GOVERNANCE

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2.9 In addition to Basic Allowance and Special Responsibility Allowances (SRA), the Panel considered other aspects of the allowances scheme including subsistence levels, travel and dependent carer's allowance and recommend that these remain unchanged.

2.10 In summary, the Panel has recommended:

- a) The continued use of an index to allow for annual increases in basic and special responsibility allowances for 2022/23 and beyond and that the index be the pay award for LMG managers
- b) The basic allowance should remain unchanged
- c) The SRA payable to the Leader of the Council should remain unchanged
- d) The SRA for the Deputy Leader and other Cabinet members should remain unchanged
- e) The SRA for Chairs of Scrutiny Committees, the Audit Committee, Pension Committee and Planning Committee should remain unchanged
- f) The SRA for the Chairman and Vice Chairman of the Council should remain unchanged
- g) All other SRAs should remain unchanged
- h) The basic mileage rate and supplement for passengers should remain at 45p and 10p per mile respectively and that the bicycle allowance remain at 20p per mile
- i) The dependent carers allowance should remain at the actual cost up to £15 per hour
- j) Co-optees should continue to be able to claim mileage for travel to meetings and continue to be able to claim dependent carer's allowance

2.11 The Independent Remuneration Panel recommends that the new scheme is effective from 1 April 2022.

2.12 The Committee recommends the County Council to approve:

- ☆ 1) the recommendations of the Independent Remuneration Panel at set out in their report; and
- 2) the Scheme of Members' Allowances set out at Appendix 3 (subject to the pending increase in line with indexation provision) with effect from 1 April 2022.

1 March 2022

KEITH GLAZIER  
(Chair)

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# REPORT OF THE LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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The Lead Member for Transport and Environment met on 21 February 2022. Attendances:-

Councillor Claire Dowling (Lead Member)

Councillors Godfrey Daniel, Stephen Holt, Wendy Maples, Peter Pragnell, Pat Rodohan and Georgia Taylor.

## 1 Notice of Motion – 20 mph zones in roads surrounding schools and playgrounds

1.1 The following Notice of Motion was submitted by Councillor Holt and seconded by Councillor Tutt:

- a) That this Council recognises the work already carried out by the East Sussex Road Safety Programme to reduce speeding in our county.
- b) That this Council requests that the Cabinet considers increasing the number of 20mph zones in roads surrounding schools and playgrounds, to further reduce incidents, anti-social driving and near misses.
- c) The Council requests that a report on plans to increase the ease for residents to apply for 20mph zones be submitted to a future Cabinet meeting.

1.2 In line with County Council practice, the Chairman referred the matter to the Lead Member for Transport and Environment for consideration to provide information and inform the debate.

### East Sussex Road Safety Programme

1.3 The East Sussex County Council (ESCC) Road Safety programme tested the effectiveness of a variety of behavioural interventions to reduce the number of people Killed or Seriously Injured (KSIs) within identified priority groups. The programme of behaviour change work was supported by the Behavioural Insights Team (BIT). As the evidence indicated that the vast majority of KSIs and over 90% of collisions result from driver carelessness or error, there was the need for specific measures to address these issues. Behaviour change initiatives were developed and implemented alongside a trial to improve road safety through targeted infrastructure and speed management schemes at high-risk sites.

1.4 The positive outcomes of the ESCC Road Safety Programme, included:

- Notice of Intended Prosecution (NiP) Trial - receiving the redesigned NIP and leaflet significantly reduced speeding reoffending by 23% within 6 months. Over the 6-month trial this meant 170 fewer reoffences than business-as-usual, or 6 per week. This would translate to 560 fewer reoffences over the 6 months if everyone in the trial had received the new leaflet and new NIP
- The Anniversary Trial - Drivers who received the Anniversary letter were 8% less likely to speed between 7 and 12 months later than those who did not. Over the 6-month trial this meant 80 fewer reoffences than business-as-usual, or 3 per week
- High Risk Sites Trial - results from 15 schemes have indicated a 49% reduction in the average number of crashes per annum and a 61% reduction in the average number of casualties

1.5 Key elements of this programme were detailed data analysis, the robust evidence base and where possible the use of Randomised Controlled Trials (RCTs). Further information on the

programme can be found in the report that was presented to the Places Scrutiny Committee in November 2021 ([Agenda for Place Scrutiny Committee on Friday, 26th November, 2021, 10.30 am | East Sussex County Council](#)).

### 20 mph speed zones/limits

1.6 Central government supports 20mph speed limits where appropriate. National legislation imposes an automatic 30 mph speed limit on roads provided with a system of street lighting (defined as 'a system of street lighting furnished by means of lamps placed not more than 200 yards [183 metres] apart). This covers most residential and urban roads. These roads are given 'restricted road' status and no speed limit reminder signs are required to give effect to the speed limit.

1.7 To introduce a speed limit other than that imposed by restricted road status would require the making of a Traffic Regulation Order and the provision of traffic signs to give continual reminder of that speed limit.

1.8 Adopted Policy PS05/02 (which reflects national guidance and best practice) allows for 20mph zones/speed limits to be considered where they are likely to be self-enforcing. A 20-mph speed limit can be achieved with signs alone on roads where the mean (average) speed of traffic is below 24mph. On roads where mean speeds are higher, appropriate traffic management/calming measures would need to be introduced. PS05/02 is attached as Appendix 1. Sussex Police would not support any proposed 20 mph speed limits unless they were likely to be self-enforcing.

1.9 There are 191 schools in East Sussex, not including independent schools. The number of playgrounds is unknown. Information held by the Road Safety Team indicates that roads around 28 (15%) schools in East Sussex are already subject to a 20mph speed limit. These 20mph speed limits will have been introduced for a variety of reasons including traffic management, pedestrian improvements, and improvements to the built environment, and will have been funded from a range of sources including from our capital programme, developer contributions and funding provided by Town or Parish Councils

1.10 To introduce a 20mph speed limit on roads around the remaining 163 schools would require detailed investigation, design, and consultation, and it is estimated that it would cost several million pounds. Although some roads would only require a Traffic Regulation Order and speed limit signs to introduce a 20mph speed limit, many roads would require additional engineering measures so that average speeds were appropriate for a 20mph speed limit.

1.11 As part of the investigation undertaken for this report, schools in the county were plotted on our crash mapping system. Crashes involving child pedestrians (0-15 years old) were then identified from the latest three years of available data provided by Sussex Police (01/12/2018 to 30/11/2021). This analysis found that of the 191 schools listed 11 demonstrated at least one personal injury crash occurring within a 125-metre radius of the school relating to a child pedestrian (Appendix 2). A total of 13 child pedestrians were injured in the crashes identified. This compares to a total of 4,507 personal injury crashes occurring across the road network in the same period.

1.12 Although it is recognised that 20 mph speed limits are often well supported by local communities, a signed only 20mph speed limit will only produce a negligible change in driver behaviour with average speeds reducing by around 1 mph. In addition, we are not aware of any peer reviewed research that evidences that signed only 20mph speed limits reduce 'incidents, anti-social driving or near misses'.

1.13 The Community Match Initiative already provides residents with the opportunity to take forward 20mph zones/speed limits where appropriate when these are funded locally. Where possible, we will support and assist local communities and town/parish councils to implement such schemes, if they are funded externally, or through Community Match.

### Annual Road Safety Programme

1.14 All road safety concerns that are raised by members and residents are assessed by a member of the Road Safety Team and where appropriate improvements introduced. In addition, annually the Road Safety Team identifies sites that have the most personal injury crashes (PIC's) and put in place a programme of works to help reduce the number of casualties on these roads. As part of this year's Road Safety Programme, we have identified 59 locations where four or more PIC's have occurred in the three-year assessment period of 01/01/2018 to 31/12/2020. This year's Road Safety programme, with the number of PICs at each location, is included in Appendix 3.

### Capital Programme for Local Transport Improvements

1.15 Each year the County Council develops and implements numerous local transport improvements funded through the capital programme. In 2021/22 total funding of £8.426m was allocated (a combination of County Council, Local Enterprise Partnership and developer funding) which will deliver over 50 schemes and studies across the county which include a number of road safety and active travel improvements.

1.16 All requested road safety and transport improvements, including 20mph speed limits are assessed against the established Local Transport Plan (LTP) priorities 2011 – 2026. The content of the capital programme is considered by the Lead Member for Transport and Environment on an annual basis. Key objectives against which requests are assessed include the extent to which it will:

- Improve quality of life
- Improve public safety and health
- Improve the economy
- Tackle climate change
- improve accessibility to employment, education, health facilities and other services

1.17 A review of ESCC's Local Transport Plan will commence from Spring 2022, when the Department for Transport are proposing to issue new local authority guidance for the development of 'Local Transport Plans'. It has been indicated that LTP's will need to focus on the need to decarbonise transport and integrate the governments levelling up, bus back better and gear change strategies. It is expected that the development of the plan will take approximately 18 months. Therefore, we are proposing to have an agreed plan in place by autumn 2023. A key element of the development of the plan will be to engage with members, local communities and businesses early in the development of the LTP to actively seek their views and comments. To provide member input and challenge an LTP Scrutiny Reference Group has recently been established.

### 'School Streets' trials

1.18 As part of the Department for Transport's response to Covid-19 lockdown measures, the County Council secured Emergency Active Travel Tranche 2 funding, to run a six-week 'School Streets' trial. The aim of the trial was to improve safety on the journey to school, reduce congestion on the road outside of the school and to contribute to improving health and wellbeing. This project ran between 15 March 2021 and 7 May 2021 with access being restricted to roads surrounding the following six schools: -

- Ark Blacklands Primary Academy, Hastings.
- All Saints CofE Junior Academy, Hastings.
- All Saints CofE Primary School, Bexhill,
- Southover CofE Primary, Lewes.
- Harbour Primary and Nursery School, Newhaven
- Langney Primary Academy, Eastbourne.

Several specific project outcomes were achieved, these included: -

- The perception of safety outside of the school – significant number of responses from all the schools reported the benefits to safety
- Reduced congestion outside of the school - decrease in average daily vehicle counts outside of the school and vehicles parking in the roads adjacent to the school
- Increase in active travel (walking & cycling) - Overall there was a 2.1% increase in active modes of travel - Park & stride increased significantly
- Contributed to health & wellbeing – Schools and parents welcomed the space provided providing ‘people friendly spaces’, reducing safety related anxiety and noise and providing space for pupils to play

Details of the trial can be found at: -

<https://www.eastsussex.gov.uk/roadsandtransport/planning/emergency-active-travel-fund/tranche-2-school-streets-trial-project/>

1.19 Three schools included in the trial have been prioritised to assess the potential for permanent school street measures, these are All Saints CofE Primary School, Bexhill, Southover CofE Primary, Lewes and Langney Primary Academy, Eastbourne. Collaborative design workshops will be held during February and March 2022 with the school and local community to consider the potential issues and opportunities of a permanent scheme and to develop a concept design. LTP4 will include the development of an approach to potentially deliver schemes which re-allocate road space, with consideration towards the inclusion of such schemes on an annual programme of schemes within the ESCC Local Transport Capital Programme.

1.20 Following the positive outcomes from the evidence based East Sussex Road Safety programme, which included a reduction in speeding reoffences, positive attitudinal and behavioural changes of young drivers and a reduction in crashes and casualties, a further comprehensive programme is currently being developed.

1.21 In terms of casualty reduction, the current approach adopted by the Road Safety Team in identifying sites or routes that display a disproportionate number of crashes has been shown to produce the best results. Roads surrounding schools and playgrounds that demonstrate a history of personal injury crashes will continue to be identified for appropriate action, which may include 20mph zones/speed limits or other interventions.

1.22 Each year the County Council develops and implements numerous local transport improvements funded through the capital programme, which can include 20mph schemes, traffic calming and pedestrian crossings. There is a simple process which residents can use to request improvements which are then assessed against clear prioritisation criteria.

1.23 The review of ESCC Local Transport Plan from 2022, will include the development of an approach to potentially deliver schemes which re-allocate road space (including School Streets).

1.24 The Lead Member for Transport and Environment recommends the County Council to:

✧ approve an amended Notice of Motion as set out below:

- (1) The County Council is committed to working with all stakeholders to tackle road safety and recognises the work already carried out by the East Sussex Road Safety Programme which resulted in a reduction in speeding reoffences, crashes and casualties;
- (2) That this Council recognises the range of road safety improvements that are introduced each year, which can include 20mph schemes, traffic calming and pedestrian crossings, and endorses the current multi-faceted approach as set out in this report;

## **LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT**

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- (3) The County Council endorses the simple process that is in place for residents to request road safety measures, including 20mph schemes; and
- (4) The County Council recognises that the review of the East Sussex County Council Local Transport Plan will commence from Spring 2022 and requests that Road Safety interventions are part of that review.

21 February 2022

COUNCILLOR CLAIRE DOWLING  
(Lead Member)

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