

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

Road Safety

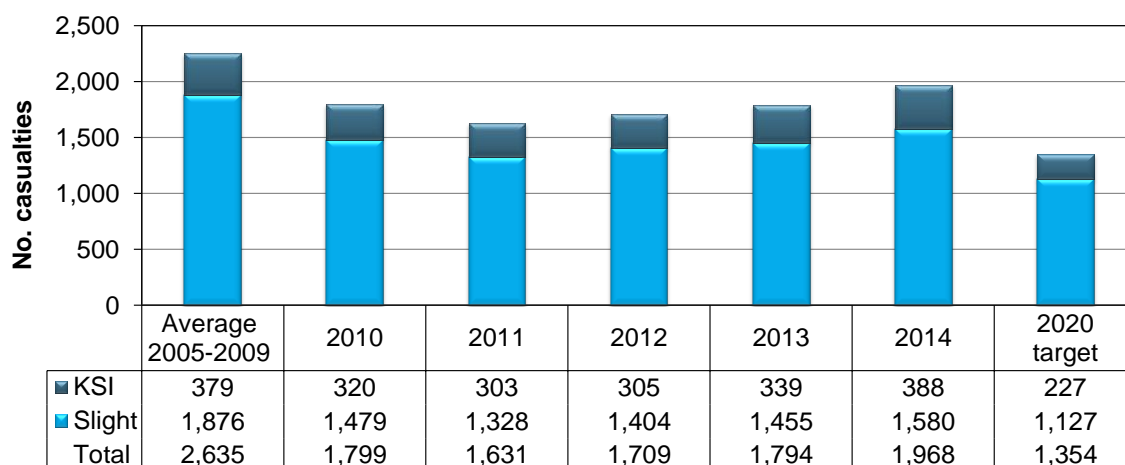
3.16 Our aim is to create a safer environment for all road users, encourage safe driving, significantly reduce life changing injuries and eliminate fatalities and reduce collisions. This is first and foremost because of the human cost, but also because of the socio-economic impact, due to congestion,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

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

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

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

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



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

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

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

Parking

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

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

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

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

Performance data and targets

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

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

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

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

* Other income in all years includes contributions from other organisations

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

*Fully funded by ESCC