



**Brighton & Hove
City Council**

Overview & Scrutiny

Title:	Environment & Community Safety Overview & Scrutiny Committee
Date:	31 October 2011
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: Morgan (Chair), Sykes (Deputy Chair), Cobb, Gilbey, Hawtree, Janio, Jones and Littman
Contact:	Mary van Beinum Overview & Scrutiny Support Officer 01273 - 29 - 1062 mary.vanbeinum@brighton-hove.gov.uk

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AGENDA

Part One	Page
22. PROCEDURAL BUSINESS	1 - 2
23. MINUTES OF THE MEETINGS HELD ON 5 SEPTEMBER AND 14 OCTOBER 2011 (CALL-IN)	3 - 12
24. CHAIRS COMMUNICATIONS	13 - 16
25. PUBLIC QUESTIONS/ LETTERS FROM COUNCILLORS/REFERRALS FROM COMMITTEES/NOTICES OF MOTION REFERRED FROM COUNCIL	
26. MONITORING THE SCRUTINY REVIEW OF 20MPH LIMITS/ZONES	17 - 30
27. COUNCIL-SUPPORTED BUS SERVICES	31 - 52
28. MONITORING SCRUTINY REVIEWS: SERVICES FOR VICTIMS OF SEXUAL VIOLENCE AND OLDER PEOPLE AND COMMUNITY SAFETY	53 - 90
29. FUTURE OF CRIME AND DISORDER SCRUTINY	91 - 96
30. ECSOSC DRAFT WORK PLAN	97 - 100
31. ITEMS TO BE REFERRED TO CABINET MEMBER, CABINET OR FULL COUNCIL	

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For further details and general enquiries about this meeting contact Mary van Beinum,

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

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Date of Publication - Friday, 21 October 2011

Agenda Item 22

PROCEDURAL BUSINESS.

A. Declaration of Substitutes

Where a Member of the Commission is unable to attend a meeting for whatever reason, a substitute Member (who is not a Cabinet Member) may attend and speak and vote in their place for that meeting. Substitutes are not allowed on Scrutiny Select Committees or Scrutiny Panels.

The substitute Member shall be a Member of the Council drawn from the same political group as the Member who is unable to attend the meeting, and must not already be a Member of the Commission. The substitute Member must declare themselves as a substitute, and be minuted as such, at the beginning of the meeting or as soon as they arrive.

B. Declarations of Interest

- (1) To seek declarations of any personal or personal & prejudicial interests under Part 2 of the Code of Conduct for Members in relation to matters on the Agenda. Members who do declare such interests are required to clearly describe the nature of the interest.
- (2) A Member of the Overview and Scrutiny Commission, an Overview and Scrutiny Committee or a Select Committee has a prejudicial interest in any business at meeting of that Committee where –
 - (a) that business relates to a decision made (whether implemented or not) or action taken by the Executive or another of the Council's committees, sub-committees, joint committees or joint sub-committees; and
 - (b) at the time the decision was made or action was taken the Member was
 - (i) a Member of the Executive or that committee, sub-committee, joint committee or joint sub-committee and
 - (ii) was present when the decision was made or action taken.
- (3) If the interest is a prejudicial interest, the Code requires the Member concerned:-
 - (a) to leave the room or chamber where the meeting takes place while the item in respect of which the declaration is made is under consideration. [There are three exceptions to this rule which are set out at paragraph (4) below].
 - (b) not to exercise executive functions in relation to that business and
 - (c) not to seek improperly to influence a decision about that business.
- (4) The circumstances in which a Member who has declared a prejudicial interest is permitted to remain while the item in respect of which the interest has been declared is under consideration are:-

(a) for the purpose of making representations, answering questions or giving evidence relating to the item, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise, BUT the Member must leave immediately after he/she has made the representations, answered the questions, or given the evidence,

(b) if the Member has obtained a dispensation from the Standards Committee, or

(c) if the Member is the Leader or a Cabinet Member and has been required to attend before an Overview and Scrutiny Committee or Sub-Committee to answer questions.

C. Declaration of party whip

To seek declarations of the existence and nature of any party whip in relation to any matter on the Agenda as set out at paragraph 8 of the Overview and Scrutiny Ways of Working.

D. Exclusion of press and public

To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

NOTE: Any item appearing in Part 2 of the Agenda states in its heading the category under which the information disclosed in the report is confidential and therefore not available to the public.

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

10.00AM 14 OCTOBER 2011

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillors Morgan (Chair); Sykes (Deputy Chair), Cobb, Hawtree, Janio, Jones, Lepper and Rufus

Also present: Councillors Ian Davey, Anne Pissaridou and Garry Peltzer Dunn

PART ONE

22. PROCEDURAL BUSINESS

22a Declarations of Substitutes

Councillor Lepper was substituting for Councillor Gilbey and Councillor Rufus for Councillor Littman.

22b Declarations of Interests

There were none.

22c Declaration of Party Whip

There were none.

22d Exclusion of Press and Public

In accordance with section 100A(4) of the Local Government Act 1972, it was considered whether the press and public should be excluded from the meeting during the consideration of any items contained in the agenda, having regard to the nature of the business to be transacted and the nature of the proceedings and the likelihood as to whether, if members of the press and public were present, there would be disclosure to them of confidential or exempt information as defined in section 100I (1) of the said Act.

RESOLVED: That the press and public be not excluded from the meeting.

23. PARKING REVIEW CALL-IN REQUEST

23.1 Councillor Warren Morgan, Chair of ESCOSC welcomed everyone to the call-in meeting including Councillor Ian Davey, Cabinet Member for Transport and Public Realm and 14 Members of the public present. Councillor Hawtree was welcomed as a new Member of the Committee.

23.2 Councillor Morgan noted the many challenges of parking that affected all wards in the City. However this meeting was not convened to consider individual details of parking arrangements. Instead, the Committee would consider requests from Councillor Pissaridou and Councillor Peltzer Dunn for call-in of the decision on the Citywide Parking Review. Then,

hearing from Councillor Ian Davey the Cabinet Member for Transport and the Public Realm and from officers, determine whether or not to refer back the 4 October Environment Transport and Sustainability Cabinet Member Meeting Decision, for reconsideration. The Senior Scrutiny Officer described the call-in process

23.3 Introducing her request Councillor Pissaridou said she felt the decision was flawed as the timetable was misleading and unclear. Councillor Pissaridou argued there was insufficient consultation undertaken in relation to the decision. There had been major concerns for more than four years and residents were angry that consultations had been postponed. Changes to the programme of reviews had not been properly explained or consulted upon, she said.

23.4 Councillor Peltzer Dunn said the draft minutes of the CMM meeting neither recorded his comment on a petition relating to Kestrel Close, nor referred to inconsistencies in the report that he had raised at the CMM meeting. Residents living between Saxon Road and Wish Road felt they had been misled and may have voted differently, had they known the consultation only extended up to Wish Road, he stated.

23.5 Councillor Peltzer Dunn spoke about his call-in request and the response at Appendix 5. He questioned the wording of the CMM report recommendations about timescales. For example Appendix B was not a list of extensions to parking schemes but merely a timetable of parking reviews and the meaning of 'Based on one project manager' was not clear. He queried the practical implications of resolution (b) in the Record of the Cabinet Member Decision that 'Officers are instructed to review the timetable in Appendix B' and said that the resolution (e) did not state when the parking review would commence.

23.6 The January 2008 Environment Committee had acknowledged the sustained representation made since 2007 in particular areas (Wish Park), and had agreed a timetable that showed work on West Hove/Portslade would start in 2010 (paras 6.10 and 6.14 at Appendix 5, attachment).

23.7 Regarding reaching a consensus view on a suitable area; CMM report was misleading in that paragraph 3.4 implied that action had already been taken in West Hove/Portslade; however he had not been consulted nor had there had consultation with former Councillor Kemble or former or current South Portslade Councillors, he told the meeting. Other Ward Councillors later commented they had not been consulted.

23.8 It was not clear that resources were in place to work to an accelerated timetable and the decision appeared to be inconsistent. It would be contradictory to carry out works in some parts of the City before the Citywide Review in his opinion. Therefore Councillor Peltzer Dunn said the decision was flawed and should be reconsidered in two separate programmes.

23.9 The Wish Park Residents' Association Chair made a submission on behalf of the Association and residents living close to Wish Park and Aldrington recreation ground, detailing reasons that the decision was 'grossly unfair,' in their view, and requesting that Wish Park (not Wish ward as a whole) be treated as a priority for consultation. The submission circulated for inspection by the Committee.

23.10 Councillor Ian Davey Cabinet Member for Transport and the Public Realm acknowledged the long history of issues around parking including the Wish area. The timetable agreed in 2008 covered four areas that were intentionally relatively large to minimise overspill

to neighbouring areas. All work on further schemes was halted due to cuts in national funding. Three of the four schemes had been designed, consulted on and were partially implemented. No work was done on West Hove and Portslade. (It was later noted that West Hove/Portslade Station, priority 4 area at the time, was rescinded at July 2010 CMM.)

23.11 Councillor Davey told the Committee that, rather than awaiting the outcome of the Citywide Parking Review, taking around 18 months, his preferred option was to take action now in high priority areas identified from an analysis of road safety concerns, previous council consultation and levels of community and Ward Member support, as summarised at report Appendix A.

23.12 Councillor Davey was familiar with the parking problems in West Hove and Portslade however residents in only a small area had been consulted. Residents around Wish Park wanted a scheme and Ward Members were in support of a scheme covering a wider area, which required more resources. Officers were therefore asked to accelerate the timetable if possible as part of the budget considerations and a working group for the Wish ward had been suggested.

23.13 The Citywide parking review had full support of all political groups however the previous budget had not allocated funding for work during 2011-2012. It was hoped to identify resources in next year's budget. A similar review elsewhere had cost £200,000 and taken 2 years to complete; experience in other local authorities would be drawn upon but this level of funding was unlikely to be available here, he commented.

23.14 This was therefore a reasonable decision that would at least resolve some pressing problems though could not possibly solve all at once.

23.15 Councillor Davey answered questions on: the reason for combining two separate elements into one decision; why CMM did not reconsider, when it was clear that Ward Councillors had not felt properly consulted; the time taken for implementing schemes; and implications of self-financing schemes, especially regarding light touch.

23.16 He detailed why Wish area and West Hove and Portslade were different from the schemes that would proceed urgently, and told Members that he wanted to minimise any time wasted on schemes that are designed but then rejected at consultation stage, as happened in the two latest consultations. Work on the new schemes was not incompatible with the citywide review; one would inform the other, he stated.

23.17 Replying to questions the Project Manager Owen McElroy said some terminology might have been misunderstood. For example 'proposed extensions and adjustments' are reviews. Consultation responses are generally accepted up until Cabinet Member meetings. Road safety concerns could have been ranked; Appendix A was a summary table and recommendations were based on a range of technical grounds. Resources were available for the timetable in Appendix B and work was done as quickly as possible but extra resources depended on the budget process. The Citywide Review involving all stakeholders would start as soon as authorised.

23.18 The Senior Scrutiny Officer set out the decision-making rules in Article 13 of the Constitution.

23.19 Councillor Davey then left the room. Members considered the call-in requests and discussed the details of the timetabling of the reviews and the principles of consultation; the extent of linkage between the elements of the decision; the potential benefits of a reconsideration, whether referral would be proportionate, the plight of Wish area residents; and possible implications of calling in the decision.

23.20 The Deputy Chair Councillor Ollie Sykes said ideally operations would follow strategic and tactical reviews but on balance there was justification for going ahead with urgent reviews before the Citywide review. A call-in would not necessarily benefit Wish area residents in his opinion.

23.21 The Lead Commissioner City Regulation and Infrastructure explained that funding from revenue streams, of the Citywide Parking Review was independent of the capital budget to be used for urgent reviews/adjustments.

23.22 Councillor Cobb suggested that the Citywide Parking Review be accelerated, and individual reviews then follow.

23.23 Summarising, the Chair reiterated the difficulties of balancing competing views and financial pressures when dealing with parking issues. Councillor Morgan proposed that due to concerns including lack of consultation, the combination of both the strategy review and alterations to the timetable for parking scheme implementation, and unclear timetables and resources, the decision be referred back for reconsideration. He proposed that the Citywide Parking Review be considered separately from the programme of other parking reviews. Whether or not to include a Wish review, and consultation with Ward Members residents should also be considered by CMM.

23.24 The proposal was agreed following a vote.

23.25 RESOLVED (i) that the decision be called in.

(ii) that the CMM meeting consider separately the decisions on the Citywide Parking Review and the programme of other reviews/consultations

(iii) that the CMM meeting consider consultation with relevant Ward Members and residents, and whether or not to undertake an urgent Wish review.

The meeting concluded at 11.45am

Signed

Chair

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

4.00PM 5 SEPTEMBER 2011

COMMITTEE ROOM 1, HOVE TOWN HALL

MINUTES

Present: Councillors Morgan (Chair); Sykes (Deputy Chair), Cobb, Gilbey, Janio, Jones and Littman

PART ONE

11. PROCEDURAL BUSINESS

11.1 The Chair Councillor Warren Morgan welcomed everyone to the meeting especially members of the public. Referring to the Requests for scrutiny on the agenda he stressed that it was not the role of the Committee to discuss details here, but to decide whether or not to proceed with any scrutiny action.

11a Declarations of Substitutes

There were none.

11b Declarations of Interests

There were none

11c Declaration of Party Whip

There were none.

11d Exclusion of Press and Public

In accordance with section 100A(4) of the Local Government Act 1972, it was considered whether the press and public should be excluded from the meeting during the consideration of any items contained in the agenda, having regard to the nature of the business to be transacted and the nature of the proceedings and the likelihood as to whether, if members of the press and public were present, there would be disclosure to them of confidential or exempt information as defined in section 100I (1) of the said Act.

11.2 RESOLVED: That the press and public be not excluded from the meeting.

12. MINUTES OF THE MEETING HELD ON 6 JUNE 2011

12.1 The minutes of the meeting held on 6 June 2011 were agreed and signed by the Chair.

13. CHAIRS COMMUNICATIONS

13.1 The Chair Councillor Warren Morgan reminded the Committee that an informal workshop on the citywide parking review was being arranged for 1.30pm on 22 September.

13.2 He asked if Members wished to accept an invitation to visit the Marina to look at long-term flood defence; Members welcomed this and asked for a suitable date to be arranged.

14. PUBLIC QUESTIONS/ LETTERS FROM COUNCILLORS/REFERRALS FROM COMMITTEES/NOTICES OF MOTION REFERRED FROM COUNCIL

14.1 There were none.

15. REQUEST FOR SCRUTINY OF TAXIS FOR DISABLED PEOPLE

15.1 The Chief Officer of the Brighton & Hove Federation of Disabled People (FED) Geraldine Des Moulins introduced the request for scrutiny. She said there had been problems in the City about fair access for disabled people to Wheelchair accessible vehicles (WAVs) for a long time; since at least 1998. The FED did not advocate 100% accessible taxis but was working to increase the proportions of WAVs. That would be helpful both for the trade and for disabled residents and tourists, who often rely on taxis and private hire vehicles for independent everyday living.

15.2 The FED preferred to work collaboratively, however they felt like a 'lonely' voice amongst influential voices and there were barriers working with the Licensing Department. All taxi users including disabled passengers ought to have more of a say about the service provision, she said.

15.3 Efforts to work via the Licensing Committee had been exhausted and although taxi licensing was a complex area that Committee should be better briefed, in her opinion. Other Local Authority areas had made better progress, working proactively with disabled people, so why could that not happen in Brighton & Hove?

15.4 The Head of Environmental Health and Licensing outlined policy development work that had been undertaken via the Licensing Committee as set out in the Appendix; most of the agreed actions were now complete. Further actions had been added more recently and new requests were to be considered. Progress against equalities issues were being monitored and reported to Licensing. He told Members that nationally, some of the provisions of the Equality Act 2010 had not been introduced as timetabled and taxi licensing laws, widely considered arcane, were being reformed. There was no prescribed percentage or definition of WAVs. This was a difficult and complex area that did affect livelihoods and lives, he said.

15.5 The FED's Chief Officer strongly disagreed that significant actions had been completed and said it was unclear who was leading on implementing changes. She argued that much could be achieved by working together now, as elsewhere, rather than continually waiting for changes in the law.

15.6 Asked what Scrutiny could achieve, Geraldine Des Moulins stated that Licensing and taxi services could be influenced and improved if all the relevant stakeholders were listened to.

15.7 A Member commented that the Licensing Committee was kept informed about increasing the number of WAVs and that key issues were discussed at the Taxi Forum before being taken to Licensing.

15.8 In deciding on any action, the Committee wished to give Licensing Committee time to consider the matters raised in the June request for scrutiny and in additional information submitted by the FED in August.

15.9 After discussion the Committee agreed to ask for a further report to 23 January 2011 ECSOSC, to deal with the 6 bullet points listed in the request for scrutiny, plus additional concerns from the FED referred to in a separate note including: Engagement with all taxi service users; Disabled facilities for taxi pick-up at the football stadium; Information in the Blue Book about accessibility for disabled users; Openness and transparency of policy and practice on enforcement; eg suspension of licences/delay in related health checks; Frequency and method of licence renewal; Value for Money of driver training course; Length/consistency of Hackney Carriage Office knowledge tests and reason for separate tests for Brighton and Hove; Data and record keeping eg on number of WAV licences, driver training, checks on equipment such as ramps and swivel chairs; Efficient work practices; Types of WAV that are acceptable for a licence application; The High standard (and therefore cost) of the City's taxi fleet, compared with competitiveness for key Council school and other contracts; and the Level of taxi service and waiting time for wheelchair users and disabled passengers.

15.10 **RESOLVED** that a further report as minuted at 15.9 above be requested to 23 January ECSOSC and the Chair of Licensing Committee be invited to attend.

16. MONITORING WINTER SERVICE PLAN SCRUTINY REVIEW

16.1 The Head of Highway Operations introduced the report, pointing out the significant developments in service, communications with residents, and joint working with partners since the severe weather events of winter 2009 – 2010.

All the improvements were detailed in the Appendices. The scrutiny process had proved helpful in focussing the joint working on this and other major incidents between key council service areas and with partners; and it was useful to bring to Council the various strands involved. Much had been achieved over more than a year. More work on planning for winter weather with the business community was in hand.

16.2 The Head of Operations answered questions on the limitations of both metal and the newer carbon fibre snow ploughs in an urban areas, and described from direct experience the various approaches to salting and ploughing at different times of day in different locations during a variety of weather conditions. Road widths, abandoned cars, speed bumps, pathways, cycle lanes, and slopes were some of the practical factors to be taken into account in tackling snow and ice.

16.3 Seven new gritters using the latest technology (orange with stainless steel hoppers) were being delivered to cover six routes, allowing for a spare for emergencies or breakdown. The Head of Operations detailed all the technical advantages of each type of vehicle. This did not

involve unnecessary expenditure; it was a proportionate response to the difficulties encountered in 2009-2010, she said.

16.4 The Head of Operations was widely congratulated on the ability of the team to be responsive and deal with extreme weather events and to learn actively from the feedback received.

16.5 The Chair Councillor Warren Morgan who also chaired the Winter Service Plan Scrutiny Panel welcomed the report on behalf of the Committee and thanked the officers. Members agreed to ask for a report back if necessary, after winter 2011-2012 to the 26 March meeting.

16.6 **RESOLVED** that a further monitoring report be provided to 26 March meeting only if necessary.

17. GYPSIES AND TRAVELLERS: REQUESTS FOR SCRUTINY

17.1 At the invitation of the Chair Councillor G Theobald introduced his request for scrutiny of protester encampments. He referred to disruption caused by an encampment at the Old Steine in May. Because environment, transport, tourism, and community safety lay within the remit of several Cabinet Members Councillor Theobald requested a scrutiny review into the matter.

17.2 There was a question on the discussion at 6 June Cabinet (report paragraph 3.11 refers).

17.3 In considering the request the Committee Members did not feel the matter required a scrutiny review; however an officer report was asked for, with an invitation to the Commissioner, Community Safety and the Police.

17.4 Members also wished to invite Cllr Ben Duncan to speak to the Committee about policy in this area.

17.5 Councillor Theobald turned to the remaining part of his letter, requesting scrutiny of policy on gypsies and travellers as set out in Appendix 1. Concerned residents had contacted him, in particular about incursions onto sensitive sites such as nature reserves. Councillor Theobald asked what was being done to prevent access, why did it sometimes take a long time to retain possession of land.

17.6 Councillor Theobald questioned the number of gypsy and traveller families involved, whether numbers might increase, if appropriate notices were being served and the possible options and implications for permanent or other sites in future. He said other local authorities need to take action.

17.7 He called for an independent, all-Party scrutiny review to consider these points and hear from traveller group representatives. The Brighton & Hove Environmental Action Group would be a potential witness.

17.8 Councillor Liz Wakefield had submitted a request for scrutiny as part of the public consultation on suitable topics for investigation. She told the meeting in her direct experience, Gypsy Roma and Traveller (GRT) groups were often disadvantaged especially in provision of health, education and homes services, and on average had reduced life expectancy by 15

years. She said there was no reason why children of GRT families could not attain good grades and every child had a right to education.

17.9 Councillor Wakefield said stereotypical views needed to be combated. The GRT community needed somewhere to live, and should be considered alongside the settled community. She said building bridges had been done elsewhere and asked that a scrutiny review be set up to look at how outreach work and services can be improved for gypsy roma and traveller groups in the City.

17.10 The Chair Councillor Morgan reminded Members that a review of the 2008 Travellers Strategy had been agreed at 14 July Cabinet with a view to approval by March 2012, according to the timetable included in the report at Appendix 5. It was important that scrutiny added value and did not duplicate work already being done.

17.11 Members agreed that there was a lot of support for conducting a scrutiny review. Some felt that more could be done to improve relations between communities and a scrutiny would help dispel misconceptions. Witnesses could include academics as well as community representatives. The process needed to be open and transparent.

17.12 The Head of Scrutiny Tom Hook suggested that any scrutiny panel could be designed to be flexible enough to dovetail with the Cabinet commissioned review.

17.13 Following discussion ECSOSC agreed to establish a Scrutiny Panel to be involved in the Cabinet review according to the draft timetable set out as Appendix 5 to the report, undertaking additional independent work only if necessary.

17.14 RESOLVED 1) that a report on protest encampments as minuted above at 17.3 – 17.4 be requested to a future meeting

2) that a scrutiny review be established as minuted above at 17.13

18. RENEWABLE ENERGY; RESPONSE FROM 14 JULY CABINET FOR INFORMATION

18.1 The response to the recommendations of the scrutiny panel on renewable energy potential was included on the agenda for information.

18.2 Members asked questions about One Planet Living, Photovoltaic solar panel procurement and the impact on conservation areas, plus the potential economic costs of energy efficiency.

18.3 The Strategic Director Place said robust cost analysis was included in Cabinet decision-making. The scrutiny report and response would be reported to full council.

18.4 RESOLVED that the report be noted.

19. REPORT BACK FROM THE ECSOSC FLOOD RISK WORKSHOP

19. 1 Councillor Sykes outlined the 22 July ECSOSC flood risk workshop that he Chaired. He told the meeting that the City was deemed to be at high risk from flooding events. The workshop had considered the analyses and looked for any gaps in available information.

19.2 However some of the larger stakeholders did not seem to be fully engaged and this seemed to be a national issue. The workshop recommended that representation be made to DEFRA regarding Network Rail's inadequate provision of information thus far. Members agreed to this.

19.3 The overall process for developing the larger Surface Water Management Plan would take until 2015; a follow-up workshop could be added to the work plan if needed in due course.

20. ECSOSC DRAFT WORK PLAN

20.1 The Committee noted the draft work plan, that would also be considered at a 'Tripartite' meeting to be held soon between ECSOSC Chair, Cabinet Members and Strategic Director. The public consultation on scrutiny topics would be reported to the next meeting, 31 October. At present, a large proportion of suggestions fell within the remit of ECSOSC.

21. ITEMS TO BE REFERRED TO CABINET MEMBER, CABINET OR FULL COUNCIL

21.1 The meeting noted that the response to the recommendations of the Panel on renewable energy, would be reported to full Council.

The meeting concluded at 5.45pm

Signed

Chair

Dated this

day of

**Notes for information: ECSOSC Informal Workshop: Citywide Parking Review
1.30pm Thursday 22 September 2011. Hove Town Hall Committee Room 3**

Present: Councillors Warren Morgan (Chair) Ollie Sykes (Deputy Chair), Leo Littman, Denise Cobb, Tony Janio and Penny Gilbey

Also present: Councillors Ian Davey and Garry Peltzer Dunn

- a) Councillor Warren Morgan ECSOSC Chair welcomed everyone to the workshop.
- b) The Project Manager Owen McElroy said this was a chance for scrutiny to ask questions and air innovative ideas on ways to improve parking management in the City. He gave a presentation on the Citywide Parking Review of both off-street and on-street parking with a historical summary of parking policy as it has evolved over the years, and the present situation. The 4 October Cabinet Member Meeting would be receiving a report on the consultation process.
- c) Currently there are 14 zones, including 2 'Light touch' areas. There are specialised bays eg for disabled, loading, car club and police. 5 minutes' waiting for loading is allowed on double-yellow lines where it is safe. Parking enforcement occurs between 7am and midnight.
- d) Consultations with residents are costly and there is now a tendency for proposals for new schemes to be rejected, though there are requests for schemes in roads adjoining existing zones where there has been displacement parking. Displacement is difficult to avoid.
- e) Stakeholders including residents, businesses and the bus/other travel companies are being invited to give their views and a programme of consultation including via the website was being developed to gauge public opinion and perceptions. This would include a postal and e-mail questionnaire. Partnerships would be involved and the outcomes of the consultation were scheduled to be reported in Autumn 2012 with policy being implemented from 2013.
- f) The Project Manager explained the first priorities, in assessing requests for new or extended parking schemes were based on road safety and traffic congestion issues plus localities that had Member and Community support.
- g) The longer-term aim of the city wide review consultation was improved parking management which may potentially involve redesigning zones, boundaries, permits, charges or restrictions.
- h) Increasing sustainability, tackling pollution and the costs and income from parking would also be key considerations.
- i) Scrutiny comments and questions from this workshop would be taken forward in planning the consultation. Notes of the workshop would be reported to the next ECSOSC, 31 October
- j) Councillor Peltzer Dunn commented that on page 4 of the papers, West Hove/Portslade Station did not have a parking scheme.

- k) The Chair Councillor Warren Morgan said there was a need for a coherent consistent approach to parking across the City whilst at the same time, meeting local demands. He acknowledged it was difficult to balance the needs of local residents with the City's requirements. This was a wide subject that included safety and environmental issues, car ownership and travel and behaviour patterns as well as costs of implementation.
- l) The Lead Commissioner, City Regulation and Infrastructure, Mark Prior told the workshop there would be scope for greater efficiency and cost reductions. Consistency of enforcement was another aim of the review. A system that was easier to understand – eg in terms of the times and types of parking restrictions - would be simpler to enforce. Generators of parking demand including businesses, stations, hospitals, GP surgeries and schools and 'natural' boundaries would have to be looked at in the context of the City as a whole. There was evidence locally of a shift towards walking and cycling and nationally of reduced car use, he said.
- m) It was notoriously difficult to get the geographical areas exactly right. The Lead Commissioner, City Regulation and Infrastructure said during a consultation he would typically hear from 30 – 40 residents per day, either for or against a proposed scheme. However, once a parking scheme was in place, he had not had a single request to remove it, he remarked.
- n) Members made comments and suggestions (*officer comment in italics*) :

Citywide Issues

1. Avoiding displacement parking was usually impossible to avoid (*unless there are 'natural' boundaries eg railway lines*)
2. It was important to take into account views of people living in areas of displacement parking
3. Would it be feasible to allow residents to buy a permit for inside an adjacent zone?
4. Could there be changes to parking management across boundaries with adjoining Local Authorities?
5. People may not disagree with paying to park in the centre of the City but may feel it's unfair to pay to park outside their own door, although attitudes can depend on what is familiar
6. A new scheme may generate complaints, but perceptions can change and schemes become accepted as people adjust
7. When looking for a parking space it can be **difficult to see/understand what the signs say/mean.**
8. **Times are not always clear** (*restrictions are between 8am to 8pm, though some residents in the centre of the city comment they are unable to park even with a permit, and would like longer hours*)
9. There are **parking areas that stand empty** even at peak times of day (*some*

spare capacity is used during the day eg by businesses)

10. Would parking need to be self-financing in the same way in future? eg **other sources of funding** for new schemes perhaps via businesses who would benefit
11. Could parking meters be withdrawn altogether?
12. What **experience from elsewhere** could help in decision-making for the City? *(officers are aware of good practices in other local authorities although not all are applicable here)*
13. Can **technological developments** be put to better use eg pay by phone using debit/credit card
14. To help reduce air pollution would it be feasible to charge for parking according to carbon emissions of the vehicle?
15. How long can a vehicle wait on double yellow lines? (5 minutes)
16. Where/when is parking allowed on pavements/verges? *(this is enforceable where there are single or double yellow lines. Pipes beneath verges can get cracked. Local Authorities have powers to deal with pavement parking but this is expensive (signs and traffic orders) and there are no codes of practice to back these up.)*
17. Can the **parking rules be publicised/made clearer** in general?
18. Would like to see better enforcement. Eg **enforcement officers not often present around schools**. Some PCSOs say ' there is nothing we can do' *(campaigns are used to try to change behaviour and the council works closely with headteachers and schools liaison officers. Where there is an obstruction, PCSOs can issue penalty charge notices.)*
19. Would like to see CCTV **monitoring cameras** but what about privacy? *(Staff working with bus lane CCTV monitoring are NVQ/BTEC qualified)*
20. **What is already known about people's travelling habits**, where and how they travel, internal commuting and the adequacy of parking availability. Has there been any modelling?
21. Is **congestion charging** being investigated? *(this would be expensive to introduce but all options can be considered)*

Local issues

1. Preston Park; **residents' bays stand empty**, only a few permits have been sold and business vehicles/vans have merely been **displaced elsewhere**. Would like scheme to be looked at again including the impact of 1 hour limits near Preston Park Station and 11-hour places in Preston Park Avenue.
2. Brunswick and Adelaide: **Enforcement is difficult** for City Enforcement Officers; **could CCTV cameras be used?** *(enforcement can be 'cat and*

mouse' or actually confrontational; also it can take a long time to write out a penalty notice. Cameras can be more effective in some circumstances eg to monitor bus lanes, loading bays and near schools and having a deterrent effect can lead to change of behaviour. The Council tries to be fair, eg to issue fewer tickets and ensure they are as robust as possible.)

3. There is a mis-match between the interests of businesses (garages) and residents and '2-hour' dispensations for broken down vehicles appear to be unenforceable. *(This occurs in other areas such as Westbourne and typifies the tension between different users across the whole City. Similar issues for the night-time economy. Local adjustments can be made but that adds to complexity. A long-term resolution is being looked for)*
 4. Residents of Hangleton and Knoll and other areas without parking schemes would **not wish to pay for parking in their area** and would perceive any such proposal to be for income generation only.
 5. Lowther Road: Would like to see **better parking enforcement outside zones eg dangerous parking** on road junctions where there are no double lines *(City enforcement officers (CEOs) have finite capacity but the number of CEOs using scooters has recently been increased. Obstructions eg at a dropped kerb can be reported via 0845 6035469 (select option 3) or by email to ParkingEnforcement@brighton-hove.gov.uk. Additional double yellow lines can be added)*
 6. Wilson Avenue: How can grass verges be protected from damage by parked cars without affecting drainage/surface run-off?
- o) Members asked about the existing lessons learned from schemes both in Brighton and Hove and elsewhere (for instance where 'light touch' zones had led to displacement). It would be helpful for these to be summarised.
 - p) The workshop agreed that the driver for parking arrangements should be transport policy rather than income generation; should cover the costs but be 'revenue-neutral.'
 - q) Councillor Cobb would contact officers with details of her suggestion to survey views on a Citywide Permit scheme at a nominal fee for residents only.
 - r) Members who had further information to contribute to this stage of the process were asked to contact the officers via the scrutiny team.
 - s) The Chair Councillor Warren Morgan thanked colleagues and officers and summarised the key issues for the consultation, to feed back to Cabinet Member:
 - Parking Enforcement especially around schools and including non-zoned areas
 - Clear information on parking rules in the City (yellow lines, driveways, pavements)
 - Costs of implementation of parking schemes
 - Alternative charging structures
 - Environmental impact (air pollution, drainage)
 - Analysis of existing situation and good practice in Brighton & Hove/other areas
 - Potential for use of new technology eg for payment, CCTV monitoring and enforcement.

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 26

Brighton & Hove City Council

Subject: Update on the Scrutiny Review of 20mph limits/zones
Date of Meeting: 31 October 2011
Report of: Lead Commissioner City Infrastructure
Contact Officer: Name: **Phil Clarke** Tel: **29-3705**
Road Safety Manager
E-mail: Philip.clarke@brighton-hove.gov.uk
Wards Affected: All

FOR GENERAL RELEASE/ EXEMPTIONS

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report enables the Environment and Community Safety Overview and Scrutiny Committee to monitor and track progress on the scrutiny recommendations on 20mph speed limits/zones. It will help the Committee to assess the impact and consequences of the scrutiny recommendations. The recommendations and update appears as appendix 1 to this report.
- 1.2 The report also provides an update on the three pieces of work being undertaken in respect of 20 mph speed limits; the A&B Class Road Speed limit Review, the Non-A&B Class Road Speed Limit Review Pilot Study and the scoping exercise for a large central 20mph limit area within the City.

2. RECOMMENDATIONS:

- (1) That Members note the summary of the two 4 October Cabinet Member reports on 'Speed Limit Review, 20mph Limits' and 'Speed Limit Review (A&B Class Roads)'
- (2) That Members consider the action taken against the recommendations of the Scrutiny review, and provide feedback.
- (3) That the Committee determines whether a further tracking report relating to this Scrutiny review is required.

3. BACKGROUND INFORMATION

The Scrutiny Review

3.1 The Scrutiny Review of 20mph limits/zones was established by ECSOSC in September 2009 as it was considered a matter that needed in-depth analysis and consideration.

3.2 Chaired by Councillor Pete West, the cross-party panel consisted of Councillors Jayne Bennett, Gill Mitchell and Geoffrey Wells, and former Councillor David Watkins

3.3 The Panel's completed report was formally endorsed by ECSOSC 21 June 2010 and referred to the Council's Executive.

3.4 The 23 September 2010 Environment CMM considered and agreed the actions in reply to the scrutiny report. Full Council on 16 December 2010 received both the Scrutiny report and cabinet response for noting.

Monitoring Scrutiny Reviews

3.5 The usual arrangements for monitoring the outcome of scrutiny recommendations are:

- a) The decision-makers, to whom the recommendations are addressed, are asked to submit a formal response to the recommendations normally within two months, including an action plan and timetable for implementation with named contact officers to action the recommendations.
- b) The report of the scrutiny review and response from the decision-makers are then reported together to full Council for information.
- c) The parent Overview and Scrutiny Committee normally receives a report of progress against the agreed recommendations, six months after the decisions are made.
- d) The Overview and Scrutiny Committee will at that stage determine if any further monitoring is required; whether a progress report is required after a further six months or one year. Otherwise the Committee may resolve that no more monitoring is necessary.

3.6 A summary of the Scrutiny Recommendations and replies plus progress in implementation appears at Appendix 1 to this report.

Update on current work on 20mph speed limits

3.7 **Speed Limit Review (A&B Class Roads)** recommended several amendments of the speed limits on various stretches of A&B class roads, including a reduction from 30mph to 20mph on Nevill Road, Hove and Trafalgar Road/Church Road, Portslade. At the CMM on 4 October 2011 permission to consult on implementing some of these recommendations was obtained. These proposed changes are intended to increase safety within the vicinity of schools and should be implemented, subject to the consultation within this financial year.

3.8 Speed Limit Review, 20mph Speed Limits recommended 3 pilot 20mph areas encompassing schools and the surrounding residential roads. Permission to consult in respect of two of these areas was granted at CMM on 4 October. These were the schemes in Portslade and the Stanford area. The third scheme in the vicinity of Saltdean Primary School was considered too small and unlikely to be of great benefit as a small isolated 20mph area.

The pilot areas are intended to provide an opportunity to trial the use of various materials, signing, surface treatments etc. in order to inform decisions when implementing further schemes in the future. In the longer term they will provide information on their effectiveness in terms of affect on speed, road safety and traffic flow/displacement effect. Once again, subject to consultation, these measures should be implemented during this financial year.

The cost of implementing these pilot areas is likely to be approx £80k funded from LTP3.

3.9 The scoping exercise for a large central 20mph limit area within the City is looking at the feasibility of introducing larger 20mph limit areas including assessing costs. The initial research will be in respect of creating a substantial City centre 20mph limit, with a view to incrementally extending it take in more of the City's residential and commercial areas. This exercise takes into account the Environment and Community Safety Overview and Scrutiny Committee's recommendations, including recommendation 13 *'That 20mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3)'*. It is anticipated that the scoping work can be completed during this financial year.

4. CONSULTATION

4.1 Over a period of around 6 months the scrutiny panel spoke with representatives from a wide range of organisations to gather evidence and opinion on 20 mph speed limits/zones. The Panel visited Portsmouth City Council, another local authority to gather information.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 There is a budget of £330,000 set aside for Road Safety Schemes within the Local Transport Plan capital allocation for 2011-12. This will be used to cover the costs of consultation and implementation.

Finance Officer Consulted: Karen Brookshaw

Date: 31/05/2011

The work on all the A&B Road reductions will cost approximately £20k, although the cost of the 20mph element will be a fraction of the overall costs involved. Example costs include:

An entry point to the 20 mph limit will cost approx £1k (signs and posts £634, surfacing treatment £330, lining/roundels £80) and repeater signs £27,

although the number of repeater signs required will depend upon the length of road in question.

The overall cost of the pilot areas in Portslade and Stanford will be approx £80k.

Legal Implications:

5.2 The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders relating to speed limits. The appropriate statutory procedures regarding advertisement and consultation must be followed.

The measures set out in the report are consistent with the Council's statutory duties to promote road safety and prevent accidents.

Legal Officer consulted: Carl Hearsom Date: 1 June 2011

Equalities Implications:

5.3 There are no direct equalities implications

Sustainability Implications:

5.4 None

Crime & Disorder Implications:

5.5 None

Risk and Opportunity Management Implications:

5.6 The report contains no risks and supports the recommendations of the Scrutiny panel.

Corporate / Citywide Implications:

5.7 None

SUPPORTING DOCUMENTATION

Appendices:

1. Recommendations of the 20 mph speed limits/zones Scrutiny Review, the CMM response and progress against the recommendations.

Documents in Members' Rooms

1. Speed Limit Review A&B Class Roads
2. Speed Limit Review, 20mph Speed Limits

Background Documents

1. Report and Recommendations of the Environment and Community Safety Overview and Scrutiny Committee

Agenda Item 26 Appendix 1

Rec	Scrutiny Recommendation	Comments	Position as reported to 4 November 2010 Environment CMM	Date	Update for ECSOSC 2011
1	<p>That the council introduce a policy of reducing speed limits on roads primarily for residential use, and on those roads where high numbers of vulnerable roads users use the roads; particularly those roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.</p>	<p>The work to identify such locations will be the focus of the Speed Limit Review and the potential to create cluster sites will be included. However, it is recommended that there be a default position of implementing 20mph limits/zones in the vicinity of schools that not located on spinal or arterial routes.</p>	<p>At the Cabinet Member Meeting (CMM) on 16th September 2010 the Scrutiny panel's report and subsequent CMM Report recommendations were accepted and it was agreed that an early interim report updating members on the methodology and progress of the Citywide Speed Limit Review would be brought to the November CMM.</p> <p>This report provides an update on progress and details of the revised methodology for the first phase of the Citywide Speed limit Review. The revision support the principles of the recommendations contained in the Scrutiny report, particularly giving priority to the roads in the vicinity of schools.</p> <p>The Road Safety Team has already started researching the necessary data relating</p>	<p>Ongoing but updates on progress have just been given to CMM 4/10/11 (see attached CMM reports)</p>	<p>The matter was due to be presented at the Environment CMM in March 2011 but was deferred until July and again deferred due to the May election and a report on the matter was presented at CMM on 4th October 2011.</p> <p>The Speed Limit Review (non A&B Class roads) which is pertinent to the subject of 20mph limits has concluded its pilot study into 3 areas to test the methodology adopted and to design and cost relevant schemes:</p> <ol style="list-style-type: none"> 1. Eastern Area – Saltdean Primary School 2. Central Area – Stanford Infant/Junior Schools and surrounding area 3. Western Area – Peter Gladwin Primary, St Nicholas Junior and Portslade Infant schools.

			<p>to schools, including current speed limits in their vicinity, to inform the first phase of the Review.</p> <p>The final report in respect of the Speed Limit Review will contain a number of recommendations which will need to be considered by officers and reported to an Environment CMM in March 2011</p> <p>The introduction of 20mph zones within the City has been on a data led basis and it is intended to continue to prioritise any implementation of measures to reduce speeds, particularly the potential wider use of 20mph limits and zones, on this basis.</p> <p>By adopting a data-led process an incremental approach to implementation of any measures can be employed, targeting those areas in which the greatest benefit can be potentially achieved. This will also facilitate delivering measures in accordance with the recommendations of the Scrutiny Panel and in an affordable way.</p>		<p>At the CMM on 4th October the Cabinet Member (Cllr Davey) approved consultation on areas 2 & 3. However, he felt area 1 was too small and formed too much of a pocket and unlikely to achieve the benefits necessary to justify the scheme.</p> <p>The other Speed Limit Review (A&B Class roads) also made a number of recommendations regarding 20 mph limits which were considered at the same CMM meeting on 4th October. In particular permission has been granted to consult on reducing the speed limits from 30 to 20mph on Nevill Rd in the vicinity of Hove Park and Blatchington Mill schools and along Trafalgar Rd and Church Rd</p> <p>Portslade in the vicinity of St Mary's RC Primary School. The latter will complement the Safer Routes to School Scheme currently being consulted upon.</p>
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					<p>In addition to the above – Cllr Davey has also requested that the Road Safety Team lead on designing and costing a substantial 20mph speed limit area covering the residential and shopping streets within the central area of the City, excluding the arterial routes such as Old Shoreham Rd, A259 etc. This is to ensure consistency and avoid a piecemeal approach to the creation of 20mph limits within the City.</p>
2	<p>That the speed limit review currently being conducted to assess average speeds on C and Unclassified roads in the city be used to identify roads in the city that would benefit from 20 mph speed limits as average speeds are 24 mph or less.</p>	<p>The need to separate those roads suitable for just a reduction in speed limit as opposed to supporting traffic calming is accepted and will enable those roads to be given a priority, this will form part of the Speed Limit Review.</p>	As above	As above	As above
3	<p>That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.</p>	<p>As above once both pieces of work completed there is a need to match the two lists in order to progress a programme for the necessary implementation. The exception will be the default position regarding schools (as per recommendation 1)</p>	As above	As above	As above

4	<p>That a report which sets out the work being undertaken by the speed limit review, including the methods for identifying clusters and priority areas, and containing a timetable for implementation be brought to the next meeting of the Environment Cabinet Member.</p>	<p>The Speed Limit Review will inform LTP3 where funding is available to implement measures.</p>		As above	<p>The matter was due to be presented at the Environment CMM in March 2011 but was deferred until July and again deferred due to the May election and a report on the matter was presented at CMM on 4th October 2011</p>
5	<p>That where needed 20 mph areas are supported by additional traffic calming measures. However, these measures should ideally not include the use of speed bumps or humps but high quality design measures which are fit for purpose for local areas.</p>	<p>This will require a case by case analysis of the suitable options available for use and selection of the most appropriate. All measures will be designed in accordance with the latest guidance for street design, including Manual for Streets and Brighton & Hove Council's Streetscape Design Guidance.</p>		Ongoing	<p>This will be considered at the 'build' stage of any schemes implemented</p>
6	<p>That easily understandable criteria for the implementation of 20 mph areas be made available to residents so that they can understand why some areas of the city will be prioritised for speed reduction initiatives first.</p>	<p>The Speed Limit Review will provide information to assist in identifying priority roads. The methodology used can be summarised and made available to interested parties.</p>		As above	<p>This will be incorporated in the publicity campaigns supporting the implementation and consultation stages of schemes.</p>

7	<p>That taking into account those areas identified in recommendations 1, 2 and 3, main roads in the city should not have speed reduction initiatives introduced. However, the council should look as a matter of priority at other road safety measures which can be used to make these roads safer for vulnerable road users. In particular, the concerns of residents about being unable to cross these types of roads safely should be addressed.</p>	<p>These roads are constantly assessed in order to identify any appropriate remedial action. Transport Planning supports the introduction of enhanced crossing provision for vulnerable users and is recommending a review of criteria against which crossing provision is made.</p>		Ongoing	<p>The new pedestrian crossing assessment criteria approved at CMM on 26th may 2011 will enable this matter to be addressed.</p>
8	<p>That as a matter of priority, and where criteria are met, more crossing facilities, zebra crossings, and safe spaces for vulnerable road users to cross roads are introduced in conjunction with 20 mph areas and on main busy roads.</p>	<p>As per recommendation 7</p>			<p>The new pedestrian crossing assessment criteria approved at CMM on 26th may 2011 will enable this matter to be addressed.</p>
9	<p>That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.</p>	<p>LATs etc could be separately advised of proposed schemes to facilitate consultation. Any reduction in speed limit would necessitate a Traffic Regulation Order which would be advertised.</p>			<p>This will be incorporated in the publicity campaigns supporting the implementation and consultation stages of schemes.</p>

10	<p>That, in order to ensure community buy-in and maximum compliance, residents are engaged and consulted with on plans to introduce 20 mph initiatives into their areas.</p>	<p>As per recommendation 9</p>			<p>This will be incorporated in the publicity campaigns supporting the implementation and consultation stages of schemes.</p>
11	<p>That as part of the public consultation and engagement exercise, awareness raising and education campaigns are also undertaken to highlight key problem areas in the city and the need for slower speeds and safer driving and road use in the city.</p>	<p>The Road Safety Team currently manages a programme of education, training and publicity which is focussed at those areas and road users that are considered most vulnerable. This will continue and changing attitudes towards excessive or inappropriate speed will form part of that work. The aim is to make 'speeding' as socially unacceptable as drinking and driving. Education, training and publicity will have a significant role in supporting the harder measures such as changes in speed limits and traffic calming. An example of this is the ongoing London Road scheme which has combined publicity and education during the consultation stage.</p>			<p>This will be incorporated in the publicity and education campaigns supporting the implementation and consultation stages of schemes.</p>

12	That a carefully planned, long-term monitoring and evaluation exercise takes place so that evidence on the impacts of the initiatives introduced, and effectiveness of gaining and maintaining community buy-in, can be collected and responded to.	Agreed - Data preceding implementation of any scheme would be gathered and retained in order that 'before and after' comparison data could be compared and effectiveness measured.		Ongoing	Thorough before and after data collection will take place and an evaluation including cost benefit analysis will be undertaken.
13	That 20 mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3).	The Speed Limit Review is being progressed and the increased use of 20mph speed limits/zones has been submitted as an item for inclusion within LTP3, subject to availability of funding.		Ongoing	See above – this work is in progress
14	That the Environment and Community Safety Overview and Scrutiny Committee monitor progress of these recommendations with the first update report brought to the committee after six months	Due to the complex and detailed nature of the work, the first viable date for an update report will be March 2011 – 6 months from September CMM acceptance of Scrutiny report		Ongoing	Update was provided at November 2010 CMM

15	<p>That the feasibility of piloting in a suitable area, new technology to, manage traffic speed such as 'green light wave' technology and other forms of smart technology be considered.</p>	<p>Whilst use of new technology for managing speed will be considered, this will need to be done on a case by case basis as local demographics etc will determine the suitability for piloting any particular technology. Green waves to allow progress through the cities network at predetermined speeds are a familiar concept in Brighton & Hove and have been in use for a considerable number of years. The technology is utilised at the cities fire stations, on a red light call the fire officer chooses a route via a control panel and this triggers a green wave through all of the traffic signals along this route to coincide with the speed of the fire engine.</p> <p>Another example is the proposal to use a green wave along a major cycling route (Lewes Rd) with an actual green wave of lights buried in the carriageway which coincide with and illustrate a green wave that allows the cyclists to move at a comfortable pace (12-15mph) and reach each of the traffic signals whilst they are on green.</p>		Ongoing	<p>Any replacement of traffic signals work now incorporates 'smarter' systems. This also applies to the introduction of 'Puffin' crossings which are the default light controlled crossing type.</p>
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				<p>Across the network generally traffic signal timings are calculated to reflect the speed of the traffic and how long it takes to get from one set of lights to another. It would always be possible to turn this around and set the timings to reflect the traffic speed that you are looking for.</p>		
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Subject:	Permission to tender for supported bus network		
Date of Meeting:	Environment Transport and Sustainability CMM 4 October 2011 (Item 38) ECSOSC 31 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Nick Mitchell	Tel: 29-2481
	Email:	nick.Mitchell@brighton-hove.gov.uk	
Key Decision:	No		
Ward(s) affected:	All		

FOR GENERAL RELEASE

This CMM report, plus the consultation responses (Appendix 3) is being presented with a verbal update to ECSOSC, for information.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the 1985 Transport Act, local authorities are empowered to contract with bus operators for the provision of bus services which meet the needs of the general public, but which are not provided commercially.
- 1.2 The current batch of contracts was let following an Area Network Review carried out during 2007/8. These contracts expire in September 2012 and due to the value of the contracts, if they are retendered, the process will be governed by the EU procurement rules.
- 1.3 The purpose of this report is to seek Cabinet Member approval to go out to competitive tender for the supported bus network contracts to commence in September 2012. This tendering exercise follows the Area Network Review in July & August 2011 which involved a full consultation process with elected members, user groups, and community groups and data assimilated from request made by members of the public.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm authorises the competitive tendering process to begin based on the proposed routes contained in Appendix 2.
- 2.2 That a report be brought to a future Environment, Transport & Sustainability Cabinet Members Meeting for consideration once tenders from prospective contractors have been analysed and recommendations for the future Supported Local Bus Network have been formulated.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Using powers under the Transport Act 1985, the City Council contracts with bus operators, following a competitive tendering exercise, for the provision of bus services which are necessary to meet the needs of the community, but which are not provided commercially. The current batch of contracts was let in September 2008, and expires in September 2012.
- 3.2 The current supported bus network comprises of a number of complete routes and the extension of some commercial routes to operate during the evening or at weekends, and some diversions of commercial routes to serve particular communities. This includes services:

Route	Route description
16/66	Mon – Sat. Portslade – Knoll Estate – Hangleton – Sainsbury (66 only)
21	Mon - Sat eves. Brighton Station - Marina
47	Mon - Sat. Brighton Station - East Saltdean
52	Mon - Sat. Woodingdean -Brighton Station/ Cardinal Newman School
56	Mon - Sat. Knoll Estate - Patcham
57	Suns & Public Holidays. Brighton Station - East Saltdean
37B	Mon - Sat. Bristol Estate - Kemp Town - City Centre - Meadowview
74	School Days only. Lewes Road - Patcham High School
75	School Days only. Lewes Road - Patcham High School
76	School Days only. Saltdean Vale - Longhill School
76A	School Days only. Peacehaven - Longhill School
81	Mon - Sat eves. Old Steine - Goldstone Valley
81A	Mon - Sat eves. Brighton Station - Meadowview
81A	Suns & Public Holidays. Brighton Station - Meadowview
81B	Suns & Public Holidays. Old Steine - Goldstone Valley
95	School Days only. Burwash Road - Cardinal Newman School
95A	School Days only. Foredown Drive - Cardinal Newman School
96	School Days only. Carden Avenue - Blatchington Mill & Hove Park Lower Schools
91	School Days only. Coombe Road - Hollingdean - Cardinal Newman School

- 3.3 The proposal to let new contracts in 2012 follows an “Area Network Review” by the City Council. This consisted of the consultation process outlined below, together with a detailed analysis of the current commercial network, to identify any missing links or new services. At the same time a review was undertaken of those requests made by passengers for changes to routes, timetables and times of operation.
- 3.4 A proposed timetable for the process from consultation & Area Network Review through pre qualification questionnaire, tendering, contract awarding & start of contracts is shown in appendix 1.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The City Council’s Public Transport Team maintains a database of consultees on matters relating to public transport. There are 380 entries on this list, comprising resident’s associations, community groups, affinity groups, ward councillors, MPs, and user groups. The input from these groups has been sought to inform the Area Network Review. The consultation period lasted from 20 July 2011 to 09 September 2011.
- 4.2 The City Council has received responses from around 100 individuals to the consultation document and these responses have informed the Area Network Review. The comments in the consultation replies, which were received by e-mail, telephone and by council officers at public meetings, were extremely varied, with reference made both to individual bus services and on the supported bus network as a whole. The consultation responses are held in the Documents in Members’ Rooms.
- 4.3 The Council has an adopted methodology that is then applied to the current supported network and any requests for new routes. This methodology consists of a weighted scoring criteria to help ensure that supported bus routes meet the needs of the user and provide best value to the Council and the wider community.
- 4.4 The methodology contains a range of criteria including historic services, cost per passenger, journey purpose, external funding used and interchange points on route. The scoring methodology sheet & criteria used are attached in appendix 2.
- 4.5 The City Council has liaised with all commercial bus operators serving the City, in order to ensure that the supported bus network supplements and enhances the commercial network, to provide the best possible journey options for residents and visitors and to ensure the Council does not duplicate or support any commercially viable routes.
- 4.6 Next steps.

It is proposed that the tenders will go out in November 2011 and be returned in early January 2012. We will make clear in the contract documentation that the outcome of the tendering process is dependent on the council having the necessary resources to support all or any of the proposed routes, and that the invitation to tender does not guarantee that contracts will be let. The tender prices will then be analysed and evaluated in January 2012. Once the tenders have been

assessed the options for awarding contracts will be brought forward to a future Cabinet Member Meeting in March 2012 for consideration. Any future considerations on what routes are supported by the Council will need to be mindful of budget constraints. Contract award letters will be issued once final decisions have been taken. The new contracts will start in September 2012.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs of preparing the Area Network Review have been met out of existing Public Transport revenue budgets. The extent of any future Supported Bus Network will be totally dependent upon the revenue budget available at the time. A further report will be brought to Cabinet Members Meeting for approval after the completed tenders have been analysed and officers' recommendations made, based on ranking the services by importance in a number of categories.

Finance Officer Consulted: Karen Brookshaw Date: 16/09/11

Legal Implications:

- 5.2 Under section 63 of the Transport Act 1985, the Council has a duty to provide subsidised bus services in part or parts of its areas where there are no commercial services *and* where it thinks it appropriate for such services to be provided. Services are tendered and let to commercial operators in return for payment from the Council. The powers of local authorities to subsidise public passenger transport services are subject to detailed tendering provisions laid down in the 1985 Act, Regulations made under the 1985 Act, and (where contracts exceed specified thresholds) in the EU procurement rules.
- 5.3 In deciding which services to provide, the Council is required to have regard to the transport needs of members of the public who are elderly or disabled; and when entering into agreements for bus subsidies, to have regard to the interests of the public and of persons providing public passenger services in the Brighton & Hove area. Due consideration of these factors would be required before any decision to amend or withdraw subsidised services.

Lawyer Consulted: Elizabeth Culbert Date: 19/09/11

Equalities Implications:

- 5.4 The City Council's consultation database includes representatives of minority communities, to ensure that the needs of these communities are taken into account in planning the future supported bus network. The City Council's contracts specify that vehicles must be wheelchair accessible, in support of the City Council's Equalities Policies, and the City Council's obligations under the Disability Discrimination Act and the Equalities Act 2010.

Sustainability Implications:

- 5.5 The City Council's contract documents specify minimum exhaust emission standards for vehicles. For the current contracts the minimum specified is EURO

3. For the new contracts the anticipated minimum exhaust emission standards will be EURO 4 (or equivalent), in support of the City Council's Air Quality Action Plan. The emissions from engines run on recycled cooking oil are below the limits set for Euro 4 engines or equivalent.

Crime & Disorder Implications:

- 5.6 It is not considered that there are any Crime & Disorder implications associated with the proposed competitive tendering exercise.

Risk and Opportunity Management Implications:

- 5.7 It is considered that there is a Risk that the City Council will not be able to let all the contracts that are tendered due to the high rise in fuel costs since the contracts were last put out to tender in September 2008.

Public Health Implications:

- 5.8 It is not considered that there are any Public Health implications associated with the proposed competitive tendering exercise.

Corporate / Citywide Implications:

- 5.9 The consultation exercise was citywide, and will inform the future corporate strategy for the supported bus service network.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The Council does not have an in-house bus fleet to support the requirements of operating the supported bus network. In order to set up such an operation there would need to be a full evaluation of the legal, practical and financial issues. It is possible, but unlikely, that such an arrangement could deliver a similarly priced service to that which the Council has been receiving through contracting. However it should be noted that this option would require the provision of significant capital investment, additional HR, finance and payroll support beyond the service itself. There would also be a need for more direct involvement in day to day management and staff management rather than monitoring of the contract as at present.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To ensure that a suitable supported bus network procured by competitive tendering is available throughout the City.
- 7.2 To secure the most cost effective supported bus network across the whole City.

SUPPORTING DOCUMENTATION

Appendices:

1. Procurement timeline
2. Contract tenders scoring methodology & criteria (3 sheets in total)

Documents in Members' Rooms

Consultation responses

Background Documents

None

Procurement Project Plan						
Project	Supported Bus Routes					
Tender Reference						
Procurement Lead	Sharon Stewart					
Negotiating Team	Sharon Stewart Nick Mitchell					
Contract Term	4 years					
Contract Value	£870k per annum					
Benefits sought	Improved service, sustainability element, costs savings					
Works/Services/Supply	services					
TUPE Consultation Period	not applicable					
Other Comments						
			Action Date			
ACTION	Duration (Days)	Personnel	Proposed	Day of Week	Shortened	Actual
Funding Approval	1	Client	in advance			
Define Project Team	1	Procurement, Stakeholder, Finance Legal	24/05/11	Tue		
Define Requirements	1	Client/Procurement	25/05/11	Wed		
TUPE - Does this apply ?	0	Client/Procurement	25/05/11	Wed		
Draft Project Timetable	0	Client/Procurement	25/05/11	Wed		
Define Tender Procedure	1	Procurement	26/05/11	Thu		
Copy of Current Contract Obtained	7	Procurement	02/06/11	Thu		
Develop Advert & PQQ	14	Client/Procurement	16/06/11	Thu		
Area Network Review / Meeting Bus Operators	21	Client	07/07/11	Thu		
CMM	1	Client	07/07/11	Thu		
Place Advert	1	Procurement	18/08/11	Thu		
Closing date of Advert/PQQ	42	Procurement	29/09/11	Thu		
Evaluation of PQQ	28	Procurement / Team	27/10/11	Thu		
PQQ Financials to Finance	7	Procurement	03/11/11	Thu		
Specification to be drafted	6	Client/Procurement	09/11/11	Wed		
Prepare draft tender	1	Procurement	10/11/11	Thu		
Develop Evaluation Criteria	1	Client/Procurement	11/11/11	Fri		
Seek Client & Legal approval of ITT	5	Procurement	16/11/11	Wed		
Tender issued	1	Procurement	17/11/11	Thu		
Letter to unsuccessful PQQ respondents	1	Procurement	18/11/11	Fri		
Tender return date	49	Procurement	06/01/12	Fri		
Tenders opened	0	Procurement	06/01/12	Fri		
Schedule of Offers & distribute to Project Team for evaluation	42	Procurement	17/02/12	Fri		
Evaluation Meeting	3	Client/Procurement	20/02/12	Mon		
Supplier Presentation	1	Client/Procurement	21/02/12	Tue		
Post Tender Clarification	14	Procurement / Team	06/03/12	Tue		
Cost Analysis	7	Procurement / Client	13/03/12	Tue		
CMM	1	Client	27/03/12	Tue		
Award Letters / Rejection letters issued	1	Procurement	28/03/12	Wed		
Mandatory standstill period	10	Procurement	09/04/12	Mon		
Debriefs (if requested)	3	Procurement	12/04/12	Thu		
Issue of order/contract, acceptance letter & promotion of contract (if applicable)	1	Procurement	13/04/12	Fri		
OJEU Award Notice	7	Procurement	16/04/12	Mon		
Complete Evaluation Report	0	Procurement	16/04/12	Mon		
Contract Start Date	56	Client	05/09/12	Wed		
Project timetable produced by	Sharon Stewart					

Public Transport Contracts for Invitation to Tender

SCORING SHEET. September 2011

Route	Route description	Historic service	Cost per passenger	Journey purpose	External funding	Interchange points on route	TOTAL	
							Max 5 points	Max 23 points
47	Mon - Sat. Brighton Station - East Saltdean	Current	4	10	1	2	2	22
56	Mon - Sat. Knoll Estate - Patcham	Current	4	10	0	2	2	21
52	Mon - Sat. Woodingdean - Brighton Station/ Cardinal Newman School	Current	4	10	0	2	2	21
16/66	Mon - Sat. Portslade - Knoll Estate - Hangleton - Sainsbury	Current	4	10	0	1	1	20
37B	Mon - Sat. Bristol Estate - Kemp Town - City Centre - Meadowview	Current	2	10	0	2	2	19
81C	Suns & Public Holidays. Old Steine - Goldstone Valley	Current	4	6	0	2	2	17
81A	Mon - Sat eves. Brighton Station - Meadowview	Current	4	6	0	2	2	17
81A	Suns & Public Holidays. Brighton Station - Meadowview	Current	4	6	0	2	2	17
81	Mon - Sat eves. Old Steine - Goldstone Valley	Current	4	6	0	2	2	17
57	Suns & Public Holidays. Brighton Station - East Saltdean	Current	3	6	1	2	2	17
21	Mon - Sat eves. Brighton Station - Marina	Current	3	6	0	2	2	16
52	Mon - Sat. Brighton Station - Woodingdean - Falmer	Alternative to current	2	10	0	2	2	16
78	Mon - Sat. Stanmer Park service. Morning & Evening peaks plus lunchtimes	New	0	10	1	2	2	15
84	Mon - Sat. Universities to A259	New	0	8	1	1	1	12
52	Mon - Sat. Woodingdean - Brighton Marina	Alternative to current	0	10	1	1	1	12
47	Mon - Sat. Saltdean - Brighton Marina	Alternative to current	0	10	1	1	1	12
39	Mon - Sat. Brighton Station - Fiveways - Hollingdean - Lewes Road.	New	0	10	0	2	2	12
13	Mon - Sat. Westdene - Dyke Road - Upper Drive - Central Hove	New	0	10	0	2	2	12

Public Transport Contracts for Invitation to Tender

SCORING SHEET. September 2011

Route	Route description	Historic service points	Max 5 points	Cost per passenger points	Max 4 points	Journey purpose points	Max 10 points	External funding points	Max 2 points	Interchange points on route	Max 2 points	TOTAL	Max 23 points
95A	School Days only. Foredown Drive - Cardinal Newman School	Current	5	4	4	2	2	0	0	0	0	11	11
76A	School Days only. Peacehaven - Longhill School	Current	5	3	3	2	2	1	1	0	0	11	11
76	School Days only. Saltdean Vale - Longhill School	Current	5	4	4	2	2	0	0	0	0	11	11
23	Sundays. Brighton Marina - County Hospital - Universities	New	2	0	0	8	8	0	0	1	1	11	11
23	Evenings. Brighton Marina - County Hospital - Universities	New	2	0	0	8	8	0	0	1	1	11	11
15	Mon - Sat. Hangleton Valley Drive - Knoll Estate - Trafalgar Road - Kingsway - New Church Road	New	0	0	0	10	10	0	0	1	1	11	11
96	School Days only. Carden Avenue - Blatchington Mill & Hove Park Lower Schools	Current	5	3	3	2	2	0	0	0	0	10	10
95	School Days only. Burwash Road - Cardinal Newman School	Current	5	3	3	2	2	0	0	0	0	10	10
75	School Days only. Lewes Road - Patcham High School	Current	5	3	3	2	2	0	0	0	0	10	10
74	School Days only. Lewes Road - Patcham High School	Current	5	3	3	2	2	0	0	0	0	10	10
57	Evenings. Brighton Station - East Saltdean	New	2	0	0	6	6	0	0	2	2	10	10
56	Sunday. Knoll Estate - Patcham	New	2	0	0	6	6	0	0	2	2	10	10
52	Evenings. Woodingdean - Brighton Station	New	2	0	0	6	6	0	0	2	2	10	10
52	Sundays. Woodingdean - Brighton Station	New	2	0	0	6	6	0	0	2	2	10	10
35	Mon - Sat off peak. Westdene - Dyke Road - Seven Dials - London Road shops	New	0	0	0	8	8	0	0	1	1	9	9
16	Sundays. Portslade - Knoll Estate - Hangleton	New	2	0	0	6	6	0	0	1	1	9	9
16	Evenings. Portslade - Knoll Estate - Hangleton	New	2	0	0	6	6	0	0	1	1	9	9
36	Mon - Sat. Portslade local service via Victoria Road (Town Hall)	New	0	0	0	6	6	0	0	1	1	7	7
91	School Days only. Coombe Road - Hollingdean - Cardinal Newman School	Current	4	1	1	2	2	0	0	0	0	7	7

Bus Network Review Consultation Comments 2011

SERVICE NO	COMMENTS FROM	NATURE OF COMMENT
25	INDIVIDUAL	Requests a direct service at peak times between University of Sussex and Rottingdean, for staff and students travelling to Falmer campuses.
84	INDIVIDUAL	'Please add a service 84 journey from Falmer around 5.30pm (or retime the last journey to run about 45 minutes earlier). This will help workers at the new Amex Stadium who finish work there at 5.30pm. Also please could this journey run all-year round, not term-time only.'
	INDIVIDUAL	'Requests direct bus service between Meadowview and Royal Sussex County Hospital, as Meadowview is badly served by buses, making trips to RSCH particularly long and difficult. Currently people feel forced into using cars, making the parking problems at RSCH worse.'
		'Please consider moving St James's Street bus services to Marine Parade and Edward Street, taking into account the rear access to Morrison's supermarket, leading to Edward Street. Requests that Big Lemon are also considered for contracts.' (nb all operators who register to tender will have their bids considered)
	INDIVIDUAL	We are not subsidised route up in Bevendean. We are not get a twenty minute service at the moment; we are getting three buses an hour, mostly three run within ten minute span. So we are waiting ages for buses in Bevendean. You have to leave an hour before you should by bus timetable, just to make sure you get to the hospital on time. Buses are like the internet. Very busy and excellent service in the centre of city, but it is fragmented and spasmodic on the outer areas of the city. (Bevendean). The whole time the 49A is not subsidised, we are at the will of the bus company as a commercial route.
49A	INDIVIDUAL	If we had a 15 minute service it was would be a help, but I expect these buses will be running all in a ten minute time span round the estate like the 20 minute buses do at the moment. I will invite the bus company to come up and speak to us at the September Action for Bevendean Community meeting. To say it would need a £20,000 subsidy to operate up here is stupid. However, they did run a minibus round the Estate at the Fun Day last Saturday a couple of times, I suppose trying the route out.

		<p>All we want in Bevendean is a bus service that comes with five minutes of the time table and not wait 45-50 minutes for bus to turn up. No discrimination to the people who live and work in Bevendean.</p>
<p>Various</p>	<p>COUNCILLORS</p>	<p>Service 37B This service should be retained as it is one of only two services to the Bristol Estate and a half hourly service from the 37 alone would be insufficient. We also hope that the number 37 will be retained. Service 47 This is a popular service to the city centre and Brighton Station for people living in the Kemp Town village area who find it difficult to get up to Eastern Road bus stops. It should be retained. Service 21 This service provides valuable evening links from outlying estates with the Marina and Brighton Station. We would like to see it retained. Service 21 Commercially funded. We receive regular requests from residents living at the top end of Wilson Avenue and Ticehurst Road area for a bus that would take them to the Royal Sussex County Hospital. They currently have to get two buses - the 21 to the bottom of The Broadway and then a bus along to the hospital. For this reason they would like the frequency of the number 21 increased or for another bus, they have suggested the number 22, to be diverted down Wilson Avenue and along past the hospital. Bus services to / from the Royal Sussex County Hospital. As a general point, and in view of the fact that the hospital is about to undergo another major expansion, we would not want to see any reduction in the number of bus services that serve the hospital.</p>
	<p>INDIVIDUAL</p>	<p>Edward Street needs an eastbound bus service. Also Mayo Road area of Roundhill needs a bus service as it is a long way from bus stops and on a steep hill.</p>

21	INDIVIDUAL	Requests reinstatement of services 13/13A to provide links between Dyke Road and Hove shopping area, via Upper Drive.
	INDIVIDUAL	<ol style="list-style-type: none"> 1. Retention of Winter Sunday evening services on 24/26/46 is absolutely essential. 2. Service 56 is extremely valuable, serving steep parts of Hollingbury which are some distance from other bus routes. Requests that 56 runs more frequently and of provision of a Sunday service.
13/13A	INDIVIDUAL	Requests reinstatement of services 13/13A to provide links between Dyke Road and Hove shopping area, via Upper Drive.
Various	INDIVIDUAL	<ol style="list-style-type: none"> 1. Requests 37B (Meadowview - London Road) runs every 30 minutes between 10.00 and 16.00 hours. 2. Requests more frequent evening/Sunday services for Manor Hill and Queen's Park and Craven Vale (81A/C and 21/21B).
52	INDIVIDUAL	Paul Bailey, a resident of Ovingdean (tel 301084) requests an extra service 52 journey at approx 19.24 from Ovingdean. This would allow local residents to reach the city centre for an evening out. Currently there is a late bus back to Ovingdean (service 2 at 11.25pm from Churchill Square) – but no bus to get them into the city centre to arrive after 7pm in the evening.
56	INDIVIDUAL	<ol style="list-style-type: none"> 1. Service 56 <p>Would like a later afternoon service on the commercial Western section.</p> <ol style="list-style-type: none"> 2. New Service <p>Would like a service linking Hove Station and seafront (Kingsway), including Library, King Alfred & Town Hall.</p>
	INDIVIDUAL	<ol style="list-style-type: none"> 1. Would like more orbital bus routes - e.g. Bevendean to Hove Park. 2. Would like more buses at school times. 3. Order of priority (as a student): <ol style="list-style-type: none"> 1. School 2. Evening 3. Monday to Saturday daytime 4. Sunday 5. Commuting 4. Order of priority (as a citizen): <ol style="list-style-type: none"> 1. Services for commuting 2. School 3. Monday to Saturday daytime 4. Sunday 5. Evening
	INDIVIDUAL	<p>"Priority for subsidy is:</p> <ol style="list-style-type: none"> 1. Evenings 2. Sundays 3. School Services 4. Commuter services 5. Monday - Saturday daytime off peak"
	INDIVIDUAL	Requests that services are routed via Edward Street instead of St James's Street because of narrow pavements and large numbers of pedestrians in St James's Street.

Various	COUNCILLOR	<p>Services 21,37b,81a,81c and 81 serve areas with low car ownership and large numbers of older people. I feel strongly that these services should be maintained. The 37 service is usually very reliable and punctual. Consider running some services along seafront to ease congestion in North Street and Churchill Square</p>
	INDIVIDUAL	<p>Requests a daily service into Stanmer Park, preferably starting from Hove. Has evidence that it would be used by a wide variety of park users, including volunteers with a number of orgs based in the park, plus workers, City College students, park users and residents.</p>
81A/81C	INDIVIDUAL	<p>Essential to retain services 81A/81C evening and Sunday service to Hanover, which is very hilly and has low rates of car ownership. The services also have some of the lowest rates of subsidy.</p>

	INDIVIDUAL	Services to Bevedean need to be improved by the addition of a subsidised bus service that is specific to the estate.
16/66	INDIVIDUAL	Breeze services are highly valued by visitors to the city and need to be retained. Services 16/66 are essential to Hangleton as they provide the only access to Portslade. 1. Service 81A (Monday to Saturday evenings): Could departures be evened out with 2/2A - times are too similar at present. 2. Also on Sundays (daytime) could 81A be spaced more evenly with 2/2A. 3. Service 81A an essential facility for those living in the area. 4. Request for new route linking to crematoria/cemeteries at top of Bear Road. Suggest hourly Monday - Saturday service Old Steine - Eastern Road - Sutherland Road - Queensway - Freshfield Road - Tenantry Road - Bear Road - Vogue Gyatory - Upper Lewes Road - Open Market - Old Steine/Churchill Square.
81A	INDIVIDUAL	All services supported by the council are vital to the well-being of members of the community - especially those who are disadvantaged in any way - and contribute to sustainable travel. There must not be any reductions in the network.
Various	INDIVIDUAL	Bus services and their importance: 1) Services for commuting to work (I start work at 6.30am in Hove from Hollingbury) 2) School Services 3) Evening services 4) Sunday services 5) Mon to Sat daytime 'off peak' services
	INDIVIDUAL	Requests direct bus route linking Fiveways/Ditchling Road area with central Hove, via Old Shoreham Road area.
56	INDIVIDUAL	Service 56 provides a very useful quick, direct service between Patcham/Seven Dials and Portslade and should be retained. The Breeze services are also essential for people without access to a car. Service 81 Goldstone Valley Section: Requests more frequent evening service plus a service on Sunday evenings. Infrequent current service doesn't encourage use by car owners. Requests more services avoiding city centre to make the bus a quicker option to reach outlying destinations from other suburbs (eg workers at Moulseccomb Housing Centre)
	INDIVIDUAL	

		Requests direct commuter services to the Amex Stadium and Universities from Rottingdean, to assist workers at these locations who travel from the east, which would cut journey times and would reduce emissions by providing an efficient alternative to driving. These services need to take account of work shifts on match days, which are different from the times fans travel.
21	INDIVIDUAL	Please retain all funded service 21 journeys as it's an invaluable time-saving link between London Road and Whitehawk.
11X	INDIVIDUAL	Please reinstate 11X service between central Hove and Brighton via A259
47	INDIVIDUAL	Service 47 is vital for hilly areas of Saltdean that are not on the main routes. It is essential for older people who cannot walk far and commuters. At commuting times it should run more frequently – preferably every 30 minutes. Many older people are totally dependent on this bus service for their daily needs.
27	INDIVIDUAL	Older resident comments that maintenance of Winter Sunday evening service to Westdene (service 27) is vital. Requests a direct link be reinstated between Westdene, Dyke Road and London Road Shops (via Seven Dials).
37B	INDIVIDUAL	Service 37B needs to focus on linking the Open Market & Lewes Road with the Bear Road and Southover Street areas, and to become more frequent and reliable, if it is to be better-used. At present it is continually delayed by traffic because of the tortuous route. The service to Bristol Estate should be split away. Service 37B is an essential service for this hilly area, especially for anyone with mobility problems or heavy shopping.
16/66	INDIVIDUAL	Services 16 and 66 provide a very valuable link between Hangleton and Portslade, for which there is no alternative. Essential for links to GPs and for commuters and shopping. Is very reliable and runs at suitable times.
16/66	INDIVIDUAL	EasyLink essential for housebound people to do weekly shop. Service 16/66 offer essential access Portslade to Hangleton. Breeze services very helpful for tourists and people without cars. Please retain all of these.
56	INDIVIDUAL	1) Seervice 56 essential for access along Old Shoreham Road - please retain. 2) Please reinstate direct service between Dyke Road/Upper Drive and central Hove to allow off-peak access to shops - and to encourage commuters not to drive.
37B & 81	COUNCILLOR	Essential that services 37B, 81a and 81c are maintained, including winter Sunday evenings. Requests frequency improvements to services 37B, 81a, 81c serving the Queens Park and Meadowview areas of the city. Impossible to prioritise times of day as people's work patterns are so diverse in this 24 hour city.

56	INDIVIDUAL	Service 56 invaluable as the only regular daytime bus along sections of Old Shoreham Road in Hove. Essential for getting to work (BHASVIC - Amherst Cres) & much appreciated, but reliability of timetable could be reviewed
	INDIVIDUAL	Views of secondary schools must be considered.
	INDIVIDUAL	It would be great to see more buses run on bio fuels, like the big lemon company. As Brighton is a "green" city this should be 2nd nature.
	INDIVIDUAL	Transport to sixth forms will become a bigger issue with the increase in student numbers with compulsory education to 18 from 2015. Important to maintain dedicated school bus services.
	COUNCILLOR	It is essential that winter Sunday evening buses to Coldean (24 & 26) are maintained, to allow residents to visit family and to provide access to church. Many residents are elderly and/or do not have a car.
52	INDIVIDUAL	Requests an early evening journey from Ovingdean into the city centre. Could the 6.28pm ser 52 ex Brighton please return towards the city centre in service.
	INDIVIDUAL	Requests a service along the seafront between Marina and Portslade: a large section of this route west of the pier has no bus service currently.
	INDIVIDUAL	Would like a more frequent service to Bristol Estate. Would like the service to Bristol Estate extended to the Marina.
81/14c16	INDIVIDUAL	<ol style="list-style-type: none"> 1. Keen to retain service to King George VI Drive and top of Woodland. 2. Would like a Sunday evening service. 3. Would also like to see 14c increased to half hourly by extra subsidy for this commercial service. 4. Would like to see 16/66 extended to Goldstone Valley.
56	INDIVIDUAL	Please extend first service 56 journey from Hollingbury to Old London Road, to allow Hollinbury parents to take children by bus to Wishing Tree Nursery. An increase in frequency would also help.
56	INDIVIDUAL	Patcham Local Action Team emphasises the vital role service 56 has in providing local transport to those parts of this very hilly area not served by the main network. It is especially important for older residents.
56,78,79	INDIVIDUAL	would appeal to you to continue with the number 56 bus also numbers 78 and 79
26,37B81	INDIVIDUAL	Winter Sunday evening service 26 essential as Ditchling Road very hilly and need to provide alternative to car use. Services 37B and 81A/C essential for Coombe Road – another hilly area. Many local people cannot manage the walk to the alternative services along Lewes Road. All existing bus services should continue to be subsidised, as this is in line with encouraging sustainable transport modes.

37/37B	INDIVIDUAL	Services 37 & 37B would be used more by residents of the Hanover area if they were increased to every 30 minutes. Suggests this is done by adding a short working of Bristol Estate to Race Hill. Sunday service to Hanover/Queens Park is inadequate: needs to be every 20 minutes between Elm Grove/Queens Park Rd and Churchill Square (reflecting the 10-minute weekday service).
	INDIVIDUAL	Requests reinstatement of a service between Westdene and London Road Shops, to help local residents and assist with regeneration of London Road.
	COUNCILLOR	Requests service between central Hove and seafront.
56	INDIVIDUAL	Consider making service 56 into a half-hourly suburban local service around Hollingbury/Patcham, offering interchange for the city centre. (The second bus could run between city centre and Knoll Estate). Also, review numbering of the 81 group, with the aim of simplifying.
56	COUNCILLOR	Suggests formal tendering of off-peak service 56 between Knoll Estate and Southlands, but diverted to serve Portslade Town Hall in Victoria Road.
	INDIVIDUAL	Would like to see more buses linking Queen's Park area with Brighton Station as both areas are hilly and this journey usually requires a change of buses, which encourages people to drive instead.
Various	INDIVIDUAL	Need an evening service on the 23 route between the Marina and Queen's Park The 37B must run more frequently if people are to use it . Service 81 should operate as a through service to Hove in the evenings as well as during the day. Evening 81A should run more frequently than every 30 mins.
	INDIVIDUAL	Requests a direct bus service between Hove and Saltdean.
Various	INDIVIDUAL	Need an evening service on the 23 route between the Marina and Queen's Park The 37B is vital for the extremely hilly area it serves but must run more frequently if people are to use it. Requests an evening & Sunday service. Service 81 should operate as a through service to Hove in the evenings as well as during the day. Evening 81A should run more frequently than every 30 mins. All services must be maintained as the impact of extra car traffic resulting from loss of bus routes must be considered.
56	COUNCILLOR	Service 56 must continue on at least the present frequency as it provides essential links to hilly areas of Patcham and Hollingbury. Winter Sunday evening services 24 and 26 are also vital and must continue. Need to bear in mind the changed catchment area for Patcham schools.
56	INDIVIDUAL	Re-route service 56 (current commercial section) to serve Portslade Town Hall.
77,78,79	INDIVIDUAL	Breeze up to the Downs bus services 77, 78 & 79 all provide essential access to the countryside for the many residents without cars, and they encourage visitors without cars to the area too. All three services are highly valued by the community: they must continue and should run more often. It would be helpful if they carried bikes too.

16/66	INDIVIDUAL	These services provide the only service for hilly Hangleton Valley Drive - and are the area's only link to the Portslade shopping area. They are essential and must be maintained.
52	INDIVIDUAL	Service 52 is a vital service and provides the only public transport for Ovingdean. It is becoming even more essential with the opening of the International Study Centre at Ovingdean Hall School. A new regular direct link is needed to Falmer (Amex Stadium, Universities, bus/train to Lewes) from this area - could the 52 be extended to Falmer Station? Order of importance for council support: 4 Evening services 5 Sunday Services 2 School services 1 Services for commuting to work 3 Monday to Saturday daytime 'off-peak' services.
81	INDIVIDUAL	Goldstone Valley needs a Sunday evening 81 service and the Sunday daytime frequency needs to be improved. The weekday evening 81A and 81 should be linked together to provide a through service. With the loss of the evening 27A (14C), the evening frequency on the 81 should be improved to half-hourly (or a 14C evening service funded). Order of importance (taking the top as 1st, or most important): Evening services Sunday Services School services Services for commuting to work Monday to Saturday daytime 'off-peak' services.
81B	INDIVIDUAL	Summary: A service to Furze Hill is essential, especially for older or disabled local residents, who cannot manage the walk to and from Western Road, especially with shopping.
56	INDIVIDUAL	Service 56 is very useful and would be better-used if promoted more. Ideally it should run more frequently.
37	INDIVIDUAL	A new service is needed linking Ditchling Road/Fiveways/Hollingdean with Lewes Road, to facilitate access to universities etc. Service 37 essential to the less able-bodied people on Bristol Estate and must continue.
16/56	INDIVIDUAL	A regular service linking Rottingdean, Woodingdean and Falmer is needed, for those studying or working at the universities or Amex Stadium. Alternatives via the city centre take too long to be usable. Sunday service to Knoll Estate requested. Review running time on 16 and 56 owing to delays.

	INDIVIDUAL	Buses should be diverted from St James's Street via Marine Parade and Lower Rock Gardens because of narrow, overcrowded pavements in St James's Street, especially around the bus stop at the western end. Additional bus stops should be sited at Old Steine (stop Z) and Lower Rock Gardens in lieu of those in St James's Street. All existing council-funded bus services should be maintained.
47	INDIVIDUAL	Service 47 very necessary for both Saltdean and East Saltdean residents in this hilly area, but needs to run half-hourly and to provide an evening service. A shuttle service linking the whole of Saltdean with the coast road bus stops would also be useful.
	INDIVIDUAL	More bus services are needed to the New England Road area, linking more areas across town.
16	INDIVIDUAL	Request for a Sunday service on the 16 route, to link Hangleton Valley Drive and Knoll Estate with Portslade town centre
	INDIVIDUAL	Request for a later evening service to Hangleton Valley Drive (last bus currently before 3pm).
	INDIVIDUAL	More money needs to be made available to fund bus services for Hangleton & Knoll
	INDIVIDUAL	Hangleton Valley Drive residents are isolated on a Sunday and need a bus service.
16,56&66	INDIVIDUAL	An evening service is needed on the 16, 66 and 56.
16 & 66	INDIVIDUAL	The existing vehicle on the 16 and 66 is too small to cope. (BH Buses will be replacing with a larger one this month)
	INDIVIDUAL	16/66 is a lifeline to single mums, elderly and the many people who don't drive. It's also needed on a Sunday. Boundary Road Portslade would suffer as a local shopping area without these buses providing customers. The bus routes are also a lifeline for lonely people. (Parent of young child, who doesn't drive).
16/66	INDIVIDUAL	Any diminution of service to Hangleton & Knoll area is unthinkable: all the services are needed.
	INDIVIDUAL	Hangleton & Knoll doesn't have sports facilities and the King Alfred is inaccessible. Could a bus route please be extended to the seafont & King Alfred, at least once a day each way.
	INDIVIDUAL	Request for a service to link H&K with Portslade Community College, for adult classes.
	INDIVIDUAL	The 16 from Hangleton Valley Drive is important as it makes links not made by service 5B – eg with Portslade town centre. But getting home late afternoon is very difficult without a number 16 after 3pm.
16	INDIVIDUAL	An evening service is needed on the 16 and 66.
16/66	INDIVIDUAL	Community notices should be displayed on the 16/56/66.
16/56/66	INDIVIDUAL	All the (16/66) bus drivers on these services are wonderful!
16/66	INDIVIDUAL	These are such community buses (16/66) that people even notice if someone hasn't travelled and go to their house to see if they're ok

76/76A	INDIVIDUAL	Service 76/76A should be retimed to run 5 mins later in the afternoon. School finishes 14.45, currently only giving 5 minutes to catch the bus.
	INDIVIDUAL	Hangleton patients struggle to reach the surgery - could a direct service be provided between the 2 suburbs.
91	INDIVIDUAL	Summary: service 91 to be diverted to Varndean School before progressing to Cardinal Newman School. Also suggests a new service: from Hove, from the area of Cardinal Newman, to Varndean.
74/75	INDIVIDUAL	Services 74 and 75 provide important links for Patcham High School but the usage of them will reduce as the school becomes more of a community school focused on Patcham. Surveys should be done to see whether both buses are still needed. If only one bus is needed it must continue to serve Coldean.
	INDIVIDUAL	Requests a bus service linking Upper Drive area with Hove town centre.
16	INDIVIDUAL	Requests improved services to Hangleton Valley Drive, in particular more journeys and a Sunday service. Reliability is a problem on the existing schedule for the 16.
56	INDIVIDUAL	Service 56 is essential for commuters between Knoll Estate and the city centre and is very useful for Saturday shopping trips to the city centre too.
	INDIVIDUAL	Requests Rottingdean/Woodingdean - Falmer service, running regularly throughout the day, to meet the needs of students and staff at both unis and Amex Stadium.
81	INDIVIDUAL	Residents would benefit on services to Goldstone Valley of an increase in services including on Sunday evenings.
		In what order of priority would you place the following? They are all important! People need to get to and from work and school, residents need to be able to use off-peak services and night time services and tourists need to be able to travel around the city too. An evening continuation of the 14C service to Goldstone Valley and beyond, or a half-hourly 81 evening service would be welcome. On Sunday evenings there is no service to Goldstone Valley; we could do with one.
81	INDIVIDUAL	Service 96 provides the only service between Westdene and Blatchington Mill and Hove Park Lower and Upper schools and must be retained, to prevent even more school run car journeys.
96	INDIVIDUAL	Requests direct regular weekday links between Rottingdean or Woodingdean and Falmer (particularly for people who work at or attend Amex Stadium and Universities)
	INDIVIDUAL	Requests a shuttle bus service linking the area of Lower Bevendean which is served by 49A with Lewes Road and Sainsbury's, as service 49A is 'inadequate and unreliable.'

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 28
Brighton & Hove City Council

Subject: **Monitoring Outcomes of the Scrutiny Review of
Community Safety: Services for Older People and
Victims of Sexual Violence**

Date of Meeting: **31st October 2011**

Report of: **Strategic Director: Communities**

Contact Officer: Name: **Linda Beanlands** Tel: **29-1115**
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Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 This report enables the Environment and Community Safety Overview and Scrutiny Committee to monitor and track progress on the scrutiny recommendations made to the Executive on older people and on support services for victims of sexual offences. The recommendations from the two scrutiny reviews and updates appear as appendices 1 and 2 to this report.

2. RECOMMENDATIONS:

- (1) That Members consider the action taken against these recommendations, and provide feedback.
- (2) That the Committee determines whether further progress reports relating to these scrutiny reviews are required.

3. BACKGROUND INFORMATION

3.1 The Scrutiny Review of Older People and Community Safety

A cross-party working group of Members of the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) comprising Councillors Warren Morgan, Tony Janio and Ian Davey, considered priority issues for scrutiny in October 2008. The group identified the importance of fear of crime to older people in the City and improved information for older people; as a key

issue. This had recently been raised at a Community Safety Forum meeting by the Director of Age Concern.

3.2 Environment and Community Safety Overview & Scrutiny Committee (ECSOSC) subsequently agreed to establish a scrutiny panel on older people and community safety with a remit to investigate:

- To what extent are the views of older people known, regarding community safety?
- Do older people have specific concerns about safety in the community?
- How can older people be helped to feel safer in the community?

3.3 Councillors Mo Marsh (Chair) and Amy Kennedy, and former councillors David Smart and David Watkins with co-optee from the Older People's Council, John Eyles, served on the Panel.

3.4 The Panel's completed report was endorsed by the Environment and Community Safety Overview and Scrutiny Committee on 14 September 2009 and referred to the Council's Executive. Cabinet considered the report on 9 December 2009 and agreed the actions as detailed in the implementation plan (Appendix 1) The Scrutiny report and cabinet response were reported to full Council on 28 January 2010.

3.5 The Community Safety, Crime Reduction and Drugs Strategy 2011 – 2013, now includes a priority and outcome which aims to achieve 'Older People feeling safer and at less risk of victimisation'. This overarching outcome incorporates aims of services being accessible and more responsive to the needs of older people. The implementation plan that was drawn up following the conclusion of the scrutiny review (appendix 1), is now incorporated within the Community Safety Strategy as the delivery plan for this priority area. Performance indicators and 'Parallel Plans' which set out actions to achieve the delivery plan are also identified.

3.6 While the developments described above are welcomed, delivery of the action plan (and therefore of the scrutiny recommendations) has been ad-hoc, dependent upon the extent to which actions can be integrated within committed existing services and resources. However, the Partnership Community Safety Team has recently concluded a restructuring of its Hate Crime and Anti-Social Behaviour functions. One result of that is to incorporate co-ordination of the work programme to increase the safety of older people, into a community safety manager post. That change took effect at the beginning of October. Future updates on the work programme and scrutiny recommendations will therefore show the progress that has been made.

4 The Scrutiny Review Of Services For Victims Of Sexual Offences

4.1 The scrutiny panel comprised former councillors David Watkins (Chairman), Juliet McCaffery (Deputy Chairman), Averil Older and Councillor Alex Phillips. It was formed following a notice of motion and referral from full Council.

4.2 The terms of reference for the panel were agreed as:

- To gain an understanding of the nature and prevalence of sexual violence, particularly in the Brighton and Hove context
- To identify what support services for victims of sexual violence are already available to Brighton and Hove residents
- To identify where there are gaps in the provision of support services
- To identify what referral routes and pathways between different statutory agencies and support services currently exist, and how these can be developed further to increase support to victims of sexual violence
- To investigate ways to encourage a co-ordinated and holistic approach to the provision of support services for victims of sexual violence
- To investigate ways to encourage a more strategic and integrated approach to planning and commissioning support services
- To identify ways to ensure that support services can be sustainably resourced
- To identify ways to consult with service users about the support services they are accessing

4.3 The Panel's Report of findings and recommendations was agreed by 21 June 2010 ECSOSC. Cabinet on 9 December 2010 considered the recommendations and agreed the actions in the implementation plan (Appendix 2).

4.4 Significant progress has been made in the delivery of almost all the recommended actions and that progress is set out in Appendix 2. Of particular note is the establishment of the Sussex wide joint commissioning arrangements of the Sexual Assault Referral Centre which combines clinical and forensic services for victims of rape and sexual assault and the joint commissioning arrangements for counselling and Independent Sexual Violence Advisor services. The joint commissioning arrangements result in 'value for money' investment while preserving the local delivery of essential support services which also link with rape crisis and other targeted initiatives in Brighton & Hove for those who are most vulnerable and at risk.

4.5 The Community Safety, Crime Reduction and Drugs Strategy 2011 – 2013 includes a priority which aims to 'reduce sexual violence and abuse'. Appendix 3 is the section of the Strategy which describes the comprehensive scope of the work being undertaken to achieve the overarching and related outcomes. As can be seen from the information within that Appendix, the outcomes to be achieved range from prevention (eg. increased knowledge and skills about forming healthy relationships) to providing increased support to victims through the criminal justice process and post sentence of the perpetrator.

4.6 Monitoring of performance indicators and responding to the analysis of data is important to the achievement of the outcomes. The indicators are also set out in appendix 3: they range from monitoring the number of police recorded sexual offences (we are seeking to increase reporting) to the percentage of finalised court cases with a successful outcome. Services delivered to victims from the Sexual Assault Referral Centre and the provision of local support services are also closely monitored.

5. Monitoring Scrutiny Reviews

The arrangements for monitoring the outcome of scrutiny recommendations are as reported for 20mph scrutiny review which appears elsewhere on this agenda.

6. CONSULTATION

6.1 A number of the scrutiny panel meetings (in relation to the safety of older people) were advertised as public meetings, providing opportunities for residents of the city to share their views and experiences. Their information was taken into account as evidence. Within both scrutiny processes, the panels invited a range of organisations to give evidence and to respond to questions from panel members. Community Safety Forum meetings provided further opportunities for consultation.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The overall approach is to deliver the implementation plans within existing resources or, where resources are required, to consider the allocation of those through the Commissioning process.

Legal Implications:

7.2 The Crime and Disorder Act 1998 gives the police and local authority an equal duty to reduce crime and disorder and fear of crime and improve community safety. Requirements are also placed upon partners within the Crime and Disorder Reduction Partnership by this and subsequent legislation and guidance. The scrutiny process and the recommendations further the delivery of these legal provisions.

Equalities Implications:

7.3 The implementation of the recommendations will improve the lives of those who are vulnerable because of older age, disability or ill health or because they have been victims of sexual offences. Equality Impact Assessments of the Community Safety, Crime Reduction and Drugs Strategy and action plans will be completed.

Sustainability Implications:

7.4 Implementation of the recommendations to address the findings of scrutiny will greatly assist in the overall delivery of the Community Safety, Crime Reduction and Drugs Strategy 2011 to 2013 in which a number of sustainability objectives are identified.

Crime & Disorder Implications:

7.5 The overall purpose of the scrutiny process which is the subject of these reports was to reduce fear of crime, increase understanding of effective action taken by the Crime and Disorder Reduction Partnership, increase the safety of older people and to reduce sexual violence and abuse.

Risk and Opportunity Management Implications:

7.6 The recommendations are designed to reduce actual risks that may be experienced by older people as well as to re-assure them that they are in fact, safer than they perceive. However, reducing fear of crime is in itself of benefit to the welfare of older people and therefore results in risk reduction.

7.7 The recommendations in relation to services for victims of sexual violence aim to bring a greater number of perpetrators to justice, thereby reducing further risks to the individual and to residents and visitors to Brighton & Hove.

Corporate / Citywide Implications:

7.8 In relation to the scrutiny review of community safety services for older people, the recommendations will bring benefits for all of those in the city who are over 50 years of age.

7.9 In relation to the scrutiny review of community safety services for victims of sexual violence, the recommendations are bringing significant benefits to those victims.

SUPPORTING DOCUMENTATION

Appendices:

- 1 Recommendations of the Scrutiny Review of Older People and Community Safety and progress against the recommendations.
- 2 Recommendations of the Scrutiny Review of services for victims of Sexual Violence and progress against those recommendations.
- 3 Extract from the Community Safety, Crime Reduction and Drugs Strategy 2011 – 2013 in relation to the priority crime area ‘Sexual Violence, Abuse and Exploitation, the Sex Industry and Trafficking’

Documents In Members’ Rooms/ Background Documents

None.

Agenda Item 28 Appendix 1

Monitoring Outcomes of the Older People and Community Safety Scrutiny Review

Rec Number	Scrutiny Recommendation	9 December 2009 Cabinet Response (from PCST, Primary Care Trust, ASCH)	Action taken or likely date of action
1	<p>Information for older people</p> <p>The panel recommends that a purpose designed booklet be provided to older people in user-friendly format to engage and inform on community safety and keeping safe.</p>	<p>The PCST will work with Adult Social Care to produce a good quality handbook for Older People.</p> <p>In July 2009 NHS Brighton and Hove and Brighton and Hove City Council (Adult Social Care) launched <i>Information Prescriptions</i> as a six month pilot scheme. The prescriptions are a tool that can be used for both health and social care staff and will help service users to:</p> <ul style="list-style-type: none"> • feel in control and independent; • gather information at an appropriate time, quickly and easily; • access information in a format that suits them; and • reduce the need to use health and social care services. 	<p>Work is continuing to produce the community safety handbook for Older People, aiming for a launch at the start of 2011.</p>

		<p>Information and advice about community safety could be included in the website.</p> <p>ASC&H can contribute to the production of an information document, the content needs to be broader and examples of the publications used in Crawley and Mid Sussex and the Be Smart Be Safe Handbook were considered good practice.</p>	
2	<p>inter-generational initiatives</p> <p>The Panel recommends inter-generational initiatives to help raise awareness, build resilience and feelings of safety of older people and better understanding between different age groups.</p>	<p>The PCST will work with its partners, particularly those which deliver initiatives targeted at Young People, to introduce inter-generational work where appropriate.</p> <p>The Healthy Ageing Sub-Network (including WHO Healthy Cities, Healthy Ageing Sub-Network) The Healthy Ageing Sub-Network is to include inter-generational development in their next development programme.</p> <p>NHS Brighton & Hove and Adult Social Care have are represented at the Centre for Intergenerational Practice which could be used to inform/develop</p>	<p>While there are many activities within day to day community safety work which address specific problems which could be related to inter-generational problems (within our responses to casework and community solutions, for example) it has not yet been possible to carry out specific inter-generational work. This recommendation will however, remain for implementation as soon as resources allow.</p>

		<p>initiatives.</p> <p>NHS Brighton & Hove and Adult Social Care are working together on a peer support development programme being developed under the National Dementia Strategy Demonstrator Site bid.</p> <p>ASC&H can facilitate inter generational work; this happens on some Council Housing Estates and there have been links with schools and sheltered housing schemes.</p>	
3	<p>Equalities Impact Assessments</p> <p>The Panel recommends Equalities Impact Assessments be brought forward with wide consultation with older people on policies/strategies of the Council and Partner organisations. This will help eliminate or minimise adverse impact on the mobility, independence and quality of life of older people and their ability to interact fully in society.</p>	<p>The PCST will incorporate assessments on the effect of its policies and practices, within its wider equalities impact assessment work.</p> <p>NHS Brighton & Hove have a robust programme for reviewing all policies, procedures and commissioning decisions that currently includes older people. (This process is under review).</p> <p>Equality Impact Assessments are carried out and these consider the impact on older people of policies and strategies. The monitoring of EIA's must ensure the relevant emphasis is given.</p>	<p>All policies/projects are subject to Equality Impact Assessment at least every 3 years with a timetable agreed by the council's Equality Steering Group. ASC&H currently have over 50 EIAs published, ranging from services of direct relevance to older people (Supported Housing, Older People's Housing Strategy) to services which include older people (Personalisation Strategy, Sussex Homemove). Actions are checked off by the Directorate's equality group and signed off at AD level, with similar arrangements across all Directorates. Evidence from EIAs has been used to create a 'library of good practice' within ASC&H. The Communities & Equality Team provide corporate monitoring of EIAs to ensure we achieve the standard required</p>

			<p>by the Equality Framework.</p> <p>Government have announced that, with the implementation of the public sector equality duty in April 2011, there will be new guidance published on Equality Impact Assessments. There is currently a public consultation underway.</p>
4	<p>Mainstreaming Successful Schemes</p> <p>The Panel recommends that the Neighbourhood Care Scheme, and other programmes shown to be successful in working with isolated vulnerable older people, be mainstreamed.</p>	<p>N/A</p> <p>This will be considered alongside other priorities when commissioning services.</p> <p>Annual funding can be problematic for some projects and some good work is lost when the monies available are for new initiatives. Mainstreaming could become part of the commissioning function to ensure VFM.</p>	<p>In terms of our grants programme Council has committed to Three Year Discretionary Grant 2010-13 at £25,000 pa in support of the Neighbourhood Care Scheme. Our grants also support a number of other organisations working with isolated older people such as Age Concern & the Carers Centre.</p> <p>Community Chest Grants in Tamer and Eastern Road have also supported the NCS with two small grants (one from each area) of £500 each. The Health Action Group also awarded £500 from the Healthy Neighbourhoods Fund. This funded a publicity campaign and was successful in getting more volunteers and clients.</p> <p>In line with the new Intelligent Commissioning arrangements being introduced across the Council a strategic overview of the range of activities that support the health and wellbeing agenda which included Neighbourhood Schemes in the City will be formed. This approach will be</p>

			mindful of the interrelated work across communities and new and emerging policy directives from central Government.
5	<p>Housing Policy</p> <p>The Panel recommends that the Council consider giving some priority for a move in an area near family or friends where support for an older person would be nearby.</p>	<p>N/A</p> <p>N/A</p> <p>The review of the choice based lettings system could enable applicants to be awarded priority in relation to their ability to offer or receive acknowledged support. This would mean people could then be housed in a certain area of the City, receive support from local people and minimise their dependency on services.</p>	<p>In the last policy review this clause was added to Band C under the Homemove Scheme:</p> <ul style="list-style-type: none"> • People who need to move to a particular area in the city where failure to meet that need would cause hardship, eg to give or receive support. <p>A full re-review of the Allocations Scheme is under way and this will be taken forward to ensure that this is the correct priority for these people for social housing.</p>
6	<p>Cold Calling</p> <p>The Panel recommends that to help combat doorstep crime, Trading Standards consider the introduction of 'no cold-calling' zones in areas identified from intelligence.</p>	<p>The PCST is in discussion with Trading Standards about whether or not this work can be implemented.</p> <p>N/A</p> <p>ASC&H will liaise with Trading Standards in adopting these zones, this already happens in relation to the</p>	<p>In March 2010 Trading Standards (TSD) purchased 10,000 uninvited doorstep caller warning stickers jointly with Sussex Police. Due to public demand B & H TSD ordered another 2,000 in July.</p> <p>Following a successful press release featured in The Argus in 22nd March 2010 we received over 90 ConsumerDirect South East</p>

		sheltered housing schemes.	<p>referrals/notifications requesting mailbox stickers from consumers and advice agencies which include The Deaf Association, Home Adaptation's Team and East Sussex Fire and Rescue.</p> <p>We have promoted the stickers at a number of events including for example: Hangleton Community Centre – 50+ Event ; Electric Blanket testing; Site Waste Management Plans Hove Town Hall – stand; Lets Do Business show at Brighton Racecourse; Staff Conferences (HTH); Summer Solstice & Public Services Exhibition; Kemptown Community Safety Action Group; Occupational Health Event theme: gardening; Dementia Day</p> <p>In addition all TSD Rapid Action Team referrals clients are provided with the stickers.</p> <p>Stickers will be promoted at future events including Catholicity Bazaar, Deaf Association Event, City Assembly - for tenants and leaseholders and Dementia awareness day.</p>
7	<p>Domestic Violence</p> <p>The Panel recommends that regular training be further developed for every professional carer and</p>	<p>The Senior Officer Strategy Group for Domestic Violence is to consider the resource implications of this recommendation.</p> <p>Suggest that this recommendation is</p>	<p>The Partnership Community Safety Team have trained over 70 staff within Housing Services about the new Multi- Agency Risk Assessment and Court processes which deal with domestic violence.</p>

	<p>volunteer working with older people in looking for early signs of elder abuse and domestic violence.</p>	<p>discussed at the Domestic Violence Senior Officers Group.</p> <p>Ongoing training for ASC&H staff to raise awareness of elder abuse and domestic violence.</p>	<p>An Intelligent Commissioning Pilot on Domestic Violence is being carried out for the city. Needs assessment and service mapping are nearing completion and the steering group is moving towards identifying outcomes and commissioning priorities.</p> <p>A key priority and recommendation will be in relation to developing workforce skills in order that staff at all appropriate levels, are able to identify and respond to domestic violence. We will ensure that the recommendation integrates with training plans in relation to elder abuse.</p>
<p>8</p>	<p>Information on Domestic Violence</p> <p>The Panel recommends that additional research and analysis be carried out including with service users. This would provide the council and partner agencies with better information on the extent and nature of domestic violence involving older people and elder abuse to help further develop preventive and support services.</p>	<p>The Senior Officer Strategy Group is to consider the best means of implementing this recommendation.</p> <p>Suggest that this recommendation is discussed at the Domestic Violence Senior Officers Group.</p> <p>ASC&H to be part of this information collection and sharing protocol.</p>	<p>As part of the Intelligent Commissioning pilot work, we have commissioned the New Economics Foundation to work with our specialist Third Sector provider, RISE, to apply a Social Return on Investment model which will specifically identify the views of service users, as to what services they would like to see commissioned. That information will be fed into the discussions which will determine the commissioning priorities.</p>

9	<p>Select Committee on Dementia</p> <p>The Panel recommends that operational protocols between agencies regarding elder abuse in cases of mental illness be referred on to the Select Committee on Dementia.</p>	<p>N/A</p> <p>It is anticipated that this recommendation will be picked up as part of the Select Committee on Dementia.</p>	<p>This recommendation was taken to the Select Committee on Dementia and has been incorporated into new protocols on dementia. A full response to all the work of the Select Committee is to be taken to the Overview and Scrutiny Commission in due course.</p> <p>Operational arrangements in relation to elder abuse and mental illness are in place and implemented and monitored within the Adult Safeguarding procedures for the City.</p>
10	<p>Racist/Religiously crimes/incidents</p> <p>The Panel welcomes the many initiatives regarding racial harassment and older people. The Panel recommends that good practice examples such as reporting centres are extended to vulnerable older people including LGBT communities and disabled older people.</p>	<p>The PCST to implement this recommendation.</p> <p>--</p> <p>ASC&H will ensure models of good practice are explored and adopted as appropriate.</p>	<p>The Partnership Community Safety Team has this year, extended its work to specifically address crimes and incidents which are experienced by those with disabilities. That work includes within its focus, those people who are at particular risk or vulnerable because of their age. A campaign is to be launched before the end of the year, to encourage reporting and provide information about what support people can expect to receive if they do come forward and report incidents or seek help.</p> <p>Our minimum casework standards, now set out how the needs of vulnerable victims and perpetrators, will be assessed and support be provided if that is required. Those assessments</p>

			will include liaison with Adult Social Care if that is appropriate.
11	<p>Alcohol and older people</p> <p>The Panel welcomes the social marketing campaign on the serious health consequences of alcohol abuse by older people.</p>	<p>The Alcohol Strategy Group is carrying out consultation with Older People as to the most effective way of providing information and assistance to Older People.</p> <p>The Cheers! report (social marketing campaign looking at alcohol consumption and older people) has informed the Alcohol and Mental Health Strategies.</p> <p>The Cheers! report (social marketing campaign looking at alcohol consumption and older people) has informed the Alcohol and Mental Health Strategies.</p>	<p>Dealing with the harm arising from the misuse of alcohol, is the subject of an Intelligent Commissioning pilot for the city. A needs assessment and identifying gaps in services is completed and we are now moving towards identifying 'outcomes' and commissioning priorities. That process is overseen by The Alcohol Programme Board (chaired by Chief Executive of the PCT). There will be outcomes which specifically seek to change the social marketing of alcohol with a view to reducing consumption in the city overall. There will also be outcomes which address the specific needs of older people who drink to harmful levels.</p>
12	<p>Social spaces for older people</p> <p>The panel recommends that licensed and unlicensed venues be encouraged to consider offering good value daytime activities and food and drink with the aim of</p>	<p>N/A</p> <p>ASC&H would look to participate in this work in relation to building communities on estates and ensuring the relevant services are provided for older people in</p>	<p>Our statement of licensing policy is in process of triennial review. A consultation process has been completed and report due to Licensing Committee on 18th November 2010 for full Council on 16th December. The policy direction is to include results from the health impact assessment of licensing as a means of assessing the health impacts of policies on our local population using quantitative, qualitative and participatory</p>

	attracting older customers.	the city.	<p>techniques. The impact of policy and its potential effects on the health of a population, and the distribution of those effects within the population is assessed. Alcohol specific mortality, mortality from chronic liver disease, alcohol specific hospital admissions and alcohol attributable hospital admissions are all significantly worse locally than the picture seen nationally. Licensing policy supports entrepreneurial activity, promoting the city's businesses, supporting growth of creative industries sector, extending the business improvement district. The city's cultural offer already engages with a high number of its residents of all ages.</p>
13	<p>Data on older people</p> <p>The panel recommends to enable the Council jointly with partners target future preventative work with older people, that where possible consistent data be distinguished by age and gender for vulnerable older people. This includes alcohol-related incidents and harm, black and minority ethnic population, domestic violence, disabled, LGBT</p>	<p>The PCST to implement this recommendation within CDRP services as far as is possible.</p> <p>Suggest that this recommendation is picked up through the Partnership data group (analysts working for the Council; Police, NHS Brighton & Hove etc)</p> <p>By agreeing to hold data on older people in a consistent way partners would have the ability to provide more effective analysis.</p> <p>This could be addressed in the council</p>	<p>Police, Ambulance and Accident and Emergency Data is now recorded and can be analysed, in relation to age and gender. Those arrangements are in the process of being extended to include alcohol related and other data systems and target groups.</p>

	and other minority groups.	through the development of CRM corporately.	
14	<p>Police independent advisory group</p> <p>The Panel recommends that the Older People's Council be asked to nominate an older person to serve on the Sussex Police Independent Advisory Group.</p>	<p>Sussex Police are to implement this recommendation.</p> <p>N/A</p> <p>This request has been made to the OPC by the Police and will be discussed at their meeting 28 October 2009.</p>	<p>The Older People's Council has now nominated a representative to the Sussex Police Independent Advisory Group who has attended meetings.</p> <p>The Chair of the IAG has assured that should there be a crime committed to an elder member of the community which comes to the attention of the IAG, then other representatives of the older community will be invited to attend appropriate meetings.</p>
15	<p>Customer relationship management</p> <p>The Panel recommends that to facilitate contact with older vulnerable people, the Council's Customer Relationship Management system be extended to include this population group.</p>	<p>N/A</p> <p>N/A</p> <p>ASC&H would need to adapt their front line services to utilise CRM to provide this improved customer service.</p>	<p>After careful consideration the Programme for 'Improving the Customer Experience' recommended that council's Customer Relationship Management System was not rolled out corporately across all services unless there became a clear business case to do so.</p> <p>Professional opinion was that there would be greater benefits for the customer by supporting services to fully resolve enquires at the first point of contact by empowering staff and making better use of existing systems and where possible making better links between back office systems. This approach was agreed at Cabinet in April 2010.</p>

16	<p>Consultation</p> <p>The Panel recommends further consultation and analysis using the Community Engagement Framework to identify and respond to older people's specific concerns about community safety.</p>	<p>PCST to discuss this recommendation with the Policy lead of community engagement.</p> <p>N/A</p> <p>ASC&H would contribute to this work as required.</p>	<p>The Community Engagement Framework supports the delivery of best practice in engagement with older people to ensure their views and needs are identified and addressed through the implementation of actions designed to:</p> <ul style="list-style-type: none"> • Raise awareness and understanding about engagement and the role of engagement • Improve the skills of staff and organisations to engage • Encourage more collaboration and co-ordination of engagement activity • Achieve value for money <p>The Partnership Community Safety Team are currently, in collaboration with the police, developing a range of publicity activities aimed at increasing trust and confidence in the city and reducing fear of crime. Further emphasis is to be given in that work to targeting the specific needs of the older population.</p>
17	<p>B&H Community Safety Crime Reduction & Drugs Strategy 2008–2011 The Panel recommends that the particular needs of older people for keeping safe and</p>	<p>The PCST to implement this recommendation.</p> <p>N/A</p>	<p>The Partnership Community Safety Team are to begin the review of its Community Safety, Crime Reduction and Drugs Strategy in December 2010 in order to prepare the new Strategy for 2011 – 2014. The review will incorporate this</p>

	maintaining independence should feature more prominently in the review of the B&H Community Safety Crime Reduction and Drugs Strategy 2008 – 2011.	ASC&H would support this as appropriate.	recommendation and ensure that the particular safety needs of older people are specifically identified and addressed.
18	<p>Monitoring Action</p> <p>The Scrutiny Panel asks its parent committee ECSOSC to monitor the implementation of actions following this scrutiny review. It also requests ECSOSC to add community safety work regarding minority older groups, to its work programme.</p>	<p>The PCST to take the lead in implementing this recommendation.</p> <p>N/A</p> <p>ASC&H will support this monitoring by providing the relevant details of progress made towards the recommendations.</p>	<p>The PCST are taking the lead in monitoring this work programme.</p>

Agenda Item 28 Appendix 2

Monitoring Outcomes of the Scrutiny Report: Support Services for Victims of Sexual Violence. Response to Recommendations

Commissioning:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
A	The panel recommends that strategic commissioning arrangements to be put in place for sexual violence support services and that alongside these commissioning arrangements the commissioning of domestic violence support services should also be considered and undertaken.	Agreed	<p>Joint strategic commissioning arrangements for Sexual Violence are in place, across the Partnership in Brighton and Hove and integrated with Sussex wide arrangements (police, NHS, East and West Sussex) A single lead commissioner for Community Safety overall is integrating commissioning arrangements for Sexual and Domestic Violence. A citywide Senior Officer Commissioning group is now also established and implementing Intelligent Commissioning arrangements.</p> <p>The Sussex Wide Commissioning Group (of which B&H is a part) are now preparing 3 specifications to move towards establishing 3 to 5 year contracts for all sexual violence services. If achieved, sustainability of services will be improved.</p>
B	The panel recommends that the strategic commissioning arrangements put in place are undertaken jointly by Brighton and Hove City Council, the CYPT, the police, and the health agencies in the city, and that where necessary other agencies are also included in these strategic commissioning arrangements.	Agreed	
C	The panel recommends that all statutory agencies in the city contribute funding to the strategic commissioning process for support services for victims of sexual violence as all statutory agencies benefit from victims being properly supported.	Agreed	
D	The panel recommends that a single lead commissioner be responsible for overseeing the integrated strategic commissioning of support services for victims of sexual and domestic violence.	Agreed	

Development of and Funding of Support and Other Services:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
1	The panel recommends that a dedicated programme of support services for young women aged 16-25 is developed and funded as a matter of high priority.	Agreed	A dedicated service for 16-25 year olds is commissioned for the current year. Survivors Network is the third sector provider. To be further considered by the Senior Officer Commissioning Group within Partnership commissioning decisions for 2012 and beyond.
2	The panel recommends that consideration is given to funding group counselling services for men who have had unwanted sexual experiences.	Agreed	Funding allocated for the current year to be considered within Partnership commissioning arrangements for 2012 and beyond.
3	The panel recommends that consideration is given to funding a HIDVA worker in the Accident and Emergency department at the Sussex County Hospital, and that this is funded from within mainstream budgets.	Agreed	A Health Independent Domestic Violence Advisor in A&E is funded for the current year by the PCT. This recommendation (to continue funding the post) will be considered within the Partnership commissioning decisions for 2012 and beyond.
19	The panel recommends that all statutory agencies, when funding independent local support services in the city should award funding for a three to five year period.	Agreed	To be considered within Partnership commissioning decisions for 2012 and beyond.
20	The panel recommends that all statutory agencies in the city consider how they can support and offer mainstream funding to the independent support services in the city for those affected by sexual violence and domestic violence.	Agreed	The joint commissioning arrangements in the city are supporting and funding independent support services in the city. To be further considered for 2012 and beyond.
21	The panel strongly recommends that the city recognises sexual violence and abuse as being a major public health issue. In light of	Agreed	The joint commissioning arrangements already in place are based on a strong understanding of the impact of sexual violence on public health and well being, crime and disorder and

	<p>this commitment, health agencies in the city should review what independent support services they are currently funding to support those affected by sexual violence. In order to facilitate this, a copy of this scrutiny report should be taken to a future meeting of the Local Strategic Partnership and to the Health and Wellbeing Board.</p>	<p>safeguarding. The analysis is incorporated within the strategic needs assessments and service mapping on which the recommendations of city wide outcomes and commissioning priorities will be based. Reports with those recommendations will be submitted to the Health and Wellbeing Board in due course.</p>
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Building Capacity of Independent Sector:

Rec Number	Scrutiny Recommendation		Agreed or Not	Action taken or likely date of action
6	<p>The panel recommends that the capacity of the local independent support services be greatly strengthened so that the needs of all of those in the city that have experienced sexual violence can be addressed.</p>	}	Agreed	<p>Significant support is provided to the third sector organisations in the city who are providing rape crisis, counselling and ISVA services in the city. As well as one to one support, there are regular meetings which are successfully encouraging a consortium approach to the development and delivery of services.</p>
15	<p>The panel recommends that partnership structures which involve all statutory agencies and independent support services are further developed to ensure the strategic development of services for those affected by sexual violence.</p>			
18	<p>The panel recommends that mechanisms are found to support the continued development of networks and partnerships between third sector service providers.</p>			
7	<p>The panel recommends that the operations of the SARC and its referral pathways are strengthened as a matter of high priority.</p>	Agreed		<p>An Operational Group is established which brings together the third sector providers from Brighton & Hove with the statutory clinical and forensic service providers. Referral pathways and other operational arrangements continue to be monitored.</p>

SARC Management Board and Sexual Violence Expert Reference Group:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
8	The panel recommends the commissioning of a feasibility study considering the introduction and funding of an independent 24 hour signposting and support service.	Agreed	To be considered as a possible Sussex wide service within commissioning recommendations for 2012 and beyond.

Future Work Force Development Plans:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
10	The panel recommends that all frontline staff and professionals within the city are trained to enable them to respond appropriately to cases of sexual violence.	Agreed	These recommendations are now incorporated within commissioning recommendations to increase workforce skills of front line staff to recognise, risk assess and respond appropriately to those who experience domestic or sexual violence.
11	The panel recommends that all women who come into contact with frontline staff and professionals are informed about the independent women-only specialist support services available in the city.		

Standardisation of Monitoring and Recording:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
12	The panel recommends that the monitoring and recording of cases of sexual violence be standardised across the city to ensure clear and consistent recording and monitoring.	Agreed	Police recorded sexual offences together with monitoring information from the SARC and local support services, together with regular strategic assessments of rape and other sexual offences is the basis of analysis which informs our local and Sussex wide interventions. Seventeen Indicators are agreed, some of which will be incorporated within the city performance plan. The Safe In The City Partnership Board will receive quarterly and year end reports of performance against those indicators.
16	The panel recommends that steps are taken locally to agree a method and process for monitoring and measuring NI26. In order to facilitate this process the panel recommends that a copy of the scrutiny report be taken to a future Community Safety Partnership and Local Strategic Partnership Meeting.		

Services working with Vulnerable Adults:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
17	The panel recommends that support is given to both the independent supporting services and the organisations representing groups of vulnerable adults to enable them to work together to develop services which meeting their clients' needs.	Agreed	Adult Social care are a key partner to the considerations of recommendations of outcomes and commissioning priorities. The specific needs of vulnerable adults are considered within commissioning recommendations, which are being taken forward by the Senior Commissioning Group.

Children and Young People Recommendations:

Rec Number	Scrutiny Recommendation	Agreed or Not	Action taken or likely date of action
4	The panel recommends that the specialised therapeutic support services for children and young people who have been affected by sexual violence be reviewed as a matter of high priority in order to ensure that the needs of children and young people affected by sexual violence are being met.	Agreed	The city's Children and Young People's Plan includes a Strategic Improvement and Priority to 'strengthen safeguarding and child protection, early intervention and prevention'. The Plan highlights domestic violence as part of a commitment to commission targeted services to protect the most vulnerable groups of children and young people at risk of harm, abuses or neglect including those at risk of or involved in sexual exploitation. The recommendations from the scrutiny review of sexual violence, highlight further key strategic issues in relation to services for children and young people. These and related recommendations from the Youth Services Review, Staying Safe Sub-Group and domestic and alcohol commissioning pilots, are being addressed by the Lead Commissioners for Children's Services who is a member of the newly established Senior Officer Commissioning Group.
5	The panel recommends that the specialised support services for children who display sexually harmful behaviour be reviewed as a matter of high priority to ensure that the needs of these children and young people are being met.		
9	The panel recommends that children's services reviews and considers how is responds to and supports children and women from families where domestic and sexual violence has taken place in order to ensure that a holistic approach to such cases is taken.		
13	The panel recommends that a much greater emphasis be placed on positive perspectives of masculinity to be promoted to young people.		
14	The panel recommends that a programme of prevention and early intervention work be developed to meet the needs of a range of individuals in a range of different contexts. As part of this programme, education and awareness raising programmes about what healthy relationships are and consist of should also be undertaken.		

Extract from Community Safety Crime Reduction and Drugs Strategy 2011 – 2014:

Sexual Violence, Abuse and Exploitation, the Sex Industry, and Trafficking

Outcome: Sexual violence and abuse is reduced

Sub-outcomes:

- Increased awareness and knowledge of sexual violence and its impact
- Improved physical safety and freedom from harm
- Increased knowledge and skills of children, young people and adults about forming healthy relationships
- Raised public awareness about risk factors and promotion of personal safety; and healthy relationships based on mutual respect
- Victims feel safe to disclose, are listened to, believed and not judged
- Victims of sexual violence and abuse are supported through the criminal justice process and post sentencing
- Re-occurrence of offending behaviour is minimised by the strengthening of mechanisms and procedures for assessing and managing the risk posed by sex offenders
- Enhanced assessment of risk and therapeutic support services for children
- Enhanced and better integrated support services for victims and survivors of sexual violence and abuse
- Better information on services available and how to access them
- Improved physical, emotional, social and personal well-being

Work in this area covers issues of sexual violence and abuse, as well as sexual exploitation, the sex industry and human trafficking.

Definitions:

Sexual violence and abuse is ***“any behaviour perceived to be of a sexual nature which is unwanted and takes place without consent or understanding”***.

This includes:

- Rape and sexual assault
- Sexual violence and abuse (by partners, family members and by strangers).
- Sexual Harassment
- Sexual Exploitation
- Child sexual abuse

The definition includes all of those affected by such violence, including women, men and children, but also recognises the strong associations between sexual violence and gender-based violence which represent a significant cause and consequence of inequality for women.

The sex industry includes prostitution, pornography and other commercial sex-based activities such as lap-dancing, often - but not solely - associated with the ‘night time economy’.

Trafficking into and within the UK is internationally recognised to be linked to prostitution; facilitating the movement of women for prostitution within (as well as across) borders constitutes trafficking. State agencies have a responsibility to tackle the demand for prostitution (UN Optional Protocol on Trafficking in Human Beings).

Why is this a priority?

Sexual violence and abuse has a devastating impact on victims, families and society as a whole. The effects of sexual violence and abuse can be wide-ranging and can include long-lasting physical, mental and sexual health problems.

Much rape and sexual violence occurs in families, where children and young people are the victims, and most rapes are carried out by someone the victim knows. Nationally, around eight per cent of all recorded rape cases is a rape of a man, and research shows that men find it less easy to identify as victims and ask for help. Although men, women and children can all experience sexual violence, women are disproportionately victims, and as such sexual violence is recognised as both a cause and consequence of gender inequality.

Nationally, 10,000 women will be sexually assaulted and 2,000 women will be raped in one week. Nearly a quarter of women have been stalked since the age of 16, and 18% of stalking leads to rape or sexual assault. Home Office research shows that 3.7 million women

Main Partners

Survivors Network
Mankind UK (Newhaven)
Sussex Police (Rape & Serious Sexual Assault Steering Group)
Crown Prosecution Service
HM Courts Service
Surrey and Sussex Probation Trust
Brighton & Hove City Council
(Children, Youth and Families Service;
Clermont Centre; Adult Social Care Service;
Housing Services)
NHS Brighton & Hove
Local Safeguarding Children Board
Adult Protection Board
Rise
Inspire Project
Brighton Women’s Centre
Brighton Oasis Project
Sussex Central YMCA
Sexual Violence Reference Group
Sex Workers Strategy Group
Sexual Exploitation Steering Group
Domestic Violence Commissioners Group
Domestic Violence Forum
Alcohol Strategy Group

in England and Wales have been sexually assaulted since the age of 16; and across the UK there are upwards of five million adult women who experienced some form of sexual abuse during childhood. Home Office research into prostitution also shows that 85 per cent of women in prostitution report physical abuse in the family, and 45 per cent report familial sexual abuse. Between 50-75 per cent of women in prostitution entered before they were 18; the average age women become involved in the sex industry is 12 years old. Other research into trafficking across Europe found that 95 per cent of women trafficked into prostitution suffered physical and sexual abuse, with the same number experiencing symptoms of trauma similar to those suffered by torture victims.

Research tells us that women have a greater fear of rape or sexual assault than any other crime, and this can significantly limit and constrain their lives. Women's routine decision making is organised around personal safety; and women of all ages spend their lives avoiding and minimising the risk of rape and other forms of violence which restricts women's ability to fully participate in society.

Locally, the 2010 Citizens Panel survey showed that 13% of women, compared with 2% of men in Brighton and Hove are very or fairly worried about being sexually assaulted. Preventing and reducing the incidence of sexual violence and abuse is therefore essential if we are to comply with gender equality duties.

The individual, economic and social cost of sexual offences is higher than any other type of crime. The overall cost of sexual offences in Brighton and Hove in 2009/10 was estimated to be in excess of £61 million.

As a Community Safety Partnership we have an important role to play in the prevention of rape and sexual violence, in providing services to better protect victims, and in bringing perpetrators to justice.

Local picture

In 2009/10 there were 328 police recorded sexual offences in Brighton and Hove. However, sexual violence and abuse is significantly under-reported to the police. In Brighton & Hove during 2008 and 2009 45% of police recorded sexual violence offences against women were committed against 15-24 year olds. The 2007/8 British Crime Survey found that just 11% of victims who had experienced serious sexual assault since the age of 16 had reported their most recent experience to the police and 40% had told no-one at all about it. Research suggests that those who have suffered rape are less likely to report than those who have suffered a sexual assault, those victimised by partners are less likely to report, as are men, disabled people, people from Black and minority communities, and those working in the sex industry. The actual number of sexual offences in Brighton and Hove is therefore likely to be far greater than police recorded statistics show.

In Brighton & Hove, it is estimated that nearly 55,000 women will at some point in their lives be a victim of violence including rape, sexual assault, sexual harassment, trafficking and sexual exploitation. In 2009/10, 2,736 women and girls locally aged 16-59 years experienced sexual assault, and 6,682 women were victims of stalking (extrapolated from British Crime Survey data). This number would be higher still if all the city's population is considered.

Nationally and locally, there is a strong correlation between sexual violence and alcohol. Victims of rape and sexual violence may experience problematic alcohol use as a response to the violence and as an early predictor of post-traumatic stress disorder development. Although rape and sexual violence happens at any time of day, local data of reported rape and sexual violence indicates links to the night time economy both in

terms of a city centre geographical hotspot and peaks in offences occurring on Friday and Saturday nights. There may be a number of reasons for this association, one of those being that perpetrators use alcohol as an excuse, and they may target victims because they perceive their alcohol consumption makes them more vulnerable, less likely to be able to consent to sex, or remember details of the attack. However, rape and sexual assault survivors are never responsible for the attack or the perpetrator's behaviour, no matter how much alcohol was consumed. Responsibility lies with the perpetrator.

Nationally, conviction rates for sexual offences are too low. However, it should be acknowledged that they are at their highest level for ten years. The Sussex Sexual Assault Referral Centre (SARC) (set up in September 2008) based in Crawley combines forensic and clinical services for people who have been raped or sexually assaulted as well as jointly delivering locally provided counselling and support services in the city. The integrated and victim focussed approach increases the quality of evidence collected, and victims' ability to support prosecutions against the perpetrators. In 2009/10, the SARC supported 71 Brighton & Hove clients. In November 2009, Brighton and Hove supported the development of an independent rape crisis centre – Survivors Network – which works with both current and childhood sexual abuse.

People working in the sex industry are amongst those who are at higher risk of victimisation of sexual violence and are less likely to report incidents. While Brighton & Hove does not have 'on street' prostitution, a significant number of women in prostitution are based in sex parlours in the city. A local survey revealed that of those surveyed, 58% of sex workers reported that they had experienced violence or abuse and, of those, only 13% had reported those incidents to the police.

Childhood sexual abuse and that experienced by young people is also included within the definition of sexual violence and abuse. 20% of all police recorded sexual offences in 2008 and 2009 were committed against children under the age of 16. This rises to 25% when including all historical reports to the police of childhood sexual abuse.

Current context

In November 2010, the Coalition Government launched their Violence Against Women and Girls Strategy, identifying sexual violence and abuse as a government priority. The strategy emphasises the importance of preventative work, challenging the attitudes and behaviour which foster violence against women and girls, and the importance of intervening at an early stage to prevent violence from occurring. The strategy's accompanying action plan emphasises the importance of partnership working so that the best outcomes for victims and families can be obtained.

As a response to the findings of the Barnardos Tipping the Iceberg Report 2007 and a University of Brighton Out on My Own Report, the WISE project has been funded to work with the safeguarding board to develop a support pathway, run assertive outreach with young people, train organisations and raise awareness in the local community about young people and sexual exploitation. It also runs the 'eyes and ears' campaign to enable young people to help communicate messages to other young people.

Sexual violence and abuse has been a priority for the Partnership since 2008. In June 2010, Brighton and Hove's overview and scrutiny panel investigated the level of support provided in the city for victims of rape, sexual assault and other serious sexual offences and highlighted gaps in the provision of support and it made a series of recommendations. Since this time, Sussex-wide joint commissioning arrangements have been put in place to establish a Sexual Assault Referral Centre and commission

counselling, rape crisis and Independent Sexual Violence Advisor services which provide improved outcomes for victims.

Where next?

This strategy and action plan seeks to sustain the progress made in the 2010 plan, which jointly commissioned the Sexual Assault Referral Centre and provided a local rape crisis and support service, while at the same time identified important additional areas of work to deal with the seriousness of sexual violence. Those new areas include initiatives which will reduce related risk factors, increase confidence to report, provide support through the criminal justice process, enhance services for children and young people, and increase knowledge about how to form healthy and not abusive relationships. Targeted work is also included for those at particular risk such as those working in the sex industry. There are also actions aimed at reducing fear, especially among women. We recognise the added value of co-ordinating actions across city services to provide holistic services which provide the best service to victims and which accord with good practice.

Links to other priority areas

Work around sexual violence and abuse links to a wide range of other areas in this Community Safety Strategy. There are clear links with domestic violence, alcohol misuse, drugs misuse, preventing reoffending, vulnerable children and families and the physical environment, infrastructure and quality of life strategies and action plans.

Partnership work around sexual violence and abuse also contributes to a number of the priorities in the Brighton and Hove Sustainable Community Strategy, including: reducing crime and improving safety; improving health and well-being; strengthening communities and involving people; and providing quality advice and information services.

The work to address sexual violence and abuse will also be incorporated within a new Violence Against Women and Girls Strategy for the city from 2011.

Implications for equalities and sustainability

Reducing the incidence of sexual violence and abuse, as well as the fear of victimisation, is essential to the physical and mental well-being of Brighton and Hove residents, and therefore the social and economic sustainability of the city.

Sexual violence is both a cause and consequence of gender inequality; women and girls are more likely to be victims than men and boys, and young women in particular suffer higher levels of victimisation. Work towards achieving the prevention and reduction of sexual violence and abuse must address existing gender inequalities which can give rise to the behaviour of perpetrators. Vulnerable and marginalised groups are often at increased risk and are less likely to report sexual violence and access help. This work is therefore central to the delivery of gender, as well as other equality duties.

Parallel plans

- Brighton & Hove Domestic Violence Needs Assessment and Commissioning Strategy 2011
- Brighton & Hove Joint Strategic Needs Assessment 2011
- Brighton & Hove Alcohol Needs Assessment 2010/11
- Reports and Action Plans of the Adult Safeguarding Board
- Reports & Action Plans of the Local Children Safeguarding Board
- Sex Worker Strategy and Action Plan
- Brighton & Hove Sustainable Community Strategy

- Brighton & Hove Divisional Policing Plan 2010-13
- Sussex Police: Rape, Sexual Violence and Serious Sexual Offences Strategy
- National Violence Against Women and Girls Strategy 2011

Key performance indicators (to be confirmed)

- Number of police recorded sexual offences
- Percentage of victims of a police recorded serious sexual offence receiving services at the SARC
- Percentage of SARC referrals to independent support services who receive support
- Percentage of finalised court cases with a successful outcome
- Percentage of referrals to i) the SARC or ii) other specialist agencies who are repeat clients

Sexual Violence, Abuse and Exploitation, the Sex Industry, and Trafficking Action Plan	
Area of work 1	
Achieve an understanding of the nature and prevalence of sexual violence in Brighton & Hove and of actions that will decrease attrition rates	
Actions	
1.1 Continue to identify the nature and prevalence of sexual violence in Brighton & Hove, recognising the variety of contexts in which it can take place and the different profiles and circumstances of victims and offenders. Analytical and summary reports to be regularly updated from the six monthly Strategic Assessments of Sussex Police as well as drawing on the findings of the Sussex and Glasgow Caledonian Universities Research (2010)	
1.2 Strategies, working groups and services to gather information about the nature and prevalence of sexual violence within their domain and information to be aggregated within central Partnership analysis documents which inform service development.	
1.3 Implement a multi-agency data capture system that includes information from voluntary and statutory agencies including the police, sexual health and other appropriate services.	
1.4. Introduce integrated IT solutions which would enable extraction of information when a victim and offender is perceived 'Under the Influence' by the police.	
Area of work 2	
Prevent sexual violence through increased awareness of its nature and prevalence in all contexts and of the practical measures that can be taken to reduce risks and opportunities	
Actions	
2.1 Communications to perpetrators and potential perpetrators about the criminal justice penalties associated with rape and sexual violence, and incorporate the association between perpetrators drinking and sexual violence within alcohol prevention publicity/education programmes, which promote safe drinking practices and the message that alcohol is no excuse for perpetrating rape or sexual abuse.	

2.2 Raise awareness of rape and sexual violence and the help available amongst young women and on university campuses, including the consequences of rape in terms of sentencing, utilising 'student nights'; and fresher week events.	
2.3 All Strategy Groups, including those which are addressing domestic violence, to incorporate information about sexual violence in their publicity.	
2.4 Incorporate preventative measures, targeting potential perpetrators of rape and sexual violence, within the good practice initiatives which are led by the Licensing Strategy Group and Violent Crime & Alcohol Related Crime and Disorder Groups	
2.5 Develop improved outcomes for young people who display sexually harmful behaviours through commencing a series of activities which identify and disseminate a model of inter-agency working based on existing practices and available research evidence; examine the transition from child protection/youth justice arrangements to adult processes and ensure the effective implementation of appropriate mechanisms; identify inter-agency and multi-disciplinary training needs; and develop and disseminate best practice information.	
2.6 In recognition of the association between stalking and harassment and incidents of sexual violence and abuse, work with specialist third sector organisations and criminal justice partners to develop an effective community based response to incidences of stalking and harassment, which is linked with the domestic violence action plan.	
Area of work 3	
Increase reporting of sexual violence through improved public confidence in the criminal justice system and lower rate of attrition which is well publicised	
Actions	
3.1 Support Sussex Police in the delivery of their Rape, Sexual Violence and Serious Sexual Offences Strategy which aims to improve the investigation, detection and prosecution of cases, identifying appropriate partnership and support action for the Community Safety Partnership	
3.2 Raise awareness of the role of the police Sexual Offence Liaison Officers and develop integrated response services with the Sexual Assault Referral Centre and independent rape crisis, counselling and Independent Sexual Violence Advisor services.	
3.3 Publicising the revised national handbook: 'From Report to Court: a Handbook for Adult Survivors of Sexual Violence ' which meets the needs of victims and witnesses.	
3.4 Target information towards those groups who are most at risk and/or least likely to report, recognising issues such as gender and gender identity, ethnicity, sexuality, disability, age, religion and belief.	
Area of work 4	
Improved victim care and support services which meet survivor needs, and also assist police investigations and prosecutions and support improved attrition rates.	
Actions	
4.1 Jointly commission and participate in the Sussex Management Board of the Sexual Assault Referral Centre (in Crawley) and establish effective arrangements for the care and support of victims in Brighton & Hove. The joint commissioning and management arrangements also links with NHS sexual health strategies and public health delivery plans.	
4.2 In partnership with the Third Sector organisations, sustain support for the provision of local rape crisis services providing immediate care and support as well as provision for sustained support and access to related services.	

4.3 Sustain support to the Independent Sexual Violence Advisors who, together with SARC services, provide support, risk assessment and safety planning for victims of rape or other forms of sexual violence, whether as an adult or a child. Link with the specialist DV and criminal courts where appropriate and support clients through statement taking, pre-court visits and trials, also referring clients to health, housing and childcare services.	
4.4 Training for professionals who may come in to contact with victims, including those who may deal with first disclosures (GPs, A&E providers, Health Visitors, Mental Health providers, youth workers, voluntary sector agencies, community groups).	
4.5 Identify appropriate actions which will ensure compliance with Gender Equality duties, particularly those which require the provision of appropriate services for victims of crimes where the majority of victims are women. Also pilot a service to identify appropriate approaches for male victims of sexual crimes which is delivered in an accessible and appropriate environment.	
4.6 Local arrangements are in place so that those who report are linked in to independent support agencies; that the booklet CPS Policy for Prosecuting Cases of Rape should be widely available to all victims and should be given as a matter of routine to all rape complainants who have decided to report the rape to the police; that measures are introduced to routinely measure and review victim satisfaction with the CJS.	
4.7 Develop a holistic model for intervention for families with multiple and complex needs, which often involve historical or current sexual violence, ensuring specialist sexual violence (and domestic violence) services are central to that model, and clear identification and referral pathways to support services for survivors and criminal justice/offender programmes for perpetrators.	
Area of work 5	
To support the work programme of the Sex Workers Steering Group which seeks to reduce risks and provide routes out of prostitution and related circumstances.	
Actions	
5.1 Continue to support the Steering Group work programme which is delivered by the delivery organisations and which together further develop a strategic approach to rape and sexual violence.	
5.2 Support the police led Operations which seek to identify and respond to trafficked women and their traffickers, and aim to ensure that local victims of trafficking from within the UK and from abroad, have access to safety, support and protection.	
5.3 Encourage the active and increased use of the 'Ugly Mugs' or 'Dodgy Punter' schemes, and other national good practice initiatives, which include challenging demand for prostitution, increasing safety of and support for those in prostitution, providing safe routes out of prostitution, and identifying perpetrators and bring them to justice.	
5.4 Continue to target those most at risk, through maintaining relationships with individuals in the sex industry, ensuring they get increased access into drug and alcohol services, alternative housing and employment options in accordance with their needs.	
Area of work 6	
Reduce fear and raise awareness of the reality of rape and sexual assault for women, increase women's ability to report and/or seek help, and publicise any improvements in attrition rates and sentencing	
Actions	
6.1 All work aimed at improving public perceptions of levels of crime and disorder and reduced fear of crime, to particularly address those crimes of serious sexual offences, sexual assault and rape and others which are of most concern to women.	

Area of work 7	
Safeguard and build the resilience of children and young people to sexual assault and exploitation and respond to the threat of it	
Actions	
7.1 Continue the delivery of the Every Child Matters outcomes and in particular, deliver the work programmes of the 'Staying Safe' and 'Be Healthy' work programme which are overseen by the Local Safeguarding Children Board. These programmes include actions to reduce the risks associated with unsupervised internet use by children and young people.	
7.2 Implement a whole school approach to sexual violence prevention (linked with domestic violence prevention approaches in schools). Education programmes within schools and those targeted towards young people - which address alcohol and drug misuse, sex and relationship education, teenage pregnancy and other risks - to also include awareness raising of the association with sexual violence, issues of coercion and consent, the consequences of rape and sexual violence for perpetrators and the help available for victims.	
7.3 Reduce sexual and sexist bullying in schools -Work with schools to prepare for Ofsted inspections by working on the key area of inspection that focuses more strongly on behaviour and safety, including bullying. Inspectors will look for evidence of how much bullying there is in schools and how well it is dealt with.	
7.4 Implement the findings of the Joint Agency Audit into the Incidence, Recording and Outcomes of Child Sexual Abuse Investigations in Brighton & Hove.	
7.5 Identify appropriate and effective early interventions for young people who sexually abuse or are at risk of abusing and support the delivery of those interventions.	
7.6 Explore how agencies undertaking generic work with children and young people, such as CAMHS, include classifications of sexual abuse in their initial assessments.	
7.7 Continue to support the WISE project and further implementation of the findings of 'Tipping The Iceberg' – A Pan-Sussex Study of Young People at Risk of Sexual Exploitation and Trafficking	
7.8 Support compliance as appropriate with 'Special Measures' in courts (compliance with 'Speaking Up for Justice' and Youth Justice and Criminal Evidence Act 1999) which offers enhanced protection for child witnesses	
Area of work 8	
Work towards the development of a holistic strategy for tackling rape and serious sexual offences and violence which accords to national good practice, builds on existing plans and expertise together with a structure which supports multi-agency delivery of an agreed work programme	
Actions	
8.1 Continue to support the multi-agency Sexual Violence and Abuse Reference Group which receives reports from and co-ordinates actions being taken forward by the individual working groups that are identified within this Strategy.	

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 29
Brighton & Hove City Council

Subject: Future of Crime & Disorder Scrutiny
Date of Meeting: 31 October 2011
Report of: Strategic Director Communities
Contact Officer: Name: Tom Hook Tel: 29-1110
E-mail: Tom.hook@brighton-hove.gov.uk
Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This paper outlines for Members elements of the Police Reform and Social Responsibility Act 2011, focusing on the impact of elected Police and Crime Commissioners. A similar paper was discussed at the Community Safety Forum on the 10th October and an extract from the draft minutes of that meeting are attached as **Appendix 1**.
- 1.2 Also presented to Members is background information on how crime and disorder matters are currently scrutinised in Brighton and Hove through the Community Safety Forum/ECSOSC protocol (**Appendix 2**).
- 1.3 Members are invited to comment upon the implications for the local accountability regarding crime and disorder matters and give officers a steer as to what scrutiny structures should be developed by the council.

2. Recommendations

- 2.1 That ECSOSC:
 1. Note and consider the information in the report and the potential implications arising from the appointment of Police and Crime Commissioners and Police and Crime Panels in November 2012. Further guidance, codes of practice and secondary legislation will be published for local authorities in November and January
 2. Make comment regarding the issues raised to be taken forward in developing a local response to the Police Reform and Social Responsibility Act 2011 and changes to the scrutiny function.

- 3. The Police Reform and Social Responsibility Act 2011 (PRSRA)**
- 3.1 The PRSRA 2011 introduces directly elected Police and Crime Commissioners (PCCs). For each police force area in the country the public will be asked to vote for one person to be elected to the role. The election will be held on 15 November 2012. At this point, police authorities will cease to exist and will hand all responsibility to the elected PCC.
- 3.2 In Sussex, the current Police Authority has 17 members, made up of elected councillors and independent lay people, who oversee, scrutinise and set the strategic direction of Sussex Police. The PCC will replace the current police authority membership /members in its entirety and will hold the Chief Constable to account. However, there will also be a Police and Crime Panel (PCP) who will in turn, hold the PCC to account and act as a 'check and balance' to the work of PCC.
- 3.3 There will be between 17 and 20 people on the Police and Crime Panel who will be made up of elected representatives from the district, borough, unitary and county councils in Sussex together with some independent member representation. There may also be co-opted members. The local authority is required to ensure that the Panel is in place and fully functional by October 2012. Information including secondary legislation and protocols are to be published as guidance for local authorities in coming months.
- 4. Specific Responsibilities of the Police and Crime Commissioner**
- 4.1 The main responsibilities of the PCC will be to:
- Secure an effective and efficient police force for their area
 - Appoint the Chief Constable and hold him/ her to account
 - Determine local policing priorities and in consultation with the Chief Constable, publish an five year Police and Crime Plan
 - Set the annual force budget and Council Tax precept
 - Produce an annual report setting out progress against the objectives in the Police and Crime Plan
 - Control of all central government funding for policing in the County
 - From 2013, have control of funding which currently is passed directly to local authorities to deliver the work of Community Safety Partnerships and Drug Intervention Programmes as well as funding for services to address violence against women and girls
 - Co-operate with the criminal justice system in their area
 - Contribute to the national and international policing capabilities set out by the Home Secretary in the Strategic Policing requirement
- 5. Implications of the PRSRA for Brighton and Hove**
- 5.1 Operational responsibility for the day to day work of the police will remain with the chief constable. However, the introduction of PCCs will

have a considerable impact on local authorities and could result in fundamental changes for community safety partnerships. Unlike police authorities, PCC's will not be 'responsible authorities' under the Crime and Disorder Act 1998, so will not be members of community safety partnerships.

- 5.2 However, there will be a mutual duty on PCCs and Community Safety Partnerships to co-operate to reduce crime and disorder and reduce offending. Both will also be required to have regard to each others priorities when drawing up the five year Police and Crime Plan and the Commissioners will be active participants in priority setting under the statutory requirements of the Crime and Disorder Act 1998. Together with statutory partners they will need to consider a strategic assessment and recommendations for reducing crime and disorder in the city and agree a Community Safety Strategy in consultation with communities and neighbourhoods. Community safety partnerships will to some extent be accountable to commissioners.
- 5.3 PCCs will be elected on a countywide mandate, however, it will be imperative that the needs and issues in relation to community safety and policing in Brighton and Hove and how those may differ from the rest of the county, are understood. In principle, the opportunity to do that will be through councils in a force area nominating representatives to serve on the Police and Crime Panel for the area. The Panel's role will be to scrutinise the PCC's decisions and actions, to veto the PCC's precepts and nominations for chief constable, to summon the PCC to answer questions and to review the commissioners police and crime plans.
- 5.4 Through those arrangements, the Commissioner and the Police and Crime Panel will also need to understand the sophisticated level of community engagement and participation in Brighton & Hove in order to effectively support the delivery of policing and community safety in the city.

6. Existing Accountability Mechanisms

- 6.1 Safe in the City is the local Community Safety Partnership (formally the Crime & Disorder Reduction Partnership: CDRP). The Crime and Disorder Act 1998 introduced a statutory duty that the police, local authorities and other Responsible Authorities work together and in partnership with others to reduce crime and disorder and improve safety in their local areas.
- 6.2 The Police and Justice Act 2006 made provision for the scrutiny of these partnerships through local designated crime and disorder scrutiny committees. The role of scrutiny is to scrutinise the partnership as a whole, as each organisation is already subject to its own accountability procedures.

6.3 Section 19 of the Police and Justice Act 2006 requires every local authority to have a crime and disorder committee with the power to review or scrutinise decisions made or other action taken in connection with the discharge by the responsible authorities of their crime and disorder functions.

6.4 In the Brighton and Hove ECSOSC is the officially designated Crime and Disorder Committee. However a protocol was agreed in 2009 managing the relationship between ECSOSC and the Community Safety Forum (**Appendix 2**).

7. Future Scrutiny Arrangements

7.1 Consultation will shortly start on changes to the scrutiny committee structure; this will recommend moving from 6 to 4 committees, broadly based on the Strategic Directors' portfolios of responsibilities. Most of the work would be undertaken through panels and workshop sessions with less reliance on formal meetings.

7.2 It is proposed therefore that community safety issues would be dealt with by a 'Communities Scrutiny Committee' (CSC), a separate 'Place Scrutiny Committee' would take ECSOSC's remaining responsibilities. The CSC would be designated as the Crime and Disorder Committee.

7.3 There are a number of questions Members may wish to consider in debating this issue namely:

1. How accountable will the new arrangements make Sussex Police to the population of Brighton and Hove?
2. Locally what arrangements would Members like to see implemented to complement the Police and Crime Commissioners and Police and Crime Panel (PCP)?
3. Are Members content for scrutiny of community safety/crime and disorder issues to be within a 'Communities' scrutiny committee? Or do they wish for a separate committee?
4. Do Members wish to retain the existing protocol between the Community Safety Forum and the Crime and Disorder Scrutiny Committee?

8. CONSULTATION

8.1 This paper is part of the consultation process with Members.

9. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

9.1 Any change to scrutiny arrangements would be met from within the existing scrutiny budget unless otherwise agreed.

Legal Implications

- 9.2 The Police Reform and Social Responsibility Bill received Royal Assent on 15 September 2011 and will be brought into force on an unspecified date by order of the Secretary of State.

Section 28 of the Act sets out the duties and other functions of the police and crime panels outside London, and cross-refers to Schedule 6 which defines how the panels are to be constituted. Section 29 grants the panels power to require attendance of and information from the Commissioner and his/her staff. Section 30 gives the panels power to suspend the Commissioner in defined circumstances.

All other relevant legislation is referred to in the body of the report.

Lawyer consulted: Oliver Dixon

Date: 14 /10/11

Equalities Implications:

- 9.3 There are no direct equalities implications arising from this report.

Sustainability Implications:

- 9.4 There are no direct sustainability implications arising from this report.

Crime & Disorder Implications:

- 9.5 These are set out in the body of the report.

Risk and Opportunity Management Implications:

- 9.6 This report focuses on accountability issues, risks are therefore focuses on a lack of democratic accountability with regard to crime and disorder issues.

Corporate / Citywide Implications:

- 9.7 None directly from this report.

SUPPORTING DOCUMENTATION

Appendices:

1. Extract from the Community Safety Forum minutes (10th October)
2. The Crime and Disorder Protocol

Documents in Members' Rooms:

None

Background Documents:

The Council's Constitution

Appendix 2 – Protocol on relationship between the Community Safety Forum and the Environment and Community Safety Overview and Scrutiny Committee (Designated as the Crime and Disorder Committee)

As provided for under the Council's constitution, the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) is designated the Crime and Disorder Committee for the purposes of section 19 of the Police and Justice Act 2006 ('the Act').

It is recognised that the Community Safety Forum ('the Forum') is in a position to resolve many of the crime and disorder issues that members will wish to raise. Members wishing to raise a crime and disorder issue should direct the matter in the first instance to the Forum.

The ECSOSC will, when crime and disorder matters are referred to it without first being presented to the Forum, note them and refer them to the next appropriate meeting of the Forum.

In fulfilment of its role as CDC, the ECSOSC shall meet to review or scrutinise the decisions made, or other action taken, in connection with the discharge by the responsible authorities of the crime and disorder functions, no less than twice in every twelve month period. ECSOSC shall perform this role after considering:

- A six monthly update from the Chair of the Forum on its work
- LAA performance data on community safety issues

The ECSOSC shall also:

- Deal with any Councillor Call for Action that has already been to the Forum but remains unresolved
- Consider whether, following input from the Forum, to establish an ad hoc panel on a crime and disorder matter

Nothing in this protocol prevents a Member from raising issues directly at the ECSOSC in accordance with section 19 of the Act. It does, however, provide guidance to allow the most efficient and effective resolution of crime, disorder and community safety issues.

Agenda Item 30

Environment and Community Safety Overview and Scrutiny Committee Draft Work Plan 2011- 2012

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
6 June 2011		
Introductions		Welcome joint working and investigation of coordination between the Community Safety Forum and ECSOSC
Community Safety, Crime Reduction and Drugs Strategy 2011–14	Scrutiny of Policy Framework Plans and Strategies	ECSOSC asks for additional information in the Strategy including contacts, data, trends
Procurement of Vehicles and Plant	Scrutiny of reports included on the Forward Plan	ECSOSC makes 6 recommendations regarding records and costs, monitoring of carbon and environmental impact of vehicles and further investigations eg new technology and reducing the need for vehicles
Scrutiny of Preliminary Flood Risk Assessment	Workshop/session date to be arranged	Informal one-hour ECSOSC workshop is held on 22 July. Suggest representation to DEFRA re Network Rail. Invitation to Brighton Marina re long term flood defence

5 September 2011		
Timeline on review of parking policy	Chairs Communications – for information	Scrutiny workshop on citywide parking review held on 22 September
Policies on Gypsies and Travellers Dealing with protesters (Requests for Scrutiny, Cllr Theobald and from Cllr Wakefield)	Determine whether scrutiny action is needed	Scrutiny Panel on Travellers established; scoping meeting held Commissioner for Community Safety, Cllr Duncan and Police invited to future meeting
Disabled Taxis (Request for Scrutiny, Geraldine Des Moulins)	Determine whether scrutiny action is needed	Report to 23 January ECSOSC with invitation to Chair of Licensing Committee
Monitoring Scrutiny Review; Winter Service Plan	Tracking action on completed scrutiny reviews; determine whether a further monitoring report is needed	Officers congratulated and update to 26 March only if requested
Feedback from Preliminary Flood Risk Assessment workshop	ECSOSC is asked to make representations to Government re information from Network Rail and invited to the Brighton Marina	Letter from Deputy Chair sent to DEFRA Invitation to Marina accepted
Response to Renewable Energy Scrutiny recommendations from 14 July Cabinet	For information	Noted

31 October 2011	
Monitoring Scrutiny review: 20mph Speed Limits/zones	Tracking action on completed scrutiny reviews; determine whether a further monitoring report is needed
Council-supported bus services	For Scrutiny comment
Monitoring Scrutiny reviews: Support Services for Victims of Sexual Violence and Older People and Community Safety	Tracking action on completed scrutiny reviews; determine whether a further monitoring report is needed
Scrutiny of Crime and Disorder; Police and Crime Commissioners	To consider proposals

23 January 2012	
Taxis and Disabled people update following 5 Sept Scrutiny request. Invitation to Chair of Licensing Committee Cllr Lizzie Deane	
Waste Strategy	

Community Safety and Housing Policy	Scrutiny of Strategic Plans and Community Safety; rolling programme of Plans and Strategies	
Report on Citywide Parking Review		
Neighbourhood Watch information from Dec. Community safety Forum		

26 March 2012

Monitoring Renewable Energy Potential		
Monitoring Winter Service Plan, if needed		
Street lighting		
Community Safety and Children and Families and Learning	Scrutiny of Strategic Plans and Community Safety; programme of Plans/ Strategies	