

## Scrutiny Committee, 10 February 2016

### Information Bulletin Part I

The Information Bulletin is a document that is made available to the public with the published agenda papers. It can include update information requested by the Committee as well as information that a service considers should be made known to the Committee.

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### 1. **Additional information on the Highways Contract requested following scrutiny on 29 October 2015**

On 29 October 2015, the Scrutiny Committee made a number of recommendations in respect of the County Council's contract with Kier for the provision of highways services, including requests for the following information items:

- i) predicted spend and actual spend on the contract to date;
- ii) actual figures to demonstrate savings delivered;
- iii) the volume of work delivered;
- iv) an update on the resolution of outstanding accounts and details of current position;
- v) an indication of the extent to which performance of the highways service was consistent across the county;

Members appreciated that a theoretical exercise had revealed that an annual net revenue saving of just over £2 million had been made. However, they wished to receive more specific information about the amounts of money spent and saved and the volume of work delivered through the contract. They were also aware that an exercise was being undertaken to resolve a large number of outstanding accounts

between the County Council and Kier, and they wished to be updated on progress. The Committee heard that some councillors believed that the quality of work carried out in the west of the county was not as high as that in the east. Members therefore requested information about consistency of performance throughout the county.

**i) predicted spend and actual spend on the contract to date;**

In the Highway Services Contract documentation, the expectation was that a value of £40m of work would be undertaken per annum. For the first six months of the contract, therefore (October 2013 to March 2014), Kier expected to undertake £20m of work. For those first six months, the work undertaken equated to around £13m. For the 2014/15 financial year, the work undertaken equated to around £38m. The current prediction for contract spend in 2015/16 is £52m. However, as there is an ongoing review of final accounts that stretches right back to the beginning of the contract, these figures will remain provisional until that review is concluded (by the end of the 2015/16 financial year).

**ii) actual figures to demonstrate savings delivered;**

On 22 July 2014, a report on the Highway Services Contract was submitted to the Audit Committee for its consideration. Paragraphs 29 and 30 of the report clarified that:

29. *“The annual contract management costs were expected to be £0.25 million, as previously reported to Cabinet in November 2011. In addition as a result of Kier MG taking on the leases for the highways depots at market rent, a new income stream of £0.4 million is received by the Council. When these were taken into account it implied that an annual net revenue saving of £2.12m was achievable. A detailed breakdown of the expected savings is given as Appendix One.”*, (also included as **Appendix One** to the information bulletin).

30. *“When the 2013/14 highways budget was set, £2 million of savings were assumed. As the start of the contract was delayed, only part year savings were expected to be realised in 2013/14. Budget outturn figures show that the service made savings in excess of £1.5 million in 2013/14. This is better than expected, since the contract had only been operating for six months of the financial year.”*

The following table clarifies how £2m of savings were extracted from Highways revenue budgets and the end-of-year financial outturns. The outturns demonstrate that the ongoing required revenue saving of £2m was achieved in both 2013/14 and 2014/15.

	2012-13 Budget (Before the Kier Contract)	Inflation	Savings	2013-14 Budget	2013-14 Outturn	2014-15 Budget	2014-15 Outturn
	£m	£m	£m	£m	£m	£m	£m
Winter Maintenance	2.191	0.022	-0.113	2.100	1.942	2.100	2.100
Surveys	0.287	0.003	-0.090	0.200	0.185	0.190	0.085
Bridges	0.459	0.005	-0.044	0.420	0.422	0.410	0.413
Street Lighting	4.213	0.061	-0.499	3.775	3.589	3.226	3.216
Traffic Signals	0.654	0.008	-0.010	0.652	0.609	0.658	0.489
Structural and Routine Maintenance (including Emergency Service and Local Management	8.727	0.082	-1.244	7.565	7.973	8.401	7.929
	16.531	0.181	-2.000	14.712	14.720	14.986	14.232

**iii) the volume of work delivered;**

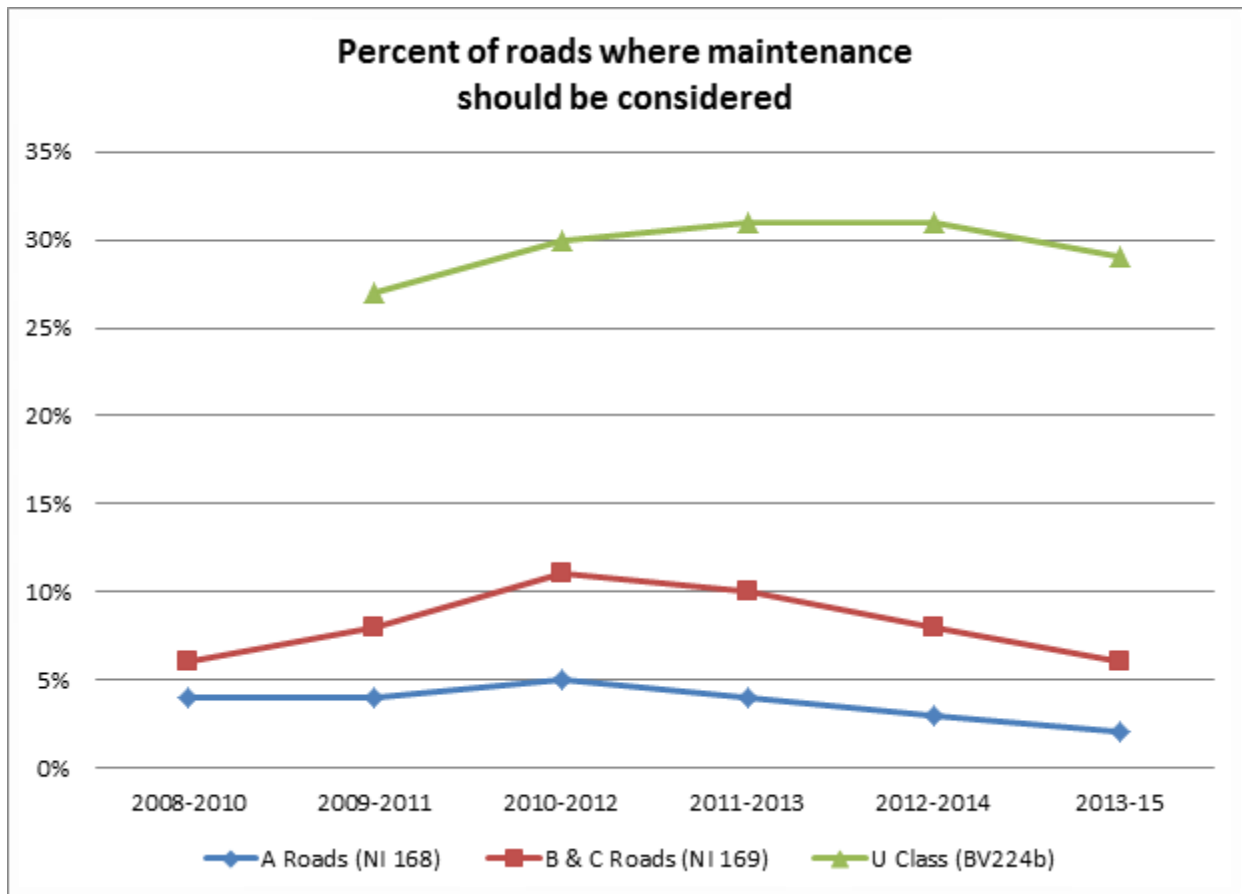
The nature of highway maintenance (in its broadest sense) relies upon reaction to various assets that deteriorate at different rates – based upon, for example, weather conditions, incidental damage and asset usage – and cyclical maintenance (such as routine gully cleansing). This variability in service (and therefore budgetary) requirement can be illustrated by the winter service:

	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>
Number of P1 gritting runs	123	63	82
Number of P2 gritting runs	26	3	18
Total kilometres covered	271,520	129,690	177,441
Quantity of salt used (tonnes)	16,840	9,445	15,665

Of these three winter periods, 2012/13 was the most severe, 2013/14 quite mild but 2014/15 comparable at times (in intensity and duration of cold temperatures) to 2012/13. Hence, the outturns will reflect the comparative demand rather than budgetary constraint. During wintry conditions, it is inappropriate to lay asphalt or concrete, thereby limiting what work can be undertaken. Equally, rainfall is a limiting factor as well in terms of what highway works can be achieved in any particular year.

It should also be noted, for example, that the overall financial outturn for the highway service for 2014/15 was some way short of the allocated budget. Under these circumstances, consideration of the impact of the budget reductions on the overall highways service is not really measurable by the volume of work delivered.

An alternative way of assessing the impact on the highways service from reduced budgets would be to look at the overall condition of the highway network. Data is gathered every year and provided to the Department for Transport through 'road condition indicators'. The following table and chart show that, from the point at which the contract started in October 2013, the condition of A-roads, B & C-roads and the unclassified network has continued to improve.



	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-15
<b>A Roads (NI 168)</b>	4%	4%	5%	4%	3%	2%
<b>B &amp; C Roads (NI 169)</b>	6%	8%	11%	10%	8%	6%
<b>U Class (BV224b)</b>		27%	30%	31%	31%	29%

This indicates that road condition throughout Suffolk has been managed and addressed more effectively, in spite of the removal of £2m of revenue funding at the start of the Highway Services Contract. Equally, the above chart demonstrates that the condition of unclassified roads in Suffolk is in need of significantly more attention than the A, B and C roads. The works undertaken in 2016/17 will place a far greater emphasis on this (major) part of the highway network.

A further factor to consider is that the scale and condition of the highway assets to be maintained are ever changing. The process of decluttering removes the need for ongoing maintenance whilst the highway adoption process increases the maintenance burden in that there is no longer growth in financial allocations from central government through increased road length. An example of the impact of such variability is illustrated by the number of lighting-related assets that Suffolk County Council has been maintaining, as illustrated by the following table:

	2012/13	2013/14	2014/15
No. of lighting assets maintained	68,690	69,196	69,078

The number of lighting assets increases through the adoption process but also decreases, for example, as a consequence of changing column spacings through the street lighting column replacement programme and identification of columns that can be permanently switched off without detriment to the travelling public. The varying number of lighting-related assets thus varies the demand on the service and, in turn, the budget required.

Given all of the above, there is no clear benefit to be gained from the huge administrative task of aggregating data from the 64,000 invoices generated during the first two years of the contract, split down on a financial year basis as the outcome of such a task would be equivalent to 'comparing apples with pears' rather than 'apples with apples'.

**iv) an update on the resolution of outstanding accounts and details of current position;**

The resolution of outstanding accounts is continuing and, at the time of writing, completion of the assessment of the sample of orders is on schedule for completion at the end of January 2016. Subsequently, the findings of the evaluation of these sample orders will be translated across all outstanding accounts. The intention is to resolve these outstanding accounts and process any necessary payments by the end of the financial year. As an interim measure, some 'on account, without prejudice' payments have been made whilst this process has continued (so as to provide some short-term alleviation of cashflow pressures on Kier) and whilst evidence is accumulated on areas in which Kier has incurred expense but not recompense. Submission of evidence by Kier of these currently unmet costs is expected at the end of January 2016 with a view to securing agreement on and resolution of such matters by the end of the financial year.

**v) an indication of the extent to which performance of the highways service was consistent across the county;**

There is inevitably variation in both the quality and volume of work undertaken by different members (and gangs) of the operational workforce due to both the skills and capabilities of the individual operatives and the quantity/nature of the works ordered, the accuracy of the works ordered and the nature of what is found on site. Whilst some gangs will work on an area-by-area basis (particularly in relation to reactive maintenance works), other gangs will operate across the entire county. However, over time, the area offices have established different working practices in the way in which County Council officers interface with Kier personnel. This is partly down to proximity of staff (i.e. joint occupation at the Phoenix House depot by Kier, the Ipswich Area Team and the Central Area Team – as opposed to the relative 'isolation' of staff at West Suffolk House, Saxmundham and Riverside) and the frequency and location at which they meet, as well as the way in which work is ordered from Kier. For example, road markings are ordered on a zonal basis in some areas but a more individualised order approach is taken elsewhere. The 'systems thinking' based end-to-end review in the Integration Workstream of the Highways

Transformation Programme is now starting to look at the various processes in place, explore what other options are available and implement the most effective process across the entire county.

This standardisation of process will ensure that there is far greater consistency in the way in which the operational workforce is directed to undertake work in the future. This approach has the potential to achieve more efficient working, particularly if a resource-efficient zonal approach is deployed rather than the more randomised work location approach that currently exists. However, this outcome is dependent upon a more programmed approach to some forms of reactive repair, enabled by changes to timescales in the Highway Maintenance Operational Plan, works ordering processes and more effective joint decision-making. This is considered to be best achieved by the allocation of greater levels of resource by Suffolk Highways in the control hub at Phoenix House, currently only occupied by Kier personnel.

For further information please contact: Mark Stevens, Assistant Director (Operational Highways); Email: [mark.stevens@suffolk.gov.uk](mailto:mark.stevens@suffolk.gov.uk); Telephone: (01473) 264994.

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## **2. Update from New Anglia Local Enterprise Partnership**

On 4 June 2015, the Scrutiny Committee made a number of recommendations in respect of the work taking place with the New Anglia Local Enterprise Partnership (NALEP). As part of the recommendations, the Committee requested:

- an analysis of the performance of the Growing Business Fund and Small Grants Fund broken down into economic sectors for Suffolk, once this work had been completed;
- a breakdown of the aims of the Strategic Economic Plan (95,000 more jobs, 10,000 new businesses and 117,000 more homes), separated into figures for Norfolk and figures for Suffolk;

The responses to these requests are set out in Appendices 2 and 3 of today's information bulletin.

The Committee also requested an update on the outcomes from a review of Growth Hubs. An independent evaluation of the performance of the Growth Hub has just been completed by a team of researchers from Aston University. This will be shared with the LEP Board in the next few weeks, after which the report will be made available to the Committee.

For further information, please contact: Jai Raithatha, Head of Economic Development, Suffolk County Council; Email: [jai.raithatha@suffolk.gov.uk](mailto:jai.raithatha@suffolk.gov.uk). Telephone: 01473 264819.

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### **3. Suffolk Flood Risk Management Scrutiny Sub-Committee**

The Suffolk Flood Risk Management Scrutiny Sub-Committee met on 30 October 2015 at the offices of Mid Suffolk District Council, Needham Market. This is a joint Committee chaired by Cllr Mary Evans, and representatives of Suffolk County Council, Babergh District Council, Forest Heath District Council, Ipswich Borough Council, Mid Suffolk District Council, St Edmundsbury Borough Council and Waveney District Council were present at the meeting.

The Sub-Committee considered the draft Suffolk Flood Risk Management Strategy, which was first published in early 2013 but is now being reviewed and updated by the Suffolk Flood Risk Management Partnership. The Committee made a number of recommendations, including that all councillors and partner organisations should be encouraged to comment on the updated draft and that councillors should support the adoption of the revised strategy through their respective political processes. A copy of the draft document is available on the website [www.greensuffolk.org/SFRMP](http://www.greensuffolk.org/SFRMP).

The Sub-Committee also considered a report about the way in which the Suffolk Local Planning Authorities (LPAs) and Suffolk County Council were working together to implement Sustainable Drainage (SuDS) legislation, and welcomed Graham Thomas, Head of Planning and Environment, Essex County Council, who gave a presentation about the work of the Essex Lead Local Flood Authority.

Following consideration of the evidence, the Sub-Committee agreed:

- a) To recommend that, with the advice of the Suffolk Flood and Coastal Policy Manager, the Suffolk Chief Fire Officer should consider adopting the model of community engagement used by Essex Fire Service for communities affected by flooding.
- (b) To recommend that each planning committee (members and substitute members) in Suffolk should receive training on assessing possible flood risk, including understanding the wider context to which each planning application related.
- (c) To recommend that Suffolk County Council should consider providing a short video summary of the Suffolk Flood Risk Management Strategy, similar to that produced by Essex County Council.
- (d) To recommend to the Suffolk County Council Cabinet Member with responsibility for flooding:
  - i) That he should seek the support of Suffolk Public Sector Leaders to develop a consistent approach to charging for pre-application advice in respect of SuDs.
  - ii) That he should recommend to the County Council's Cabinet that adequate resources should be made available for the Council to administer its duties under the Flood and Water Management Act.
  - iii) That he should work with District and Borough colleagues to encourage communities to pick up their responsibilities in relation to flood risk management.

- iv) That he should consider using council tax information to encourage individual householders to maintain their property to reduce the risk of flooding.
- v) That he should ask the Cabinet to consider the Council's position with regard to supporting suitable arrangements for the adoption and long term maintenance of SuDs.
- vi) That he should recommend to the Local Government Association (LGA) that they work with the Royal Institute of British Architects (RIBA) proposing that where appropriate SuDs that are coterminous with green space be part of the infrastructure for new developments and encourage consideration of long term maintenance as part of the project design.

The next meeting of the Sub-Committee will be held on 10 June 2016. The latest issue of Suffolk Flood and Coastal News, which provides information about local and national issues relating to flooding, coastal and estuarine management, community emergency preparedness and business resilience, can be found via the following link:

<http://www.greensuffolk.org/assets/Greenest-County/Water--Coast/Suffolk-Flood--Coastal-News/Jan-2016.pdf>

For further information please contact: Katherine Bailey Democratic Services Officer; Email: [Katherine.Bailey@Suffolk.gov.uk](mailto:Katherine.Bailey@Suffolk.gov.uk), Telephone: 01473 260132.

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#### **4. Details of proposals for funding drainage improvement works**

At its meeting on 26 November 2015, the Scrutiny Committee undertook pre-decision scrutiny of the County Council's budget for 2016/17. The Committee made a number of recommendations including a request for details of proposals for funding of drainage improvement works.

As identified at the Scrutiny Committee on 26 November 2015, there is no annually recurring funding source for drainage improvement works. For 2015/16, one-off funding is being allocated from the On-Street Car Parking Account surplus but this does not reflect an appropriate manner in which to ensure that the maintenance and improvement of Suffolk's drainage-related assets are funded.

As a preliminary measure, in the absence of a robust appraisal process for determining the financial needs of all highway infrastructure assets, Suffolk Highways is undertaking a relatively crude re-casting of revenue and capital funding for highway maintenance during January/February 2016. The purpose of this re-casting is to try to allocate a relatively sensible level of funding of the maintenance of all highway network assets for the 2016/17 financial year. However, this re-casting will be refined for the 2017/18 year, based upon:

- (a) the adoption of a more robust needs-led, zero-based budgeting process (undertaken through the Finance and Asset Management Workstreams of the Highways Transformation Programme) and



- (b) consideration during the 2016/17 financial year of how realistic the crude re-casting has proven to be in terms of funding actual maintenance levels to achieve the desirable levels of preventative maintenance.

For further information, please contact: Mark Stevens, Assistant Director, Operational Highways; Email: [mark.stevens@suffolk.gov.uk](mailto:mark.stevens@suffolk.gov.uk) Telephone: 01473 264994.

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## **5. Safe Routes to School work**

At its meeting on 26 November 2015, the Scrutiny Committee undertook pre-decision scrutiny of the County Council's budget for 2016/17. The Committee made a number of recommendations, including requesting details of the Safe Routes to School work and who was involved in this. Members sought confirmation that appropriate interested parties were being involved in the Safe Routes to School work, including the police and schools road safety team.

The County Council provides free home to school transport to 1,590 students to 78 schools in Suffolk on the grounds of routes to school within 2 miles (for under 8 year olds) or 3 miles (over 8 year olds) being unsafe to walk. This costs the County Council on average £1,351,500 per year. Most of these unsafe routes have been established as a result of appeals from parents. Since the 1980s there have been over 400 appeals upheld as "not safe" as reviewed by the County Council's Education Transport Appeals Committee. As part of the Travel Transformation Programme a review of the historic appeals has been initiated with a view to identifying routes where conditions have changed (road or rights of way improvements have been made) or where it is thought that it might be cost effective for improvements to be made to enable students to walk to school. Any improvements to the highway or right of way will benefit both students and the general public, enabling the County Council to promote sustainable travel options such as walking and cycling to the benefit of personal health and wellbeing.

When unsafe routes are identified for investigation they need to have a Safety Assessment undertaken by our Highways contractor Kier, who has sub contracted all route assessment work (including that undertaken for any new appeals) to Alpha. A completely fresh assessment is made (using Road Safety GB/ROSPA guidelines) including the potential of any rights of way that would enable students to walk to school within the 2/3 mile distance maximum. It is the intention to make the Education Transport Appeals Committee and relevant County Councillors aware of assessments being commissioned so they have an opportunity to comment on any particular known issues before the assessment takes place. The assessment will give estimates of the cost of any works that will be required to make routes safe. If it is cost effective for works to be undertaken, further dialogue will be undertaken with the local councillor and engagement that meets local needs will be developed. This will include parents, the school (as changes will mean the need for update to their school travel plan) and could include the Police if thought relevant. The purpose of the engagement will be to enable notice to be given before any improvements are completed, enabling local concerns to be addressed.

For further information, please contact Aidan Dunn, Assistant Director, Procurement and Passenger Transport; Email: [Aidan.dunn@suffolk.gov.uk](mailto:Aidan.dunn@suffolk.gov.uk); Telephone: 01473 264394.

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## **6. Ipswich Park and Ride Services – Data**

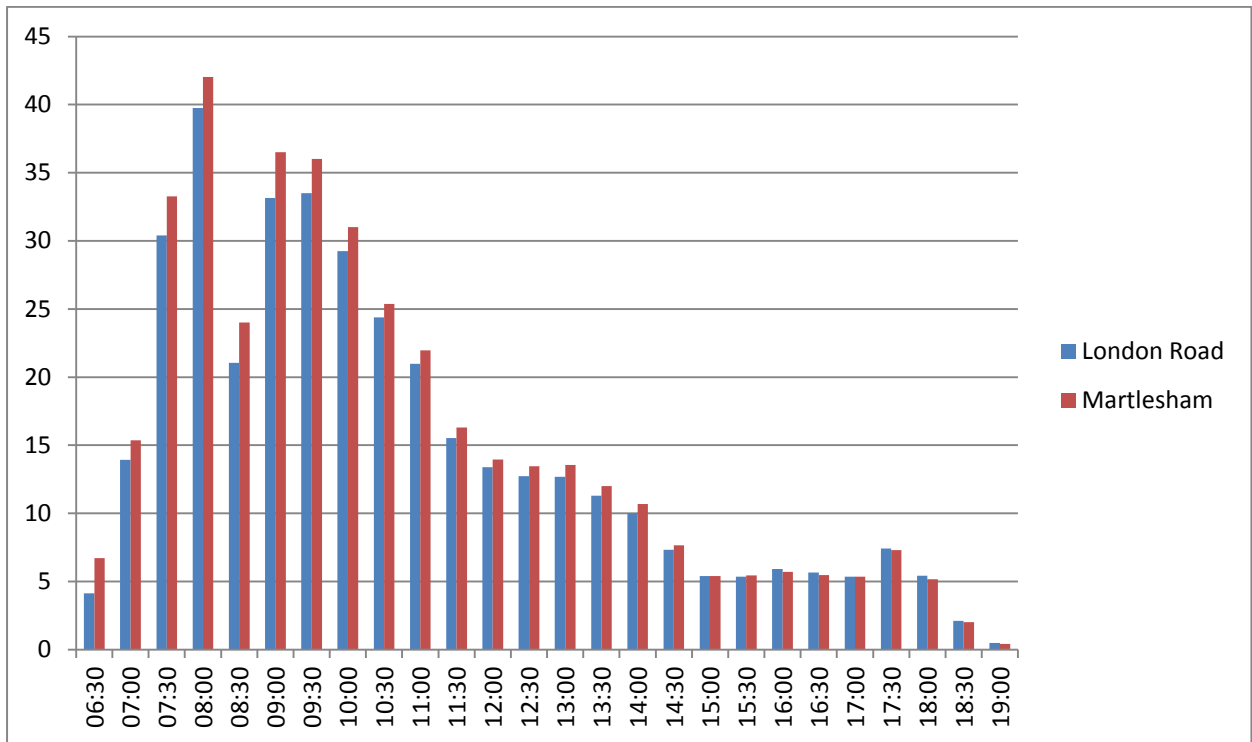
At its meeting on 26 November 2015, the Scrutiny Committee undertook pre-decision scrutiny of the County Council's budget for 2016/17. Members were aware that if the Park and Ride service was unable to become self-financing, the Council would consider withdrawing from the entire operation. Members wished to know whether, in collecting data on Park and Ride usage, officers had taken into account considerations such as seasonal variations and the impact of Travel Ipswich on bus services.

A working group is being established to examine all aspects of the Ipswich Park and Ride service. Officers are looking to work with local business representatives, major employers, bus operators and Borough Council colleagues to try to find a solution which enables a service to continue to operate, but without the County Council subsidy. Options we are considering include; reduce the running cost of the service, seeking contributions from partners, generating additional demand and revenue, seeking support from the town major employers, and seeking other sources of external funding. As part of its remit, the working group will look at data including seasonal variations.

Examples of the available data are illustrated below:

Data has been taken over last two years so impact of variations is averaged over this period. Patronage is now falling at 3.36% on average.

**Average car count data over last two years at half hourly intervals at London Road and Martlesham Park & Ride sites (3 November 2013 to 29 November 2015).**



**Park & Ride patronage trends over last two years on weekly basis showing percentage change (3 November 2013 to 29 November 2015).**

Week Comm	Days operated	Single journeys	Pax per day	Year on year variance	Percentage change	Week Comm	Days operated	Single journeys	Pax per day	Year on year variance	Percentage change	Week Comm	Days operated	Single journeys	Pax per day	Year on year variance	Percentage change
						30-Mar-14	6	4189	698			05-Apr-15	5	3148	630	-69	-9.82%
						06-Apr-14	6	4021	670			12-Apr-15	6	4099	683	13	1.94%
						13-Apr-14	5	3245	649			19-Apr-15	6	4403	734	85	13.07%
						20-Apr-14	5	3668	734			26-Apr-15	6	4526	754	21	2.83%
						27-Apr-14	6	4523	754			03-May-15	5	3530	706	-48	-6.35%
						04-May-14	5	3312	662			10-May-15	6	4486	748	85	12.87%
						11-May-14	6	4313	719			17-May-15	6	4291	715	-4	-0.51%
						18-May-14	6	4092	682			24-May-15	5	3022	604	-78	-11.38%
						25-May-14	5	3147	629			31-May-15	6	4000	667	37	5.92%
						01-Jun-14	6	4174	696			07-Jun-15	6	3961	660	-36	-5.10%
						08-Jun-14	6	4395	733			14-Jun-15	6	3957	660	-73	-9.97%
						15-Jun-14	6	4126	688			21-Jun-15	6	3891	649	-39	-5.70%
						22-Jun-14	6	4344	724			28-Jun-15	6	3655	609	-115	-15.86%
						29-Jun-14	6	4125	688			05-Jul-15	6	3637	606	-81	-11.83%
						06-Jul-14	6	3931	655			12-Jul-15	6	3529	588	-67	-10.23%
						13-Jul-14	6	3457	576			19-Jul-15	6	3473	579	3	0.46%
						20-Jul-14	6	3924	654			26-Jul-15	6	3623	604	-50	-7.67%
						27-Jul-14	6	4065	678			02-Aug-15	6	3568	595	-83	-12.23%
						03-Aug-14	6	3838	640			09-Aug-15	6	3922	654	14	2.19%
						10-Aug-14	6	3982	664			16-Aug-15	6	3419	570	-94	-14.14%
						17-Aug-14	6	4071	679			23-Aug-15	6	3754	626	-53	-7.79%
						24-Aug-14	5	3407	681			30-Aug-15	5	3446	689	8	1.14%
						31-Aug-14	6	4496	749			06-Sep-15	6	4705	784	35	4.65%
						07-Sep-14	6	4612	769			13-Sep-15	6	4349	725	-44	-5.70%
						14-Sep-14	6	4528	755			20-Sep-15	6	4378	730	-25	-3.31%
						21-Sep-14	6	4744	791			27-Sep-15	6	4386	731	-60	-7.55%
						28-Sep-14	6	4614	769			04-Oct-15	6	4753	792	23	3.01%
						05-Oct-14	6	4796	799			11-Oct-15	6	4826	804	5	0.63%
						12-Oct-14	6	4696	783			18-Oct-15	6	4692	782	-1	-0.09%
						19-Oct-14	6	4786	798			25-Oct-15	6	4167	695	-103	-12.93%
						26-Oct-14	6	4127	688			01-Nov-15	6	4739	790	102	14.83%
						02-Nov-14	6	4913	819			08-Nov-15	6	4686	781	-38	-4.62%
						09-Nov-14	6	5221	870	-145	-14.27%	15-Nov-15	6	4796	799	-71	-8.14%
03-Nov-13	6	6090	1015			16-Nov-14	6	6154	1026	-30	-2.86%	22-Nov-15	6	5723	954	-72	-7.00%
17-Nov-13	6	5765	961			23-Nov-14	6	5956	993	32	3.31%	29-Nov-15	6	5766	961	-32	-3.19%
24-Nov-13	6	5575	929			30-Nov-14	6	6616	1103	174	18.67%		6	6394	1066	-37	-3.36%
01-Dec-13	6	5580	930			07-Dec-14	6	6564	1094	164	17.63%		6	6343	1057	-37	-3.36%
08-Dec-13	6	5553	926			14-Dec-14	6	6633	1106	180	19.45%		6	6410	1068	-37	-3.36%
15-Dec-13	6	5495	916			21-Dec-14	4	3564	891	-25	-2.71%		6	5166	861	-30	-3.36%
22-Dec-13	4	2206	552			28-Dec-14	5	2681	536	-15	-2.77%		6	3109	518	-18	-3.36%
29-Dec-13	5	3299	660			04-Jan-15	6	4358	726	67	10.08%		6	4212	702	-24	-3.36%
05-Jan-14	6	4761	794			11-Jan-15	6	4028	671	-122	-15.40%		6	3893	649	-23	-3.36%
12-Jan-14	6	4410	735			18-Jan-15	6	4131	689	-47	-6.33%		6	3992	665	-23	-3.36%
19-Jan-14	6	4245	708			25-Jan-15	6	4530	755	48	6.71%		6	4378	730	-25	-3.36%
26-Jan-14	6	4292	715			02-Feb-15	6	4387	731	16	2.21%		6	4240	707	-25	-3.36%
02-Feb-14	6	4192	699			08-Feb-15	6	4463	744	45	6.46%		6	4313	719	-25	-3.36%
09-Feb-14	6	4197	700			15-Feb-15	6	3976	663	-37	-5.27%		6	3842	640	-22	-3.36%
16-Feb-14	6	4188	698			22-Feb-15	6	4255	709	11	1.60%		6	4112	685	-24	-3.36%
23-Feb-14	6	4510	752			01-Mar-15	6	4491	749	-3	-0.42%		6	4340	723	-25	-3.36%
02-Mar-14	6	4493	749			08-Mar-15	6	4544	757	9	1.14%		6	4391	732	-25	-3.36%
09-Mar-14	6	4415	736			15-Mar-15	6	4323	721	-15	-2.08%		6	4178	696	-24	-3.36%
16-Mar-14	6	4404	734			22-Mar-15	6	4443	741	7	0.89%		6	4294	716	-25	-3.36%
23-Mar-14	6	4274	712			29-Mar-15	5	3131	626	-86	-12.09%		6	3631	605	-21	-3.36%
Averages						Averages						Averages (actuals only)					
Week Comm	Days operated	Single journeys	Pax per day	Year on year variance	Percentage change	Week Comm	Days operated	Single journeys	Pax per day	Year on year variance	Percentage change	Week Comm	Days operated	Single journeys	Pax per day	Year on year variance	Percentage change
		4680	794					4688	805	11	1.14%			4152	704	-26	-3.36%
<b>Total pax numbers</b>						231110						<b>Total pax numbers</b>					
												226544					
												-4566 (includes estimates)					
<b>Total service cost</b>						£712,317.36						<b>Total service cost</b>					
												£712,317.36 (estimated - maintenance costs may vary)					

Figures in yellow cells extrapolated assuming continued fall in patronage at average figure of 3.36%

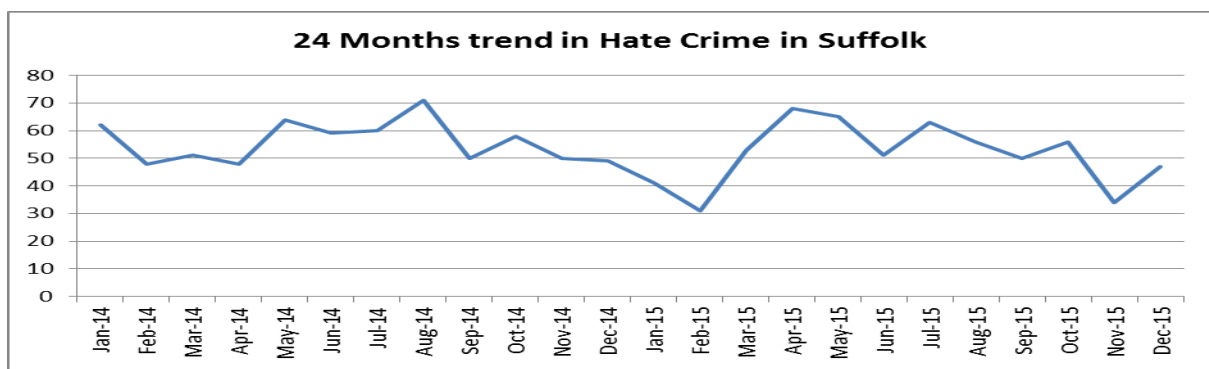
For further information, please contact: Tracey Vobe/Sally Harper, Passenger Transport Manager, [tracey.vobe@suffolk.gov.uk](mailto:tracey.vobe@suffolk.gov.uk) or [sally.harper@suffolk.gov](mailto:sally.harper@suffolk.gov) Telephone: 01473 265057.

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## 7. Data to demonstrate the prevalence of hate crime in Suffolk

At its meeting on 26 November 2015, the Scrutiny Committee requested: “data to demonstrate the prevalence of hate crime in Suffolk”

Suffolk County Council has been involved in encouraging the reporting of discrimination and prejudice and supporting victims for more than 15 years. Initially this was through the Racial Harassment Initiative and since 2009 through the partnership work with Suffolk Constabulary in the Suffolk Hate Crime Service. Both Suffolk County Council and Suffolk Constabulary encourage the reporting of hate crime and see an increase as a positive change. Hate Crime continues to be under reported nationally however “Suffolk shows the highest rates of police recorded Hate Crime (per 100,000 population) when compared to the other seven police forces in the Most Similar Force Areas group. The fact that incidents of Hate Crime are notoriously under reported suggests that the police and other agencies in Suffolk have encouraged higher reporting levels than comparable police forces<sup>1</sup>.”



This graph highlights the fluctuation in hate crime reporting over two years. It has been identified that during the summer months hate crime reporting increases, due to the likelihood of outdoor engagement and Anti Social Behaviour which targets individuals or communities. There has been a marked drop in recording of hate crime during October 2015 due to the new Police recording system, Athena, being implemented. Work is ongoing to ensure all hate crimes are correctly recorded in future. Further work is being carried out to increase the number of 3<sup>rd</sup> party hate crime reporting centres across Suffolk to encourage people to report the incidents they are victims of, to people they trust.

In 2015 38% of all Hate Crime recording was in Ipswich with the lowest recording of 4% in Mid Suffolk. Racial incidents remain the most prominent type accounting for 67% of all 2015 records. Whilst religious hate crime only accounts for 3% this could be due to recording practices with some religious hate crime being recorded as race. Of all other hate crimes 16% is disability, 12% sexual orientation and 2% transgender.

In recent years Suffolk County Council collated and analysed the number of Prejudice Related Incidents within schools. This year the requirement to inform SCC has been withdrawn and we no longer have this information. The County Strategic

<sup>1</sup> Wong, Christmann, Meadows, Albertson and Senior (2013) Hate Crime in Suffolk Understanding Prevalence and support needs.

lead for Hate Crime works with schools to address issues of Prejudice Related Incidents and encourage schools to record these incidents internally.

For further information, please contact: Deborah Charles, Community Safety Coordinator, Email: [deborah.charles@suffolk.gov.uk](mailto:deborah.charles@suffolk.gov.uk) Telephone: 07540674981.

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## **8. Highways Capital Projects 2015/16**

At its meeting on 26 November 2015, the Scrutiny Committee undertook pre-decision scrutiny of the County Council's budget for 2016/17. The Committee made a number of recommendations, including a request for a comprehensive list of highways capital projects.

A list of projects has now been published and can be accessed from: <http://committeeminutes.suffolkcc.gov.uk/meeting.aspx?d=10/Feb/2016&c=Scrutiny Committee>

The list constitutes the projects identified for the 2015/16 financial year. A further list of highways projects funded by capital allocations for the 2016/17 financial year is being compiled at the moment and will be combined with those schemes that are not completed by the end of March 2016. That further list will reflect the asset management approach set out in the report to the Cabinet on 10 November 2015 entitled "Adoption of Highway Infrastructure Asset Management Policy and Strategy Documents" to better ensure that projects that represent prudent investment are taken forward.

For further information please contact: Mark Stevens, Assistant Director (Operational Highways); Email: [mark.stevens@suffolk.gov.uk](mailto:mark.stevens@suffolk.gov.uk); Telephone: (01473) 264994.

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