



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS To be made by the Lead Member for Transport and Environment,
Councillor Carl Maynard

MONDAY, 19 OCTOBER 2015 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 14 September 2015 (*Pages 3 - 8*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Petition for Safe and Accessible Pavements in Ashford Road, Hastings (*Pages 9 - 14*)
Report by the Director of Communities, Economy and Transport
- 5 Petition requesting a 40mph speed restriction on Coopers Green Road, Uckfield
(*Pages 15 - 22*)
Report by the Director of Communities, Economy and Transport
- 6 Petition requesting a more frequent bus service 129 in Winterbourne, Lewes (*Pages 23 - 24*)
Report by the Director of Communities, Economy and Transport
- 7 Notice of Motion: use of neonicotinoid pesticides on East Sussex County Council land
(*Pages 25 - 30*)
Report by the Director of Communities, Economy and Transport
- 8 Current and Future Developments in Highway Asset Management (*Pages 31 - 76*)
Report by the Director of Communities, Economy and Transport
- 9 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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9 October 2015

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 14 September 2015 at County Hall, Lewes

Councillor Bentley spoke on items 6 and 9 (see minute 23 and 26)
Councillor Claire Dowling spoke on items 4 and 9 (see minutes 21 and 26)
Councillor Hodges spoke on items 7 and 10 (see minutes 24 and 27)
Councillor O'Keeffe spoke on items 7, 8 and 9 (see minutes 24, 25 and 26)
Councillor Pursglove spoke on item 9 (see minute 26)
Councillor St Pierre spoke on items 4, 6, 8, 9 and 10 (see minutes 21, 23, 25, 26 and 27)
Councillor Stogdon spoke on items 6, 9 and 10 (see minutes 23, 26 and 27)

18 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 20 JULY 2015

18.1 Councillor Maynard approved as a correct record the minutes of the meeting held on 20 July 2015.

19 DISCLOSURE OF INTERESTS

19.1 Councillor Bentley declared a personal interest in Item 6, in that he is a member of the Health and Wellbeing Board which allocated the Public Health funding for the project, but he did not consider it to be prejudicial.

19.2 Councillor Claire Dowling declared personal interests in: Item 4 as a Member of Wealden District Council and the Project Board; and Item 9 as the Wealden District Council portfolio holder for this area of responsibility, but she did not consider these to be prejudicial.

19.3 Councillor Maynard declared personal interests in Items 9 and 10, as Leader of Rother District Council, but he did not consider this to be prejudicial.

19.4 Councillor O'Keeffe declared a personal interest in Item 9 as a Member of Lewes District Council, but she did not consider this to be prejudicial.

19.5 Councillor St Pierre declared a personal interest in Item 9 in that her husband was the Chair of the East Sussex Internal Drainage Board (IDB) Steering Group, but she did not consider this to be prejudicial.

20 REPORTS

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

21 UCKFIELD HIGH STREET IMPROVEMENTS - STAGE 2

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

DECISIONS

21.2 RESOLVED to (1) Agree in principle to the implementation of the Uckfield High Street Improvement Scheme Stage 2;

(2) Agree that the Scheme progresses with a 30 minutes stay for the 23 parking spaces on the High Street;

(3) Support the provision of up to two parking bays for blue badge holders on the High Street;

(4) Authorise the use of a one-way traffic management scheme to be utilised during the construction period subject to further consideration in conjunction with the appointed contractor, and delegate power to the Director of Communities, Economy and Transport to authorise the final scheme; and

(5) Request that a clear Communications Plan be produced, to cover the preparation and construction phases to inform businesses and the public of when and where changes will happen, and to provide early notice of any potential delays.

Reasons

21.3 The Stage 2 Improvement Scheme for Uckfield High Street should be progressed, based on the consultation responses and the analysis provided. There will also be up to two allocated bays reserved for blue badge holders, to be sited after consultation with the Wealden Disability Group.

21.4 Further work will be carried out to explore the use of a one-way traffic management solution during the construction period with consideration given to determining whether a northbound or southbound direction is the optimum solution.

22 YOUR ENERGY SUSSEX

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

DECISION

22.2 RESOLVED to (1) Note the expected benefits of becoming an Affiliate Partner;

(2) Agree that the County Council becomes an Affiliate Partner rather than a Strategic Partner; and

(3) Delegate to the Director of Communities, Economy and Transport authority to take all actions necessary to give effect to the decision to become an Affiliate Partner including authority to enter into all necessary agreements.

Reasons

22.3 It is no longer appropriate for the County Council to sign up to the YES Partnership as a Strategic Partner. However, there are considerable potential benefits to the County Council and East Sussex businesses and residents, from the County Council joining the YES Partnership as an Affiliate Partner. This does not require the County Council to contribute any finance to the YES Partnership.

23 CAPITAL BUDGET FOR SPEED MANAGEMENT 2015/16

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

DECISIONS

23.2 RESOLVED to agree the Capital Programme for Speed Management for the 2015/16 financial year as outlined in Appendix 1.

23.3 £125,000 of Public Health Grant Funding has been made available for speed management to help reduce the number of injury crashes in the county. The Road Safety team have conducted speed surveys and met with Sussex Police and identified the priority list.

24 COUNCIL ORDER FOR THE EAST SUSSEX PERMIT SCHEME

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

DECISIONS

24.2 RESOLVED to (1) authorise a Council Order to be made to continue the East Sussex Permit Scheme with the amendments as required by legislation (Deregulation Act 2015); and

(2) note the legislation requires the Council Order to be in force by 1 October 2015.

Reasons

24.3 The current scheme has been a success, improving planning by utility companies and their execution of necessary works in our highways, leading to reduced congestion. Recent legislation requires the County Council's current permit scheme to be amended and re-issued by a Council Order if it is to continue to operate.

25 STATION ROAD, LEWES - EXPERIMENTAL TRAFFIC REGULATION ORDER (TRO)

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

DECISIONS

25.2 RESOLVED to authorise the making of an experimental Traffic Regulation Order to allow waiting restrictions and loading, disabled and taxi bays to be introduced in the Lewes Station forecourt area.

Reasons

25.3 The Lewes Station Forecourt Improvement Scheme will provide significant improvements for pedestrians and better traffic management in Station Road. Introducing the scheme under an experimental Traffic Regulation Order will enable the necessary parking restrictions to be monitored and reviewed before a decision is taken as to whether they should be made permanent.

26 ENVIRONMENT AGENCY PROPOSALS FOR THE OUSE, CUCKMERE AND PEVENSEY INTERNAL DRAINAGE DISTRICTS

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

26.2 The Lead Member and other Members present expressed serious concern at the decision taken by Lewes District Council not to support a new IDB for the Ouse, with the subsequent potential impact on funding and the situation in the Ouse District.

DECISIONS

26.3 RESOLVED to (1) Support the Environment Agency's proposals to dissolve the Cuckmere and Pevensey Levels Internal Drainage Districts and re-establish the Cuckmere and Pevensey Levels Districts with one Internal Drainage Board;

(2) Accept the dissolution of the Ouse Internal Drainage District in principle subject to further discussions with Lewes District Council on flood risk management priorities within the area, and, further negotiations with the Environment Agency and others on funding for the County Council's additional burden of Ordinary Watercourse Consenting and enforcement in the Ouse District; and

(3) Authorise the Director of Communities, Economy and Transport (in consultation with Lead Member for Transport and Environment) to:

- a. Agree the final response to the Environment Agency on this matter; and
- b. Agree the County Council's representation on the proposed Pevensey and Cuckmere Water Level Management Board;
- c. Produce a further report following the consultation period to formally appoint the County Council's representative.

Reasons

26.4 The dissolution of the Cuckmere and Pevensey Levels IDD and replacement with one Board can be supported. The dissolution of the Ouse IDD could be accepted in principle, subject to further discussions with LDC on flood risk management priorities in the area, and further negotiations with the EA and others on funding for the County Council's additional burden on OWC and enforcement in the Ouse IDD outside the main river. Given the County Council's interest in the delivery of flood risk management services, the EA's invitation for County Council to take a seat on the new Internal Drainage Board for Cuckmere and Pevensey Levels should be accepted in principle, subject to further investigations.

27 BEXHILL TO HASTINGS LINK ROAD - CONTRACTUAL ARRANGEMENTS FOR ARCHAEOLOGY POST EXCAVATION ASSESSMENT, ANALYSIS, REPORTING AND ARCHIVING

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

DECISIONS

27.2 RESOLVED to authorise the novation of the Bexhill to Hastings Link Road Archaeology Subcontract over to East Sussex County Council to be overseen by the County Archaeologist.

Reasons

27.3 The novation will provide the County Council with direct control of the work which means it can be undertaken at an affordable cost, proportionate to the significance of the findings of the fieldwork, and to spread the cost over a longer period of time during which alternative sources of funding may be sought.

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Report to: **Lead Cabinet Member for Transport and Environment**

Date of meeting: **19 October 2015**

By: **Director of Communities, Economy and Transport**

Title: **Petition for Safe and Accessible Pavements in Ashford Road, Hastings**

Purpose: **To consider a petition presented by Councillor Andrew Batsford for the resurfacing of pavements in Ashford Road, Hastings.**

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Advise the petitioners that their request for the full resurfacing of the pavements in the Ashford Road area has been assessed by the local Highway Steward and maintenance engineers;**
 - (2) Advise the petitioners that the condition of the pavements in Ashford Road does not warrant whole scale replacement at this time; and**
 - (3) Reassure the petitioners that the area concerned will continue to be inspected by the local Highway Steward and that all defects will continue to be repaired in accordance with the existing County Council highway maintenance policy.**
-

1. Background Information

1.1 In March 2014 the Economy, Transport and Environment Scrutiny Committee considered a proposal to alter the footway intervention levels within the Highways Maintenance Policy to reduce the likelihood of trips and falls in certain areas of the County. This debate was triggered by a request for pavements in the Ashford Road / Ashford Way area to be replaced in recognition of the predominantly elderly population who live in and around Ashford Road. The Economy, Transport and Environment Scrutiny Committee considered the matter, but was resolved not to recommend a change to the existing policy due to the following:

- the County Council maintenance policy ensures a consistent approach to maintenance is applied to all users and to all parts of the County;
- there was insufficient substantive evidence that a change of policy would be significantly beneficial;
- it was recognised that trips and falls are treated very seriously by the County Council, however they form a very small percentage of the overall identified footway defects; and
- that, (given the discretion afforded to the Highway Stewards in monitoring and giving effect to the existing policy) and the significant additional costs, the Committee was not minded to recommend any policy change.

1.2 In June 2015 Councillor Hodges, Councillor Batsford and several local residents accompanied the local Highway Steward on an inspection of Ashford Road. During this

inspection, four minor defects were identified in accordance with the existing County Council maintenance policy, and were subsequently repaired.

2 Supporting Information

2.1 The Highway Steward and highway maintenance engineers have noted that the pavements along Ashford Road are in a serviceable condition and do not require whole scale replacement at this time.

2.2 The pavements in question will continue to be monitored closely by the Highway Steward and any defects which are considered to be a danger to the public, based on the location and anticipated deterioration rate, will be escalated for further intervention in accordance with the maintenance policy.

2.3 The highways Asset Management team have carried out a preliminary condition survey across the pavement network of East Sussex and identified those in need of repair. Work is underway to determine the level of investment required to bring pavements across the county up to an appropriate standard and to establish a long term, prioritised programme of maintenance, applied consistently and objectively across the County. It is anticipated that this work will be completed in early 2016.

2.4 The current budget for pavement repairs across East Sussex in 2015/16 is £600,000. By comparison, approximately £257,000 was spent on pavement maintenance works within the Borough of Hastings in 2014/15. This maintenance ranged from minor repairs to the removal of paving slabs and pavement resurfacing works. **See appendix 1.**

2.5 An assessment of the area concerned has been carried out by the local Highway Steward and maintenance engineers, and the cost of carrying out full resurfacing of the pavements from the top of Ashford Road to the junction with St Helens, is approximately £92,275. This equates to over 15% of the total annual footway maintenance budget.

2.6 There have been no recorded claims along Ashford Road in Hastings in relation to trips and falls within the last three years.

3 Conclusion and Reasons for Recommendations

3.1 The request for the full resurfacing of pavements along Ashford Road in Hastings has been assessed by highway maintenance engineers, and the pavements are found to be in a serviceable condition and therefore do not warrant whole scale replacement at this time.

3.2 There has been significant investment in the maintenance of pavements throughout the Borough of Hastings, and where defects are identified, maintenance will continue to be carried out; the County Council maintenance policy ensures a consistent approach to maintenance is applied to all users and to all parts of the County.

3.3 It is therefore recommended that the Lead Member informs the petitioners that the request for the full resurfacing of pavements along Ashford Road will not be taken forward at this time, but that priorities for this road will be understood once the Asset Management footway plan has been completed.

3.4 In the meantime the local Highway Steward will continue to monitor the condition of the pavements in Ashford Road, and any defects that meet with the County Council policy will be repaired.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

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Appendix 1**Pavement resurfacing works completed in Hastings 2014/15.**

Road Name	Treatment	Cost
Ashford Way	Slab to black and slurry sealing	£31,200
Canterbury Rise	Slab to black and slurry sealing	£7,600
Benenden Rise	Slab to black and slurry sealing	£7,800
Ghyllside Avenue	Minor repairs and slurry sealing	£35,000
Badgers Way	Slurry Sealing	£3,900
Baldslow Road	Slurry Sealing	£11,400
Sherwood Close	Slurry Sealing	£2,100
Old London Road	Kerbing and slab to black	£36,000
Hillside Road	Minor repairs and slurry sealing	£25,000
St. Mathews Garden	Minor repairs and slurry sealing	£15,000
Edgar Road	Slurry Sealing	£3,000
Town Centre	Block paving	£79,000
TOTAL		£257,000

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Report to: **Lead Cabinet Member for Transport and Environment**

Date of meeting: **19 October 2015**

By: **Director of Communities, Economy and Transport**

Title: **Petition requesting a 40mph speed restriction on Coopers Green Road, Uckfield.**

Purpose: **To consider the petition requesting a 40mph speed limit on Coopers Green Road, Uckfield; from Ringles Cross to Five Ash Down Village.**

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

- (1) A 40mph speed limit on Coopers Green Road, Uckfield is not a priority for the County Council; and
 - (2) The C33 at Ringles Cross was approved at the Lead Member meeting on 14 September 2015 as a priority for a Local Safety Scheme in the 2015/2016 financial year. The Road Safety Team is presently investigating a set of safety improvements to help make this part of Coopers Green Road safer.
-

1 Background Information

1.1 At the East Sussex County Council meeting on 14 July 2015 Councillor Galley presented a petition to the Chairman:

“Requesting a 40mph speed restriction on Coopers Green Road, Uckfield from Ringles Cross to Five Ash Down Village”.

1.2 A copy of the petition is available in the Members Room. Standing Orders provide that where the Chairman considers it appropriate, that petitions are considered by the relevant Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2 Supporting Information

2.1 It is acknowledged that there is some visible development on the C41 Coopers Green Road. However, the road has a relatively good safety record with only one slight injury crash being reported to Sussex Police in the latest three years. This crash was not directly related to the speed of the vehicle. A plan indicating the location of the crash is included as Appendix 1.

2.2 As the C41 Coopers Green Road has a relatively good safety record it has not been identified as a priority for a lower speed limit, or any alternative safety improvements in the 2015/2016 financial year. It has been added to our list of lower speed limit requests, to ensure its safety record will be checked to establish whether it will be a priority in future years.

2.3 There has been a number of injury crashes reported to Sussex Police on the C33 at Ringles Cross. As a result of those crashes, the C33 at Ringles Cross has been identified as a priority for a Local Safety Scheme from the Capital Funding that was made available for road safety by Public Health. Investigations are presently being progressed with a view to implementing these safety improvements in the 2015/2016 financial year. A plan indicating the location and severity of crashes in the latest 3 years at Ringles Cross is included as Appendix 2.

2.4 It is recognised nationally that the majority of drivers will travel at the speed they consider to be safe for the conditions of the road. In our experience changing the speed limit using signs and lines alone does not necessarily produce the corresponding reduction in driver speeds. This is also the experience of other local highway authorities nationally. A speed survey carried out on Coopers Green Road between the 15th and 23rd June 2015 recorded the average speed of traffic to be 41mph northbound and 43mph southbound, with 85th percentile speeds, (the speed not exceeded by 85 percent of drivers) of 48mph northbound and 51mph southbound. The results of the speed survey indicate that a 40mph speed limit on Coopers Green Road would be poorly complied with unless we introduced some engineering measures to help slow down traffic in accordance with a 40mph speed limit. Although we could agree in principle to a 40mph speed limit with some speed reducing measures on part of the C41 Coopers Green Road, it is not a priority for the County Council at the present time due to its relatively good safety record. The location of the speed survey and a summary of its results are included as Appendix 3.

2.5 Although a 40mph speed limit and engineering measures in Coopers Green Road are not a priority for the County Council, the petitioners may wish to approach Uckfield Town Council to determine whether they would support an application for the scheme to be match funded through the County Council's Community Match Initiative. A key consideration being whether there is any prospect of the match funding being raised locally.

2.6 The resources available for introducing speed restrictions are limited. A report considered by the Lead Member for Transport and Environment on 14 September 2015 did not identify Coopers Green Road to be a priority for funding from the Capital Programme for Speed Management. It did however identify the C33 at Ringles Cross to be a priority for a Local Safety Scheme in the 2015/2016 financial year.

3 Conclusion and Reason for Recommendation

3.1 It is recommended that the Lead Member advises the Petitioners that a 40mph speed limit on Coopers Green Road is not a priority for the County Council at the present time. However, the petitioners may wish to approach Uckfield Town Council to establish whether there is enough interest to submit an application through the County Council's Community Match Initiative.

3.2 The Road Safety Team continues to progress with a Local Safety Scheme on the C33 at Ringles Cross where there have been more injury crashes reported to the Police in the latest 3 years. This approach will help to make a better contribution towards casualty reduction.

RUPERT CLUBB

Director of Communities, Economy and Transport

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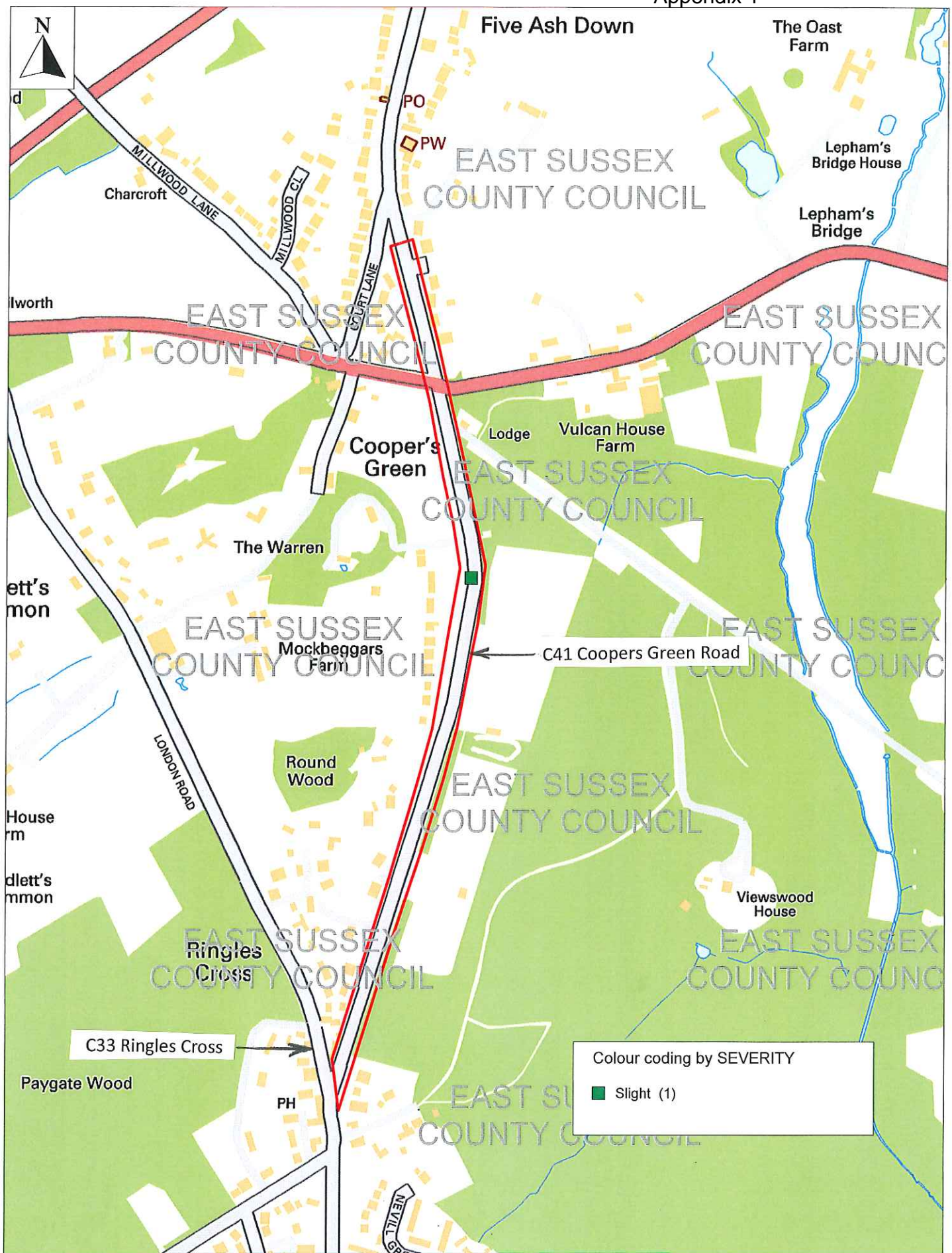
LOCAL MEMBER

Councillor Roy Galley

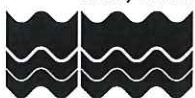
BACKGROUND DOCUMENTS

The Petition

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East Sussex
County Council

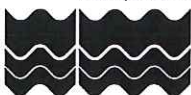


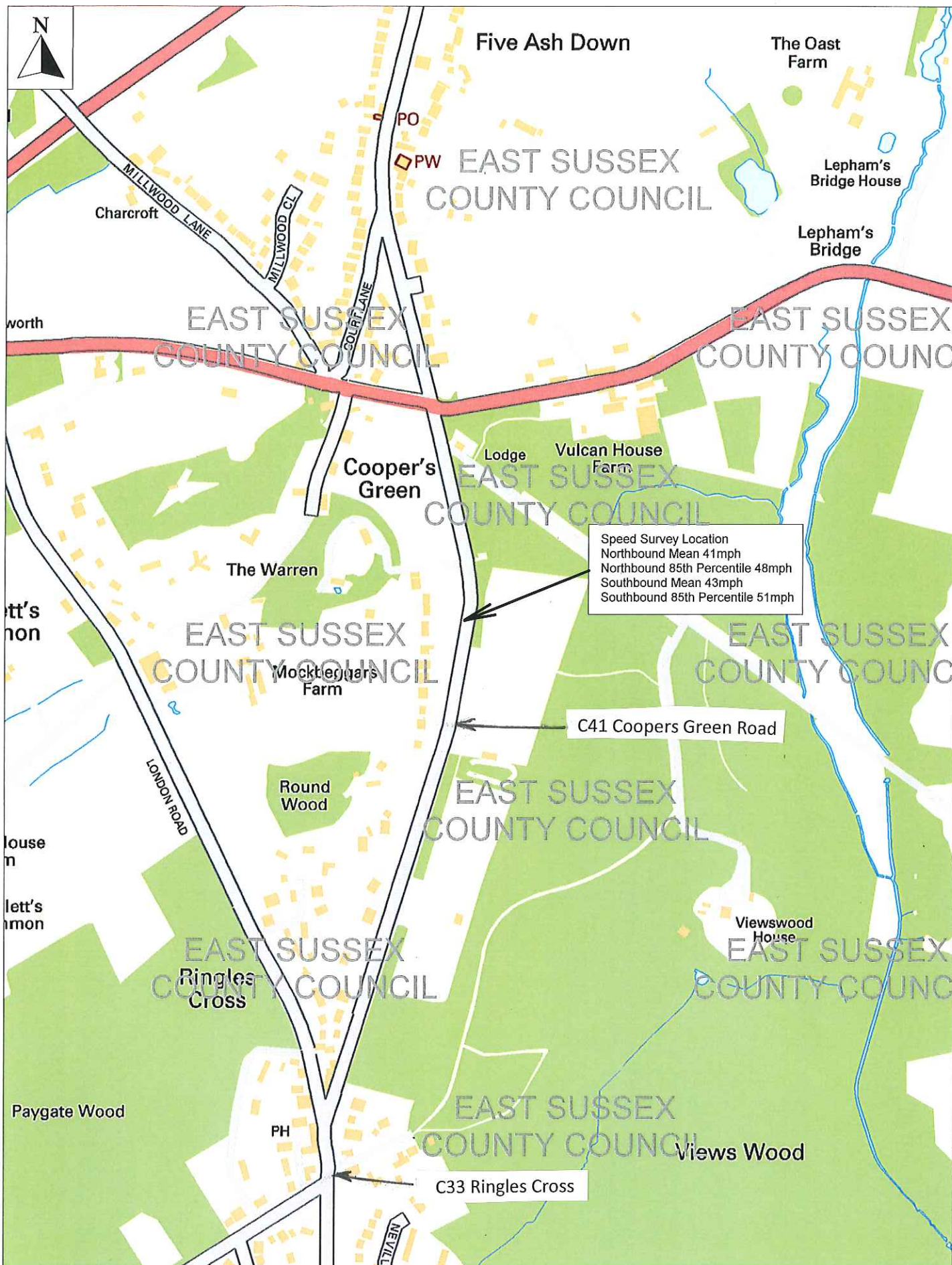
C41 Coopers Green Road - Crash Data
Crashes between 01/08/2012 and 31/07/2015
Type of Crash : Injury Only


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	C33 Ringles Cross - Crash Data Crashes between 01/08/2012 and 31/07/2015 Type of Crash : Injury Only		SCALE	1 : 6000
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	C41 Coopers Green Road Summary of Speed Survey Results 15 June 2015 to 23 June 2015		SCALE	1 : 6000
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Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 19 October 2015

By: Director of Communities, Economy and Transport

Title: Petition requesting a more frequent bus service 129 in Winterbourne, Lewes

Purpose: To consider the response to a petition requesting changes to the timetable of County Council funded bus service 129

RECOMMENDATION: The Lead Member is recommended to:

Advise the petitioners of the successful negotiations between Compass Travel and East Sussex County Council, which have led to the restoration of an hourly daytime bus service in the Winterbourne area.

1 Background Information

1.1 At the East Sussex County Council meeting on 14 July 2015, Councillor O’Keeffe presented a petition to the Chairman requesting that the County Council:

“look at the timetabling of the 129 bus service in Lewes and consider amending the route of the Malling buses in order to better serve the Winterbourne area”.

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

2 Supporting Information

2.1 A draft Public Transport Strategic Commissioning Strategy and reformulated supported bus network were agreed by Cabinet on 16 December 2014. This decision followed a 12 week public consultation between July and September 2014, which included the proposal to reduce the frequency of supported service 129 from hourly to 2 hourly with effect from April 2015.

2.2 The supported bus network, which service 129 forms part of, was designed using a hierarchy of service provision, so as to meet the needs identified in the Strategy. By identifying and then meeting the needs of residents on the basis of strategic priorities, the County Council was able to make decisions on a uniform and equitable basis across the County and to balance the wishes of bus users with the requirement to make savings.

2.3 Since the Cabinet decision of 16 December 2014, our discussions with partners, community transport and commercial bus operators have resulted in the commercialisation of additional services and some services offering a more frequent service than anticipated. These discussions have continued since the changes were introduced in April.

2.4 The County Council’s Transport Hub officers have been working closely with Compass Travel, the bus operator providing service 129 under contract to the County Council, to improve this and other services. Following very positive discussions, Compass Travel agreed to restore an hourly daytime frequency to the 129 serving Winterbourne, as well as changes to buses serving Spences Lane, Landport and Nevill which have restored daytime frequencies to their pre-April levels.

2.5 The improvements were introduced from 14 September 2015 and are at no additional cost to East Sussex County Council. They were made possible by both parties agreeing to integrate the bus used on the County Council supported service 129 with the bus used on Compass Travel's commercial services 127 and 128. Through minor amendments to the routes of these services, this has provided significantly better utilisation of the two buses and drivers overall, thereby allowing more frequent services to be provided. The feedback the bus company has received from service users since the changes in September has been positive.

2.6 Separately, Lewes Town Council is providing some funding support to Compass Travel, which has helped the bus operator in taking the decision to improve these services.

3 Conclusion and Reason for Recommendation

3.1 Through the changes negotiated with Compass Travel, the frequency of service 129 in the Winterbourne area of Lewes has now been restored to that which existed before the introduction of the reformulated supported bus network. It should be noted that due to the savings that the County Council is required to find, this had to be achieved without additional cost to the County Council.

3.2 It is recommended that the Lead Member informs the petitioners of the positive outcome of these negotiations.

RUPERT CLUBB

Director of Communities, Transport and Environment

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LOCAL MEMBERS:

Councillor O'Keeffe

BACKGROUND DOCUMENTS:

None

Report to:	Lead Member for Transport and Environment
Date of meeting:	19 October 2015
By:	Director of Communities, Economy and Transport
Title:	Notice of Motion: use of neonicotinoid pesticides on East Sussex County Council land
Purpose:	To consider a Notice of Motion from Councillor St. Pierre to ban any use of neonicotinoid pesticides on East Sussex County Council owned or managed sites.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Reject the Notice of Motion from Councillor St. Pierre because there is inconclusive evidence on the use of neonicotinoids to agree a Policy stance; and**
 - (2) Agree an amended Notice of Motion as set out in paragraph 2.8 of this report.**
-

1 Background Information

1.1. The following Notice of Motion has been submitted by Councillor St. Pierre:

“East Sussex County Council (ESCC) opposes the introduction of neonicotinoid pesticides when the 2 year ban, introduced in 2013, comes to an end and supports a continuation of the ban to support the numbers of bee keepers and farmers dependent on a healthy bee population.

Further, ESCC undertakes to ban any use of neonicotinoid pesticides in the ESCC owned or managed sites such as the Ashdown Forest, the country sites such as Seven Sisters Country Park, Ditchling and Chailey Commons and gardens associated with ESCC offices and properties throughout the county should the ban be overturned in the UK.”

1.2. In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member’s recommendation on this Notice of Motion will be reported to the Council at its meeting on 01 December 2015.

2 Supporting Information

2.1. Neonicotinoids are a class of neuro-active insecticides chemically similar to nicotine. They are more toxic to invertebrates than mammals, birds and other higher organisms, and are effective against sap-feeding pests, certain beetles, fleas, certain wood-boring pests, flies, cockroaches and others. They are systemic pesticides and are taken up by the plant and transported to all the tissues (leaves, flowers, roots and stems, as well as pollen and nectar). Products containing neonicotinoids can be applied at the root (as seed coating or soil drench) or sprayed onto crop foliage.

2.2. Research indicates that neonicotinoids are also toxic to bees and other beneficial insects, through low level contamination of nectar and pollen. Although these low level exposures do not normally kill bees directly, those exposed have trouble feeding, navigating and foraging, as well

as suffering from impaired movement. Bees consuming the pesticides have been shown to eat less food overall, affecting their condition and survival.

2.3. In the UK, five neonicotinoid insecticides are used in four main ways - seed treatments for cereals, sugar beet and oil seed rape, soil treatment for pot plants in the ornamental sector, treatment for turf in the amenity sector, and foliar sprays on apples, pears and a range of glasshouse crops. In addition, several insecticides are available to the public as treatments for lawns, houseplants and pot plants and greenhouse crops.

2.4. The European Commission has imposed restrictions on the use of three neonicotinoids on a long list of crops, with a two year ban which came into force on 01/12/13. The ban provides for limited and controlled use of the particular neonicotinoids on an exceptional basis in emergency situations to control a danger that cannot be contained by other reasonable means. The Commission will review the ban by 01/12/15 taking into account relevant scientific and technical developments.

2.5. The Department for Environment, Food & Rural Affairs (DEFRA) receives advice on pesticides from the Expert Committee on Pesticides, which takes into account a range of issues (for instance, agronomic techniques to reduce the need for pesticides). In 2013 the UK Government opposed the ban by the European Commission, stating that lab-based evidence did not replicate realistic conditions, and in July 2015 DEFRA decided that two neonicotinoids can be used for 120 days on about 5% (c. 30,000 hectares) of England's oilseed rape crop, predominantly in Suffolk.

2.6. Other scientists, (including Professor Goulson from the University of Sussex) however, have stated that studies provide clear evidence that colonies of free-flying bumblebees exposed to neonicotinoids used as part of normal farming practice suffer significant impacts in terms of reduced colony growth and queen production. On the basis of this evidence, 13 leading environmental organisations including the Royal Society for the Protection of Birds, The Wildlife Trusts and the Soil Association are supporting the continued ban of neonicotinoids. Looking at the situation as a whole, there is no consensus as to the effects of neonicotinoids on bees. In November 2014, DEFRA launched a 10 year pollinator strategy which includes research on the use of pesticides.

2.7. The health of bees is vital to agriculture and the environment. However, evidence on the use of neonicotinoids is divided. Currently, the County Council does not use neonicotinoids on any of its land. In terms of leased land, the County Council has mainly farm business tenancies (FBTs) for grazing rather than crop farming. However, current agreements refer to not using any pesticides banned by DEFRA, the Health and Safety Executive or any other relevant government body. To ensure that pesticides that are also banned by the European Commission are not used on land leased out by the County Council may require alteration of all the FBT agreements. Rather than come to a Policy stance on neonicotinoids against a background of conflicting evidence, it would be proportionate in this instance to recognise these circumstances, and, to review FBT agreements at the appropriate time to ensure that no pesticides banned by either the UK Government or the European Commission are used on any part of the holding.

2.8. It is considered that the Notice of Motion submitted by Councillor St Pierre should therefore be rejected as there is conflicting evidence on the use of neonicotinoids. A more appropriate approach would be to recognise that the County Council does not use neonicotinoids on its own land and, that FBT agreements will be reviewed to ensure that no pesticides banned by the UK or European Commission will be used within the smallholding. An amended Notice of Motion would read as:

“The County Council recognises the divided opinion on the use of neonicotinoids. The County Council does not use neonicotinoids on its own land. Taking into account the precautionary approach in this case, the County Council will review, at the appropriate time, farm business tenancy agreements to ensure that no pesticides that are banned by either the UK Government or the European Commission are used on any part of the smallholding.”

3 Conclusion and Reasons for Recommendations

3.1. The importance of a healthy bee population for agriculture and the environment is recognised by the County Council. Evidence is divided on the use of neonicotinoids. However, they are not used on County Council land. Changes could be introduced to farm business tenancy agreements to ensure that no pesticides banned by the UK Government or the European Commission are used on any holding. Lead Member is therefore recommended to reject the submitted Notice of Motion, and agree the amended Motion as set out in paragraph 2.8 above.

RUPERT CLUBB

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LOCAL MEMBERS

Councillor St Pierre

BACKGROUND DOCUMENTS

None

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Additional information

What are neonicotinoids?

Frequently used as a seed treatment, neonics are used on many different crops. The chemicals remain in the plants, travelling into the nectar and pollen where they are consumed by bees and other wild pollinators such as hoverflies and moths. Before a pesticide is first approved, tests are undertaken to look at whether the chemical will kill the organism outright. These tests are performed on honeybees, and only a few other species of invertebrates.

Neonics are related to Nicotine and target the nervous system; this means that invertebrates can be affected in different ways. Even small doses may lead to 'sub-lethal effects' such as making a bee not able to forage for food properly, or queen bees laying less eggs. The original tests were never designed to look at these effects.

Evidence that neonicotinoids are harmful to wildlife has been growing in leaps and bounds. Independently published data consistently shows that these toxic insecticides, not only affect bees and other pollinators, but even vertebrates such as birds. A four-year report analysed over 800 papers and concluded that there was "Clear evidence of harm sufficient to trigger regulatory action"

The European ban

In December 2013 a new piece of legislation put forward by the European Commission came into effect in the European Union, restricting the use of neonicotinoid insecticides (neonics) – Clothianidin, Imidacloprid and Thiamethoxam. Earlier in the year, a report by the European Food Safety Authority identified that there was a high risk to honeybees from these common neonicotinoids which were used on 1.2 million hectares of the British countryside.

The ban is intended for crops which are 'attractive to bees', such as oilseed rape and maize and will restrict sowing seeds into the ground during the summer to avoid poisoning from dust clouds. The ban will be reviewed within two years.

This change in legislation is a step in the right direction, although not a complete solution, to saving pollinators from these toxic insecticides.

A number of countries including the UK voted against the ban, calling it a ‘knee jerk reaction’, and that farmers will lose one of their most valuable crop protection tools. This is a far cry from Defra’s promise that “We take any threat to bees very seriously”; a statement on their website as a response to the large number of new scientific studies which show that neonics are impacting badly on pollinators.

Thankfully enough Member States voted in favour of it, for the European Union to push it through at the appeals process. Now around half of the UK’s agricultural land which had previously been treated with neonicotinoids, will be free of these bee-killing insecticides.

Although this sounds like good news, in reality, a two year suspension is not enough to see our bee populations recover. Neonicotinoids have a half-life (the time taken for half of the chemical to disappear) in soil of over three years, and will still be used on winter crops. The ban focuses on pollinating insects such as bees and has addressed those issues, but neonicotinoids have harmful effects on soil and aquatic invertebrates which haven't been touched on.

The European Commission also now needs to assess the risks from the remaining two neonics, acetamiprid and thiacloprid. Although these chemicals are relatively less potent than the other three, their toxicity can be increased by up to 560 times when combined with other chemicals such as certain fungicides. Acetamiprid and thiacloprid are used less frequently on crops, but we are concerned that they will be used to replace the main three once the ban is in force, removing any benefits that the ban would have. The next step is to put a monitoring programme in place which will assess how all pollinators, not just honeybees, are doing as a result of the ban.

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 19 October 2015

By: Director of Communities, Economy and Transport

Title: Current and future developments in Highway Asset Management

Purpose: To advise the Lead Member on Department for Transport requirements for a published Asset Management Policy and Strategy ahead of Autumn 2015.

RECOMMENDATION: The Lead Member is recommended to approve the publication of the new Asset Management Policy and Strategy in line with Department for Transport capital funding requirements.

1 Background Information

1.1 In 2011, the County Council's Highways Asset Management Team was formed as part of the Highways Transformation Project. Since then, significant progress has been made in moving away from what had historically been a very reactive service, towards a planned and efficient service. Maintenance is now prioritised on the basis of road condition, the importance (hierarchy) of the road, predicted rate of deterioration, and the benefits of early intervention and preventative maintenance (whole life cost).

1.2 A comprehensive asset inventory has been compiled, improving the County Council's understanding of road condition and enabling modelling of deterioration against different investment scenarios. Based on this asset management approach and evidence base, the County Council is now able to make additional investment in its roads and pavements in the full knowledge that the right solutions are being used, resulting in demonstrable improvements to road condition across the county.

1.3 The County Council's adoption of asset management principles underpins the new Highway Maintenance contract, currently out to tender. During the life of the new contract, 2016 to 2023 the County Council's Asset Management Strategy will be further refined and key targets have been included in the contract to drive further efficiencies over the life of the contract.

1.4 The Department for Transport recently announced a new incentive element to its highway maintenance funding to encourage highway authorities to adopt asset management principles. A new Asset Management Framework for the County Council has therefore been developed, in response to the Department for Transport's (DfT) self-assessment questionnaire and industry best practice guidance published by the Highways Maintenance Efficiency Programme (HMEP).

1.5 Documents once contained within the County Council's Transport Asset Management Plan (TAMP) now form part of the new Asset Management Framework, setting out how the County Council will meet those DfT expectations, and ensuring that highways staff, Members and

the public have a clear understanding of how the County Council manages its highway infrastructure.

2 Supporting Information

2.1 In 2011, the DfT announced that they would be reformulating the funding allocations to highway authorities between 2015 and 2021 by linking part of the grant funding for highway maintenance to an authority's ability to demonstrate value for money and to carry out cost effective maintenance.

2.2 The level of maintenance grant that each highway authority will receive will be linked to performance. All highway authorities will have to complete a self-assessment questionnaire in the autumn of 2015, which will identify their current practice and commitment to modern efficient working. The DfT will use this assessment to categorise highway authorities in one of three categories:

- Band 1: Early stage authority
- Band 2: Mid stage authority
- Band 3: Final stage authority

2.3 The banding achieved will determine the level of funding that the authority will receive. The proposed funding for each banding are as follows:

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Band 1	100%	90%	60%	30%	10%	0%
Band 2	100%	100%	90%	70%	50%	30%
Band 3	100%	100%	100%	100%	100%	100%

2.4 The Highway Asset Management Policy sets out the County Council's commitment to infrastructure asset management and demonstrates how this approach aligns with the County Council's priorities (Appendix 1). It is a prerequisite of the DfT that the Highway Asset Management Policy is published on the County Council's website.

2.5 The Highway Asset Management Strategy further identifies the activities required to develop, document, implement and continually improve highway asset management in East Sussex. Subsequent strategies across major asset groups, such as drainage, are currently in development. (Appendices 2 and 3).

2.6 The new highways maintenance contract has retained the asset management function as part of the Executive Client function and there is an expectation that the chosen supplier will be measured on their ability to deliver to the Asset Management Policy and Strategy, and support the County Council's target to achieve DfT Band 3 by 2017/18.

2.7 A road map to establish a fully mature asset management function has been formulated (Appendix 4) and a gap analysis with associated action plan in response to the DfT's self-assessment questionnaire has been developed (Appendix 5).

2.8 The risks of not adopting a formally approved Asset Management Policy and Strategy are as follows:

- *Financial* – publishing a formally approved Policy and Strategy is a prerequisite to achieving Band 2 in 2016/17. Failure to do so will result in a Band 1 allocation and failure to achieve full funding.
- *Service and contract delivery* – the County Council would not be following industry best practice or delivering to the agreed service outcomes contained within the new highways contract, which may jeopardise our ability to deliver best value against County Council priorities.
- *Reputational* – improvements to customer satisfaction, effective engagement with elected Members and the ability to successfully benchmark against other local authorities may be threatened, which could undermine the strategic direction of the Asset Management Framework.

3 Conclusion and Reasons for Recommendations

3.1 The Department for Transport expects to see increased adoption of asset management principles by local highway authorities, and to that effect future funding will become dependent on demonstrating continuous improvement in this area.

3.2 The County Council has already adopted asset management principles which have produced a significant improvement in the way the county's highway infrastructure is managed and investment decisions are made.

3.3 With the decreasing resources in the coming years, continuing to build on this work should be a priority if we are to achieve value for money during the life of the new contract and therefore the maximum available resource through the incentive grant. Formal adoption of an Asset Management Policy and Strategy will therefore be a key milestone in this process and it is recommended that the Lead Member approves the new Asset Management Policy and Strategy.

3.4 Lead Member is recommended to approve the publication of the new Asset Management Policy and Strategy in line with Department for Transport capital funding requirements.

RUPERT CLUBB

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

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**EAST SUSSEX COUNTY COUNCIL
LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY**

Highway Asset Management Policy

Purpose of Policy

East Sussex County Council (ESCC) recognises the vital role played by the local highway network in supporting the Council Plan 2014-2018 and the Local Transport Plan 2011-2026. ESCC considers an asset management approach to the maintenance of the highways network will support the achievement of the Council's visions, namely:

Council Priorities: 'To deliver our priorities at a time of reducing resources and increasing demand we must work as One Council with a clear focus on achieving the best outcomes we can for East Sussex.'

Local Transport Plan Vision: 'To make East Sussex a prosperous county where an effective, well managed transport infrastructure, and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality environment.'

Policy Statement

East Sussex County Council considers effective highway asset management to be one of the key factors in maintaining its highway network condition, meeting the needs of the community and supporting the changing needs of businesses and local economic growth. By taking an asset management based approach, the right investment decisions will be made with the investment available to maximise value for money, targeting resources and managing risks to maintain a highway environment that is safe and secure for its users.

Specific Policies

Helping People Help Themselves

An asset management approach will enable a focus on customer engagement and satisfaction. Through the effective use of asset management principles, we will aim to:

- gain feedback to manage and improve our service;
- focus on local engagement whilst communicating messages clearly; and
- by clearly defining Council strategic outcomes and priorities, we will help others promote local priorities

Driving Economic Growth

ESCC is responsible for looking after most of the roads in the county, which are a vital part of the infrastructure for economic growth. Through the effective use of asset management principles, we will aim to:

- maximise the value for council tax payers money through a new highways contract, enabling us to focus on improving the condition of the public highway within the county and to create the conditions for growth and improve enterprise;
- balance competing needs and differing priorities across the highway network and select options which best meet the desired outcomes; and
- ensure that the East Sussex highway network is in the best condition for the investment available.

Keeping Vulnerable People Safe

We have wide ranging responsibilities to keep people safe in the county. Our aim is to reduce the number of road casualties within the county, whilst minimising the human cost and severity of injuries. Through the effective use of asset management principles, we will aim to:

- maintain a safe and secure highway environment;
- comply with all statutory obligations, meeting users' needs for safety; and
- consider road safety at all times when developing forward programmes of work.

Making Best Use of Our Resources

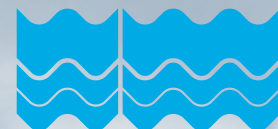
An asset management approach has been widely accepted by central and local government as a means of delivering a more efficient and effective approach to highway maintenance through longer term planning. Such an approach enables more efficient and effective use of resources, while fulfilling legal obligations, delivering stakeholder needs and safeguarding the engineering integrity of the network. Through the effective use of asset management principles, we will demonstrate value for money by:

- understanding our asset serviceability criteria;
- adopting a lifecycle approach to planning asset investment and management decisions;
- adopting a continuous improvement approach to asset management policies and practices; and
- by defining desired levels of service for highway assets in consultation with elected representatives.

Supporting Information

The Highway Asset Management Strategy

The strategy sets out how an asset management approach is utilised to support the achievement of the priorities within the Council Plan, as summarised above. The strategy takes into account current and projected financial pressures and explains how available funds and resources will be utilised to maximise their benefit.



Highway Asset Management Strategy 2015-2022



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The importance of highway infrastructure to East Sussex

East Sussex highway infrastructure provides a vital contribution to the economic growth of this county. In addition to meeting the needs of local communities and supporting the changing requirements of businesses and the Council's corporate priorities, the local highway network is without doubt the most valuable publically owned asset managed by East Sussex County Council. With a total replacement cost of £7 billion, the importance of its effective and efficient management cannot be understated.

Why asset management?

Asset management is a strategic approach that seeks to optimise the value of highway assets over their whole life. East Sussex County Council recognises that by taking an asset management based approach to its local highway maintenance, investment can be targeted on long-term planned activities that prevent expensive short-term repairs. This approach not only maximises value for money, ensuring informed investment decisions can be made, but also manages risk and maintains a highway environment that is safe and secure and accessible for our customers.

Asset management policy

The East Sussex County Council Highway Asset Management Policy is a high level document which establishes the Council's commitment to Infrastructure Asset Management and demonstrates how this approach aligns with the Council Plan. The Policy is a stand-alone document and has been published alongside this strategy on the Council's website.

Asset management strategy

This Asset Management Strategy sets out how the Asset Management Policy will be delivered. It is informed by the adoption of a highway asset management framework which establishes the activities and processes that are necessary to develop, document, implement and continually improve highway asset management within East Sussex. It is aligned to the Council's corporate objectives and seeks to follow the latest advice, particularly that arising from the Highway Maintenance Efficiency (HMEP) Programme led by the Department for Transport.

In support of the Council Plan 2014-2018 and the Local Transport Plan 2011-2026, this Council recognises that an asset management approach to the maintenance of the highways network will aid in the achievement of the Council's vision, as set out below:

- Council vision:** 'To deliver our priorities at a time of reducing resources and increasing demand we must work as One Council with a clear focus on achieving the best outcomes we can for East Sussex.'
- Local transport:
plan vision:** 'To make East Sussex a prosperous county where an effective, well managed transport infrastructure, and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality of life.'

Service and contract delivery objectives

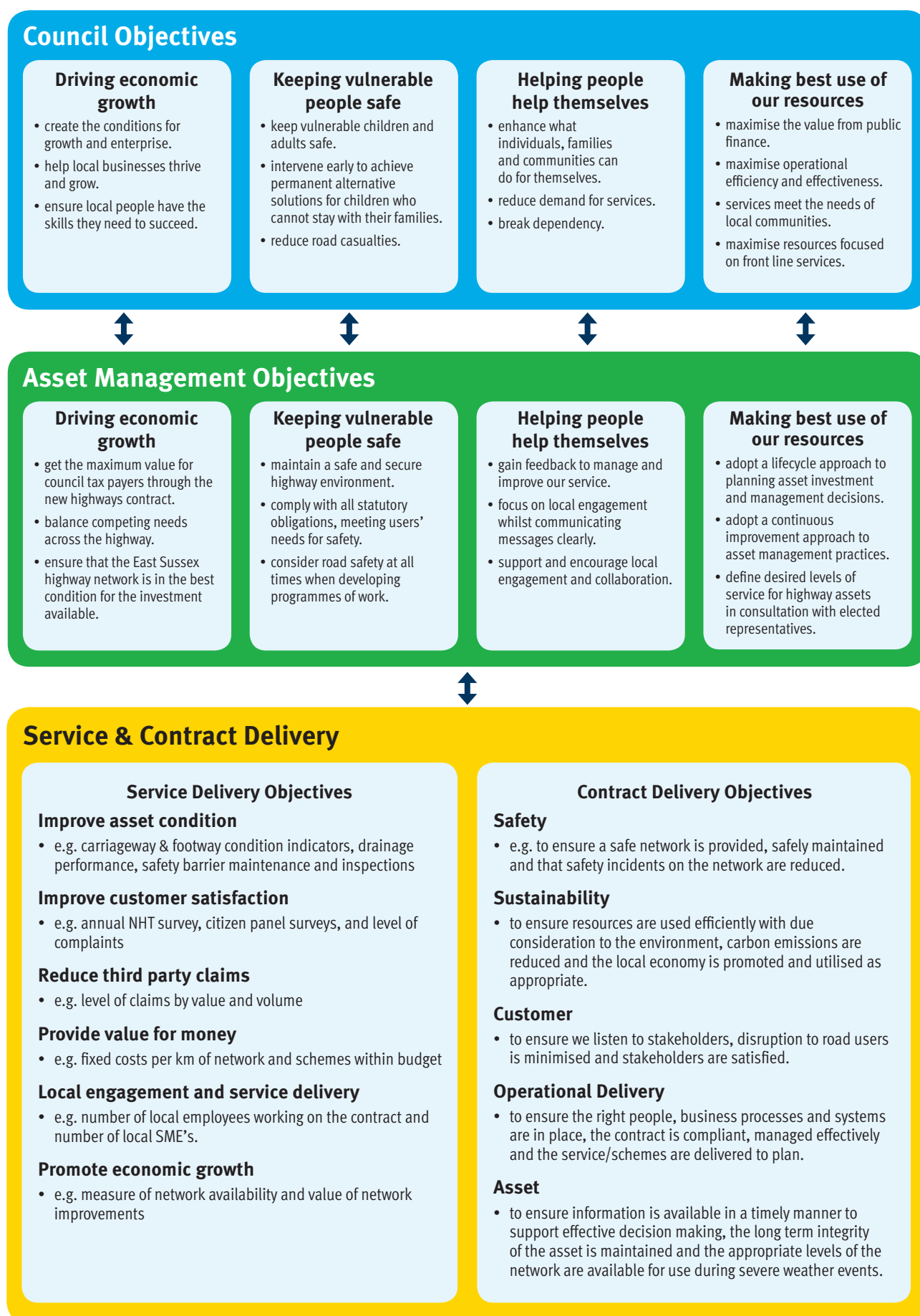
East Sussex County Council recognises that the delivery of an efficient highway service cannot be undertaken without effective maintenance of the existing highway network. It is therefore essential that new infrastructure that supports the Council's objectives can be maintained to the appropriate standard in the future and that existing highway infrastructure remains serviceable. The Council is committed to having the best network condition for the investment available, and supports an asset management based approach for the maintenance of the highway network

A newly procured highway maintenance contract is due to commence in 2016. An Executive Client organisation will be created providing specialist contract, commercial, performance and asset management functions. A series of asset management objectives linked to service outcomes have been created that are directly linked to the achievement of the Council Plan. These objectives will be achieved via the full implementation of the Council's highway asset management framework.

The highway service will be delivered via the new highway maintenance contract for which a series of service delivery and contract outcomes have been established respectively. The relationships between these objectives are shown as Figure 1. The highways programmes will be established on an asset management basis for delivery by the highways contract. This will ensure the works remain aligned to this asset management policy and strategy and the Council's strategic objectives. It will also support advance planning of key investment decisions for the Council.



Figure 1 – Relationship between council objectives and asset management objectives



East Sussex County Council has developed a Highway Asset Management Framework (see figure 2.) that is based on the recommendations made within the 2013 HMEP Highway Infrastructure Asset Management Guidance. The framework summarises all activities and processes that are necessary to develop, document, implement and continually improve our approach to asset management. An Asset Management Implementation Road Map and a supporting Implementation Plan are being used to ensure the full implementation of the framework. The framework is shown in figure 2 and is summarised below.

Context

This establishes the context for highway infrastructure asset management in East Sussex. The context includes a variety of factors that need to be taken into consideration when determining the Council's expectations for the highway service. The factors include: national transport policy, local vision and local transport policies, expectations of stakeholders and legal and financial constraints.

Planning

This sets out the key activities that are undertaken by East Sussex as part of the asset management planning process. The activities include:

- **Policy** – East Sussex's published commitment to highway asset management.
- **Strategy** – East Sussex's published statement on: how the policy will be implemented, the implementation of an asset management framework, the strategy for each asset group, and the commitment to continuous improvement.
- **Performance** – The levels of service to be provided by East Sussex's highway service and how performance will be measured and reported.
- **Data** – East Sussex's strategy for data collection and management, without which informed decisions cannot be taken.
- **Lifecycle planning** – East Sussex's lifecycle plans for each asset group which when combined with funding levels and desired levels of service enable informed decisions to be taken.
- **Works programmes** – East Sussex's rolling programme of works for each asset group.

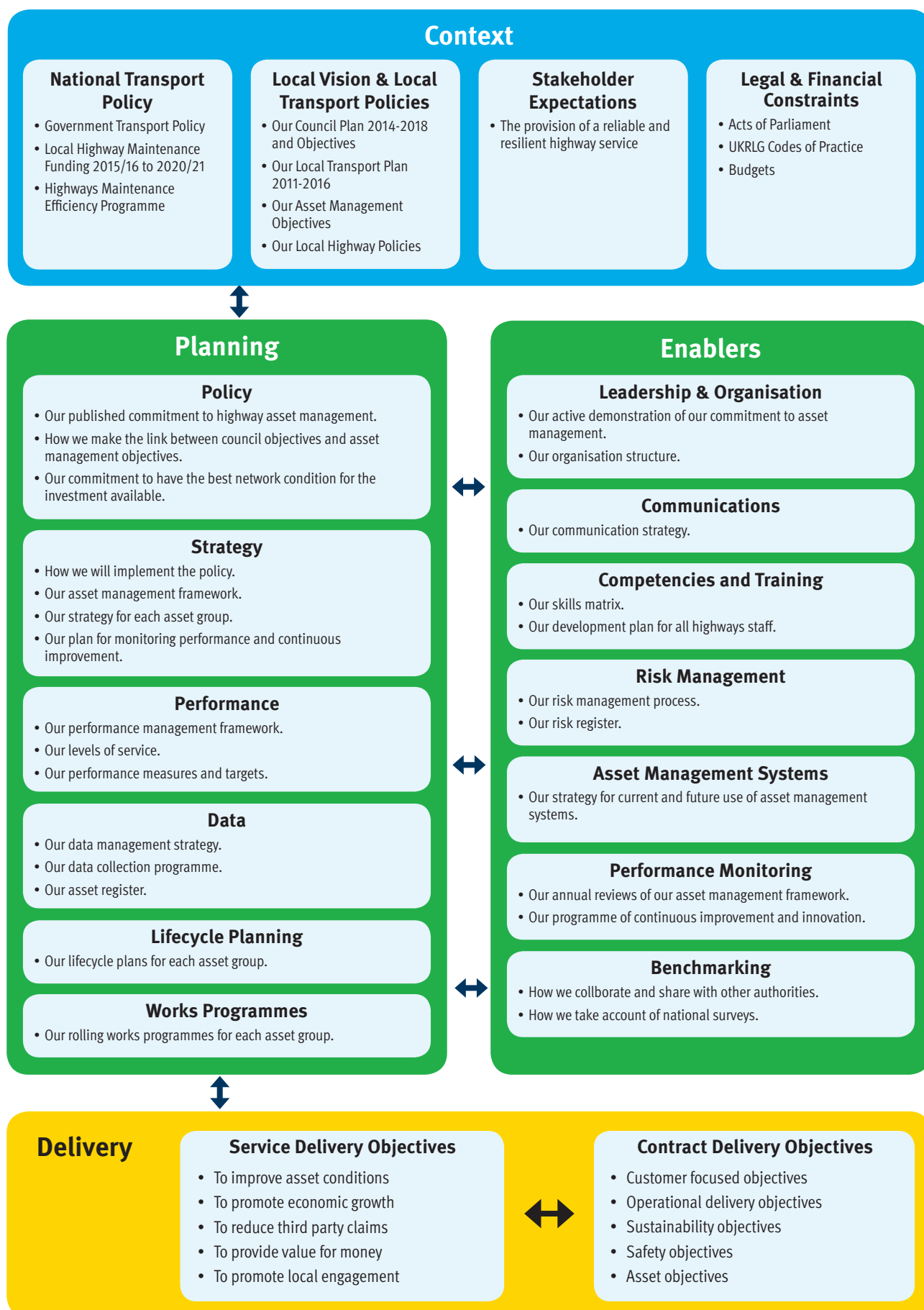
Enablers

Enablers are a series of supporting activities that support the implementation of the Asset Management Framework. They provide a means of: developing organisational leadership and the adoption of an asset management culture; a means of effectively communicating and collaborating with all stakeholders; the development of the competencies and skills of all highways staff, an effective means of managing risk; a strategy for the use of asset management systems; a means of measuring the performance of the asset management framework; a means of benchmarking progress and collaborating with other highway authorities, and above all, fostering a culture of continuous improvement and innovation.

Delivery

As set out in Section 1, the delivery component of the framework sets out how the highway service will be delivered via the new highway maintenance contract for which a series of service delivery and contract delivery objectives have been established respectively.

Figure 2 – Highway Asset Management Framework



Strategy for main asset groups

Introduction

This section summarises the existing highway asset, its current condition, and a summary of the strategy to be employed for each asset type in the future. An understanding of, and agreement to, the levels of service required from each asset type is essential for the successful delivery of the strategy.

Highway asset

The highway asset is shown below together with a summary of its current condition.

Table 1 – Summary of highway asset

Asset group	Quantity	Condition
Carriageways	3,110km	Approximately 15% of the carriageway network in East Sussex is identified as requiring maintenance.
Footways and cycleways	2,481km	East Sussex is currently 40% through a 5 year condition survey for footways. Approximately 67% of the network is identified as requiring maintenance.
Structures	974 bridges, 300 retaining walls and 5 tunnels.	At present the Bridge Condition Stock Indicator rates the average condition of East Sussex County Council bridge stock at 85.8. The BCSI (critical element) value is lower at 75.7. At present ESCC monitors 18 structures which are substandard.
Drainage	98,000 gullies and 525km ditches.	According to current defect reports, approximately 90% of our gullies are free and running.
Street lighting	37,000 column and wall mounted street lights, 10,000 other inventory items, 3000 street lights for parish, borough and district councils.	Street lighting asset is monitored in accordance with 'Institute of Lighting Professionals Technical Report 22' with a target to maintain the number of columns in excess of the action age at less than 50%.
Traffic signals	65 signal controlled junctions and 139 traffic signal crossings.	Target to maintain the number of columns in excess of the action age at less than 50%.
Road markings, signs and street furniture	1001 grit bins, 24.7km of guard rail, 39,875 safety bollards, 43,695 road signs and 2,500km road markings 664 safety barriers	A shift to maintain deteriorated road markings with a risk based preventative approach. Coordinate design and maintenance, moving towards an asset management approach and developing community engagement.

Highway asset hierarchy

The carriageway asset is currently managed according to a hierarchy based on road classification, and further divided by urban/rural road type as outlined in Table 2. The purpose of the hierarchy is to recognise that the failure of certain routes or items of infrastructure would have a greater impact on East Sussex's economy and communities than others. The asset hierarchy is therefore used as a tool to help ensure that highway maintenance activities are effectively prioritised.

Table 2 – Asset hierarchy

Category	Road maintenance hierarchy description	East Sussex road hierarchy general description
1	Motorways	Category 1 not applicable to East Sussex
2	Strategic Route	Primary Route
3a	Main Distributor	Inter Urban Route
3b	Secondary Distributors	Intra-Urban Routes
		Intra-Rural Routes
4a	Link Roads	Business or Industrial Roads
		Residential Roads
		Village Roads
4b	Local Access Roads	Country Lanes
		Minor Urban Roads
		Minor Rural Roads





Carriageways are the most valuable highway asset in East Sussex, having a Gross Replacement Cost of nearly £3.5 billion and receive the greatest levels of maintenance expenditure. They were the first asset, for which lifecycle plans have been developed, resulting in the creation of several investment scenarios which have modelled current condition, investment levels and desired performance outcomes. This has enabled a greater understanding of where to target investment to achieve the desired levels of service.

East Sussex County Council is responsible for the maintenance of 370km of principal (A) roads, providing transport links within or between large urban areas. The Council is also responsible for 1,110km of non-principal (B&C) roads connecting towns and villages and feeding traffic between principal and smaller roads. Unclassified, estate and rural roads serving local traffic account for 1,730km, the largest proportion of the East Sussex network. The condition of the carriageway asset is measured through annual surveys and inspections. In 2013, 25% of the unclassified network was identified as requiring

maintenance, compared to just 8% of principal roads and 10% of non-principal roads.

Planned maintenance is delivered by an annual programme. This programme is capital funded and since 2014, schemes of work have been identified using an asset management approach. This evidence approach to maintenance is endorsed by Council Members and has achieved a £70 million funding commitment for the period between 2014 and 2018. This funding is linked to defined performance outcomes that are measured and reported annually.

Management of potholes and other carriageway safety issues arising across the network is delivered using revenue funding which is anticipated to reduce over coming years. By employing an asset management based approach and improving the coordination of road maintenance and improvement activity, East Sussex will continue to increase the value achieved in road maintenance, improve network resilience and reduce the burden on revenue budgets through the delivery of effective programmes of preventative work.

Short-term desired outcomes (current year): To deliver the current annual carriageway programme, achieving performance targets of 21% of unclassified roads requiring maintenance whilst holding condition at 10% for non-principal roads and 8% for principal roads.

Medium-term desired outcomes (2 to 5 years): To develop Member endorsed, programmes of work for the following 2 years, achieving annual performance targets of 20% of unclassified roads requiring maintenance, 10% of non-principal and 8% of principal.

Long-term desired outcomes (5 to 10 years): Through the adoption of good asset management principles, develop a compelling case for the funding of carriageway maintenance in East Sussex and to maintain and implement programmes of work delivering best value against Council and Highway Service objectives.

Approach: Desired outcomes will be achieved through the continued development and implementation of the carriageway strategy in line with the East Sussex Highway Asset Management Framework, following standards of best practice and collaborating with our contractors.





Footways and cycleways are critical assets supporting access and mobility for people in East Sussex. Securing continuous improvement in the safety and serviceability of footways and cycleways is necessary to encourage alternatives to car, particularly for journeys in urban areas. Well maintained footways aid social inclusion, particularly improving accessibility for vulnerable people.

East Sussex County Council is responsible for the maintenance of 2,380km of prestige footways in high footfall areas, for example town centres, and 75km of footways providing access in residential and remote areas. The Council also maintains the length of the cycleways. The footway and cycleway asset has a Gross Replacement Cost of nearly £350 million. The typical annual maintenance expenditure is around £1 million, less than 5% of the available highway maintenance budget and below the national average of around 25% for comparable County authorities.

Footway and cycleway condition is assessed through annual condition surveys and inspections, and planned maintenance has

historically been determined on a worst first basis and concentrated in urban areas with high footfall and a history of claims. The shortfall in maintenance budget or expenditure has resulted in overall deterioration of the footway and cycleway network, a problem experienced by highway authorities nationally. The most recent footway condition survey for East Sussex identified 67% of the total footway network as requiring maintenance with the worst conditions found in outlying areas.

Addressing the footway maintenance backlog is a priority for the Council. This will require significant investment and a change to the way in which maintenance for footways and cycleways is managed. This change is now being implemented and a lifecycle plan for these assets is being developed. As with carriageways this will enable the prioritisation of maintenance in line with an asset management based approach and will provide evidence to make the case to decision makers for funding.

Short-term desired outcomes (current year): To develop a fully comprehensive inventory of all footways, footpaths and cycle infrastructure in East Sussex. To use asset inventory and condition data to produce a lifecycle model demonstrating the funding requirement for various performance outcomes, including improvement, sustained condition, or managed deterioration of the asset.

Medium-term desired outcomes (2 to 5 years): To use the developed maintenance model and options as evidence to support a case to decision makers for maintenance funding in 2016 and to develop a 5 year, Member endorsed forward plan of preventative maintenance.

Long-term desired outcomes (5 to 10 years): As part of an asset management based approach, to develop a compelling case for the funding of footway and cycleway maintenance in East Sussex and to implement programmes of work delivering best value against Council and Highway Service objectives.

Approach: Desired outcomes will be achieved through the continued development and implementation of the carriageway strategy in line with the East Sussex Highway Asset Management Framework.





East Sussex County Council actively manages its structural assets in accordance with principles set out in the UK Roads Liaison Group publication 'The Management of Highway Structures, A Code of Practice'.

There are approximately 974 bridges and culverts, 300 retaining walls and 5 tunnels being maintained, with a Gross Replacement

Cost estimated to be £516 million. Routine maintenance of structures is based on a prioritised system of required work with the aim of minimising the risk to public safety and future maintenance costs.

The condition of the structures asset is measured primarily by two factors, BSSCI (Bridge Structural Stock Condition Indicator) and BSICrit (Bridge Structure Condition Indicator critical) which are derived from bridge inspections. In accordance with the nationally recognised indicators published by ADEPT and in common with most Local Authorities, there has been a slow reduction in the overall stock value which at present in East Sussex is within the range denoted 'fair'. Out of the total stock, 50 structures are rated below this level. This information is stored within a bespoke database and used to determine lifecycle planning strategies.

All structures are maintained in a condition 'fit for purpose and safe for use'. If safety critical components are identified as being deficient after inspections, immediate steps are taken to make them safe. At present, 18 substandard structures are monitored to determine their structural performance and are managed in accordance with the code of practice.

Desired outcomes: The principle factor for determining the forward strategy is to maintain the asset in a condition 'fit for purpose and safe for use'. The target is to adhere to our 10 Year Structures Plan and maintain the level of the BSSCI. Additional targets include alleviating culverts that cause property flooding, enhancing safety at highway structures and mitigating railway sites where vehicle incursion is an issue.

Approach: There are likely to be further financial pressures in the future, reducing the availability of finance for the maintenance of the structures stock. The key financial driver is to ensure that the time for intervention of planned maintenance to a structure, is determined to provide the best financial return for that investment. This will be managed by use of the structures toolkit, reviewing the 10 Year Plan, monitoring the BSSCIs and applying professional, qualified engineering judgement.



The Council's highway **drainage** asset is critical to ensuring the controlled removal of water from the carriageway to allow customers to use it safely. The impact that failure of the drainage asset can have on other highway infrastructure is significant, particularly to the carriageway.

The current inventory of highway drainage assets across East Sussex includes approximately 98,000 gullies, 10,000 grips; and 500km of drainage ditches. These drainage assets are all proactively maintained through routine clearance works. Outside of routine maintenance, the current approach to repairs and improvements is predominantly reactive. This is the result of an incomplete inventory, lack of condition data and a lack of knowledge of the risks posed by this critical asset across the county. The limitations of this approach have been made evident with the current backlog of drainage defects identified. Our ability to model a capital programme and lifecycle plan for our highway drainage asset is limited for these reasons.

To proactively maintain the entire drainage asset into the future, we will continue to build a complete inventory and good understanding of condition including the associated risks that come with failure. This will enable us to undertake programmes of preventative maintenance whilst monitoring and reviewing performance.

Improving our knowledge of drainage infrastructure across the county enables us to demonstrate evidence-based decisions on drainage maintenance and support our ability to secure future funding investment, while demonstrating savings in revenue expenditure through efficient and effective maintenance.



Desired outcomes: To move away from reactive maintenance towards planned improvements of our whole highway drainage asset. The implementation of a proactive maintenance approach applied across all drainage assets to reduce flooding of the highway and damage to other highway infrastructure.

Approach: Continued proactive maintenance of known drainage assets (gullies, grips and ditches) in accordance with industry guidance such as the HMEP document entitled 'Guidance on the Management of Highway Drainage Assets'. The collection of inventory and condition information for the remaining unknown drainage assets to enable clear lifecycle plans to be developed, and a proactive approach for future programmes of prioritised maintenance to be achieved.



Street lighting is an important highway asset, contributing to public amenity, safety and the night time economy. With a Gross Replacement Cost of £69 million, the lighting asset consists of approximately:

- 37,000 East Sussex street lights (column and wall mounted);
- 10,000 other inventory items (such as illuminated and reflective bollards, subway lighting, internally and externally illuminated signs and school warning lights, and so on);
- 3,000 street lights for parish, borough and district councils under individual, rechargeable maintenance agreements.

The overall condition of the street lighting asset is monitored in accordance with 'Institute of Lighting Professionals Technical Report 22' with a target to maintain the number of columns in excess of the action age at less than 50%.

East Sussex County Council operates a six year routine maintenance cycle, with all columns in the county being visually inspected for structural and electrical condition at each visit. Monthly night scout patrols are also in operation, allowing faults to be identified and logged into a lighting management system. This maintenance cycle has an overall aim of minimising non-routine visits and improves the



efficient operation of the asset. The frequency of these visits has been extended to six years due to the introduction of part-night street light operation and LED light sources.

In addition to these maintenance activities, further capital column replacement projects to replace life expired lighting columns are also undertaken. Replacing the columns at these locations with newer equipment minimises the risk of failure and the occurrence of non-routine faults.

Desired outcomes: To ensure the safety of the public, reduce the risk to maintenance operatives, reduce energy consumption, reduce the cost of maintenance and halt deterioration of the asset.

Approach: Combine routine inspection, regular night scouting, testing and cleaning and record public fault reports to ensure the most efficient and economic routine maintenance service is provided. Continue with several key projects to meet targets for reduced energy consumption, including the reintroduction of part night lighting where appropriate and the installation of dimming and more efficient equipment, such as LED lanterns within East Sussex. These projects will be supported with the use of a computer inventory systems and programmes which also help to mitigate risk and comply with current British standards.

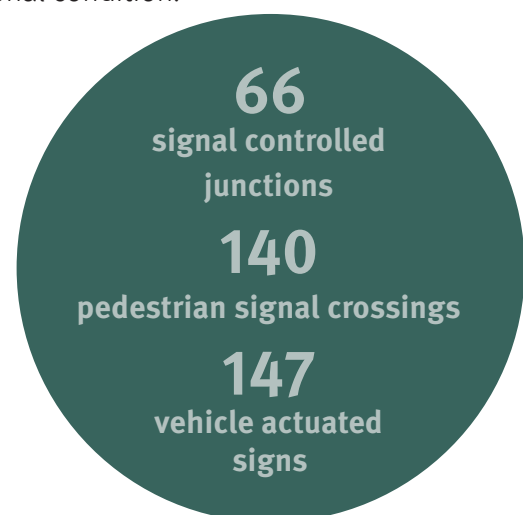




Traffic signal controlled junctions and pedestrian crossings form an important highway asset, contributing to the safe and efficient use of the road network and promoting economic growth within the county. Its efficient operation and maintenance allows those using the road network to move around the county with the minimum of delay and disruption. Efficient maintenance regimes also ensure that the traffic signal installations are maintained in a safe structural and electrical condition.

There are currently 66 signal controlled junctions, 140 pedestrian signal crossings and 147 vehicle actuated signs (VAS) installed across the county with a Gross Replacement Cost of £15 million. The traffic signal sites also have white lining, anti-skid and pedestrian barrier rails associated with them. An annual inspection is undertaken which checks the physical condition of the infrastructure and the operation of the equipment. This includes a visual assessment of the structural and electrical condition as well as an electrical test on every sixth year and for VAS assets, a sign replacement programme is currently in place for signs greater than 10 years old.

A significant number of our installations used to be equipped with remote fault monitoring but this has now been removed to reduce communication costs. Fault notification is now based solely on reports from the public, police and our contractors. Key Performance Indicators (KPI's) are set and monitored to ensure that our contractor attends and rectifies faults within specified contract time periods. An age based refurbishment programme is generated on an annual basis which is reviewed along with the annual inspection results to ensure that all of the signal sites are maintained in an acceptable operational condition.



Desired outcomes: To ensure the safety of the public, the efficient operation of the asset, reduce the risk to maintenance operatives, reduce energy consumption, reduce the cost of maintenance and halt deterioration of the asset.

Approach: Combined routine inspection, testing and cleaning to ensure the most efficient and economic routine maintenance service is provided. The timely attendance and repair of faults and ordered work to ensure the safe operation of the asset. The use of a computer inventory system to record and monitor fault and asset information. A schedule of annual inspections to identify issues that poses a risk to operational efficiency and public safety. Reduced energy consumption through the use of LED lanterns signal heads. The de-cluttering and removal of unwanted equipment or its relocation on to other existing assets to reduce the number of items to maintain and reduce future maintenance costs (combined infrastructure). The replacement of surface cut detection loops with underground vehicle sensors to reduce future maintenance costs, reduce the opportunity of loop failure and maintain the long term structural integrity of the road surface. The design of efficient replacement traffic signals schemes that deliver the lowest whole life costs.

Road markings, signs and street furniture



A well designed and managed highway environment generates benefits for residents, businesses and visitors to the county. Road markings, signs and street furniture have a significant presence within this environment and appropriate design and maintenance of these assets is required to offer a safe and attractive public realm to road users.

East Sussex County Council is responsible for the maintenance of over: 900 grit bins, 24.7km of pedestrian guard rail, 40,000 safety bollards, 631 safety barriers, 44,000 road signs and nearly 2,500km of road markings.

Road markings, signs and street furniture have historically been maintained by routine and reactive means. With a comprehensive asset inventory collected in 2013, an asset management based approach, delivering prioritised programmes of maintenance is now being developed. In maintaining these assets, the approach will coordinate design and maintenance functions, ensuring that new assets meet the objective of the highway service, are sustainable and serviceable, offering good long term value.



Community initiatives have been set up to work alongside parish and town authorities, to jointly-fund the maintenance of some assets of local importance such as fingerposts.

Short-term desired outcomes (current year): Develop a prioritised programme of preventative maintenance for Road markings in 2015/16 and reduce the level of associated reactive maintenance.

Medium to long-term desired outcomes (2 to 10 years): To develop a case for the funding road markings, signs and street furniture maintenance in East Sussex and to implement programmes of work delivering best value against Council and Highway Service objectives.

Approach: Using inventory data develop a lifecycle model for road markings, signs and street furniture and implement a programme of preventative maintenance in 2015/16. This programme will consider all existing road marking maintenance activity and propose a plan offering a coordinated, best value approach in future. In addition, the signage inventory data will be used to support initiatives such as street de-cluttering to improve the public realm for road users and limit future maintenance liability.



East Sussex understands that in order to drive continuous improvement and inform effective asset management based decision making, having the right data management systems in place is vital.

The road network is surveyed every year using SCANNER, achieving complete network coverage. In addition, county-wide footway and drainage condition surveys are undertaken, with the current footway data collection having been completed in 2013. It is intended that the collection and updating of this data will continue, as it will support the asset management objectives of the Council and will ensure that the outcomes for the individual asset strategies can be met.

The data gathered in these surveys, including details on inventory, asset location and performance, is recorded and stored in asset information databases. These provide a central repository for asset information which can be easily interrogated to obtain information necessary for the day to day management of the asset and to inform short and long-term maintenance needs. As part of the implementation of asset management, we will review current data collection techniques and develop a data management strategy.

Best practice and performance monitoring

East Sussex County Council is committed to the development of good practice and continuous improvement, having already played a leading role in the development of the regional agenda on highway asset management. Examples of activities that demonstrate our commitment include:

- Membership of the South East 7 Alliance;
- Membership of the South East Service Improvement Group;
- Participation in Project Outcome (with Surrey);
- Membership of the CIPFA HAMP Network; and
- Attendance at a variety of local and regional events.

Performance monitoring

An Asset Management Implementation Road Map and a supporting Implementation Plan has been developed. We are continually

reviewing our progress against this plan and will be undertaking formal annual reviews. Asset management objectives as well as service delivery and contract delivery objectives have also been developed. We will monitor performance against these objectives to enable us to identify where we are making progress and where we may need to make changes to ensure we continue to manage the asset in the most efficient manner, and to ensure that we are able to continuously improve.

Strategy review

This strategy and our Asset Management Policy will be reviewed annually, updated and re-published as appropriate. This process will be managed and implemented by East Sussex County Council officers.



The following terms are used in this strategy:

Asset management

A strategic approach which identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.

Asset valuation

The calculation of the current monetary value of an authority's assets. It excludes therefore any consideration of the value to the community in terms of the economic and social benefits of providing a means for people to travel in order to work, socialise and live.

Critical Asset

An asset without which you cannot deliver a statutory service.

Deterioration

The change in physical condition of an asset resulting from use or ageing.

Gross Replacement Cost

The total admissible cost of replacing the existing highway asset to a modern equivalent standard, taking into account up-to-date technology and materials.

Levels of service

Levels of service typically cover condition, availability, capacity, amenity, safety, environmental impact and social equity.

Lifecycle Planning

Making the right investment at the right time to ensure that the asset delivers the requisite level of service over its full expected life, at the minimum cost.



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DRAFT**Highways Asset Management Drainage Strategy 2015 -2018**

The highway drainage asset is critical to ensuring the controlled removal of water from the carriageway to allow customers to use it safely. The impact that failure of the drainage asset can have on other highway assets, wider transport infrastructure and private property is significant.

The challenge facing East Sussex County Council in managing highway drainage and local flood risk is defining the location, specification and condition of highway drainage assets in order to identify what is needed to improve their performance. With a focus upon outcome delivery and performance at the core of the new Highways Maintenance Contract, the Highways Asset Management Drainage Strategy complements the new contract and sets the direction for collaborative working between both Client and Contractor.

The objectives and actions outlined in this strategy have been aligned to both deliver the council priorities and implement the industry guidance in order to achieve DfT capital funding for highway drainage improvements in East Sussex. By working to secure DfT capital funding and deliver drainage schemes, savings will be realised through reducing the maintenance cost to other highway infrastructure, especially carriageway which often suffers from accelerated deterioration as a result of failing highway drainage systems.

East Sussex County Council

Highways Asset Management Drainage Strategy

2015 – 2018

Document History:

Date	Document Version	Document Revision History	Document Author / Reviser
31 July 2015	1.3		Tom Crawshaw

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1. Highway Drainage – A Critical Asset

The highway drainage asset is critical to ensuring the controlled removal of water from the carriageway to allow customers to use it safely. The impact that failure of the drainage asset can have on other highway assets, wider transport infrastructure and private property is significant.

The **Highways Act 1980** empowers highway authorities to construct and maintain drainage systems to remove surface water from the highway. More recently, the **Flood and Water Management Act 2010** gives local authorities a role for the management of local flood risk.

The biggest challenge facing highway authorities in managing highway drainage and local flood risk is **defining the asset to identify the need**. In many cases the location and condition of highway drainage assets are far from understood which presents real challenges in making the case for investment.

Highway drainage assets across East Sussex have suffered from significant under investment over many years. As a result **we have a dated drainage system that we have very little knowledge about** which is costing us more to maintain year on year. Our existing approach to maintaining highway drainage assets is largely reactive. This is very costly and does not address the issue of needing to understand where to invest to halt the deterioration.

Council Priorities

The Highways Asset Management function and approach to highway drainage is following the '**One Council**' **approach** and will be steered by the Council's Priorities:

- **Helping People Help Themselves**
- **Driving Economic Growth**
- **Making Best Use of Our Resources**
- **Keeping Vulnerable People Safe**

The East Sussex County Council **Highway Asset Management Policy** establishes the Council's commitment to Highway Asset Management and demonstrates how this approach aligns with the Council Plan. The Policy has been published alongside the **Highway Asset Management Strategy** on the Council's website.

Drainage Objectives

To help deliver the Council Priorities and implement the relevant recommendations from the **Highways Maintenance Efficiency Programme (HMEP) - Guidance on the Management of Highway Drainage Assets (2012)**, the objectives for highway drainage in East Sussex are as follows:

- **Define the Highway Drainage Asset**
- **Deliver an Efficient & Effective Highway Drainage Service**
- **Work in collaboration with People & Partnerships**

These objectives will guide the approach to highway drainage asset management in East Sussex and will focus the delivery of the actions identified within this strategy.

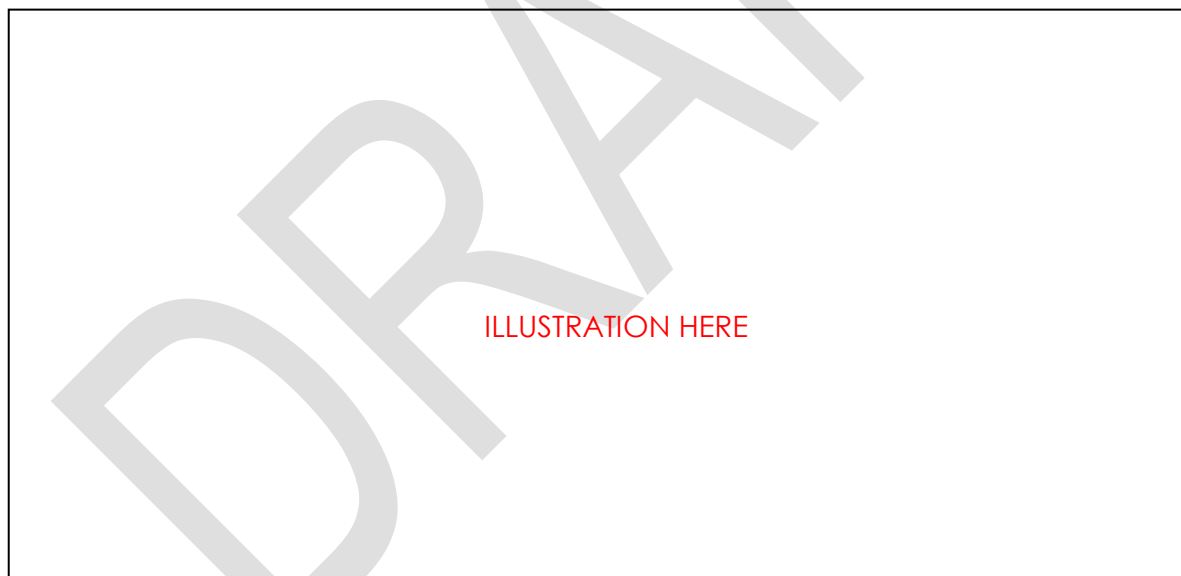
2. The Drainage Asset

Objective 1 – Define the Highway Drainage Asset

Improving our understanding

The current inventory of highway drainage assets across East Sussex includes approximately **98,000 gullies**, **10,000 grips** and **500km of drainage ditch**. In addition to details about the location and specification of these assets there is a good understanding of their condition from inspections and surveys. In particular, observation of silt levels in highway gullies at regular inspections provides useful statistics to help focus, support and inform a prioritised cyclical maintenance approach. What we do not know is the location, the specification and most importantly, the condition of the **pipes** connecting these assets (see **Figure.1**).

Figure.1 – Illustration of highway drainage system (known/unknown assets).



To direct resources to define the highway drainage asset in areas of **greatest risk first**, targeted surveys will be undertaken in areas of East Sussex which are at risk of local flooding. We use a '**whole system**' approach to build an inventory of drainage assets from inputs (e.g. gullies) to outputs (e.g. ditches) and every element in between (e.g. pipes). An understanding of the drainage asset as whole systems in areas at risk of local flooding will help to identifying issues and constraints while focusing, supporting and informing maintenance activities.

3. The Drainage Service

Objective 2 – Deliver an Efficient & Effective Highway Drainage Service

Historically, the approach in East Sussex to repairing and improving our highway drainage assets has been **predominantly reactive**, rather than pro-active.

We are now shifting our focus to proactively maintain our drainage asset and **deliver a safe, serviceable and sustainable drainage service** into the future.

To achieve an efficient and effective drainage service we will deliver the following:

- **Safety** – Ensuring the controlled removal of water from the carriageway to allow customers to use it safely.
- **Serviceability** – Maintaining the drainage asset to a condition in which it remains functional for draining the highway.
- **Sustainability** – Designing, constructing and maintaining drainage assets to meet both current and future needs in a changing environment while making effective use of limited budgets.

Future Delivery

The principles of Asset Management are at the core of the new Highways Contract beginning in May 2016. With a focus upon outcome delivery and performance, the new contract has been structured to accommodate the limited understanding of asset condition, meanwhile encouraging collaborative working between both Employer (County Council) and Contractor to improve this understanding through the life of the contract (2016-2023).

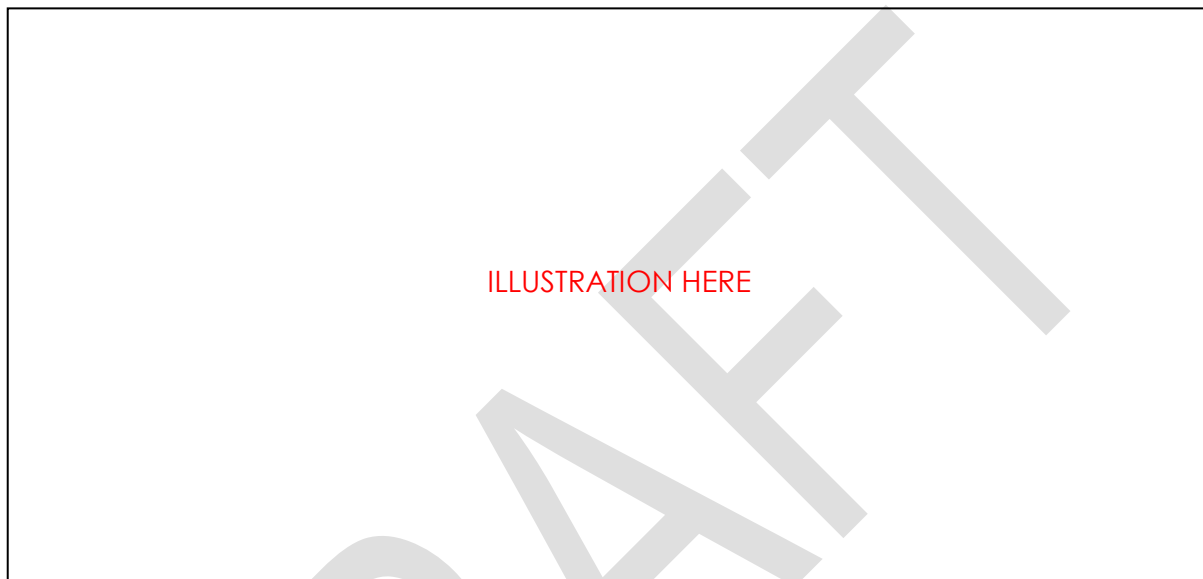
We will work with the incoming Contractor to deliver a safe, serviceable and sustainable drainage service while improving our understanding of the drainage asset.

Efficiency and Effectiveness

The two elements of efficiency and effectiveness must be balanced appropriately to ensure the effective use of limited budgets.

We are addressing this balance by ensuring that our gully cleansing operations are undertaken efficiently by targeting **all** gullies along a whole road instead of individual gullies (see **Figure.2**). Whole roads are visited on a prioritised basis informed by recorded silt levels. Effectiveness of the operation is monitored by recording silt levels after cleansing in addition to site audits.

Figure.2 – Illustration of cyclical gully cleansing operations.



We will continue to target our gully cleansing resource to areas where the gullies need cleansing more often. By **applying a risk factor to every one of our gullies based on flood risk and road hierarchy** we have been able to prioritise which gullies need to be fixed first when a problem is reported.

Data & Systems

It is recognised that effective Asset Management planning and decision making relies on having the appropriate data available to those who need it and for that data to be appropriate, reliable and accurate.

We have worked with external software providers to build a **Data Management System** which holds our current drainage inventory along with condition information. We will continue to develop this system further by mapping know areas at risk of flooding (hotspots) which will focus maintenance activities. The development of this system will ensure that we address the causes of failing drainage assets rather than just the symptoms.

4. Working in Partnership

Objective 3 – Work in collaboration with People & Partnerships

County Council employees and other organisations responsible for drainage assets and flood risk management are a valuable source of asset management information. Therefore, both individuals and partnering organisations will be engaged and their knowledge captured and incorporated into data records.

We will be working with the Council's **Flood Risk Management Team** to draw upon flood history records from **Surface Water Management Plans**. These have been undertaken in areas at risk of local flooding across the County. Furthermore, we will assist in delivering the actions identified within the **Local Flood Risk Management Strategy**.

External organisations such as the Environment Agency and Southern Water will be engaged to address water management issues and share information and data to help **achieve shared objectives**.

5. The Drainage Challenge

Due to historic under investment in the maintenance of our highway drainage systems there is a **significant backlog** of defective drainage assets across the county. Addressing this backlog will put pressure on limited revenue budgets and therefore we will **target capital investment** to resolve the cause of the drainage issues rather than just the symptoms.

By investing in capital drainage schemes, savings will be realised through reducing the maintenance cost to other highway infrastructure, especially carriageway which often suffers from accelerated deterioration as a result of failing drainage systems.

The immediate future (2015-2016)

Asset Management will be at the core of the new Highways Contract beginning in May 2016. In preparation for this, we will begin building our understanding of the drainage asset by undertaking a series of targeted inventory surveys in areas at risk of local flooding. We will work to co-ordinate maintenance activities across our teams and drainage assets whilst collecting on-the-go inventory and condition data for use in the future. This will improve the performance of this critical asset in the short term and begin to set the building blocks in place for **future programmes of prioritised maintenance**.

Department for Transport (DfT) - Future Funding

We will be improving our knowledge of drainage infrastructure across the county to develop **capital schemes of between £5-20m**. These schemes will demonstrate evidence based decisions on drainage improvements, enabling us to bid for capital funding under the **DfT Challenge Fund in 2017** and meet the requirements for the **DfT Incentive Fund**.

Action Plan (2015-2018)

To achieve the County Council's Priorities and the objectives for highway drainage asset management in East Sussex a plan has been developed which will be delivered between 2015 and 2018.

6. Action Plan (2015-2018)

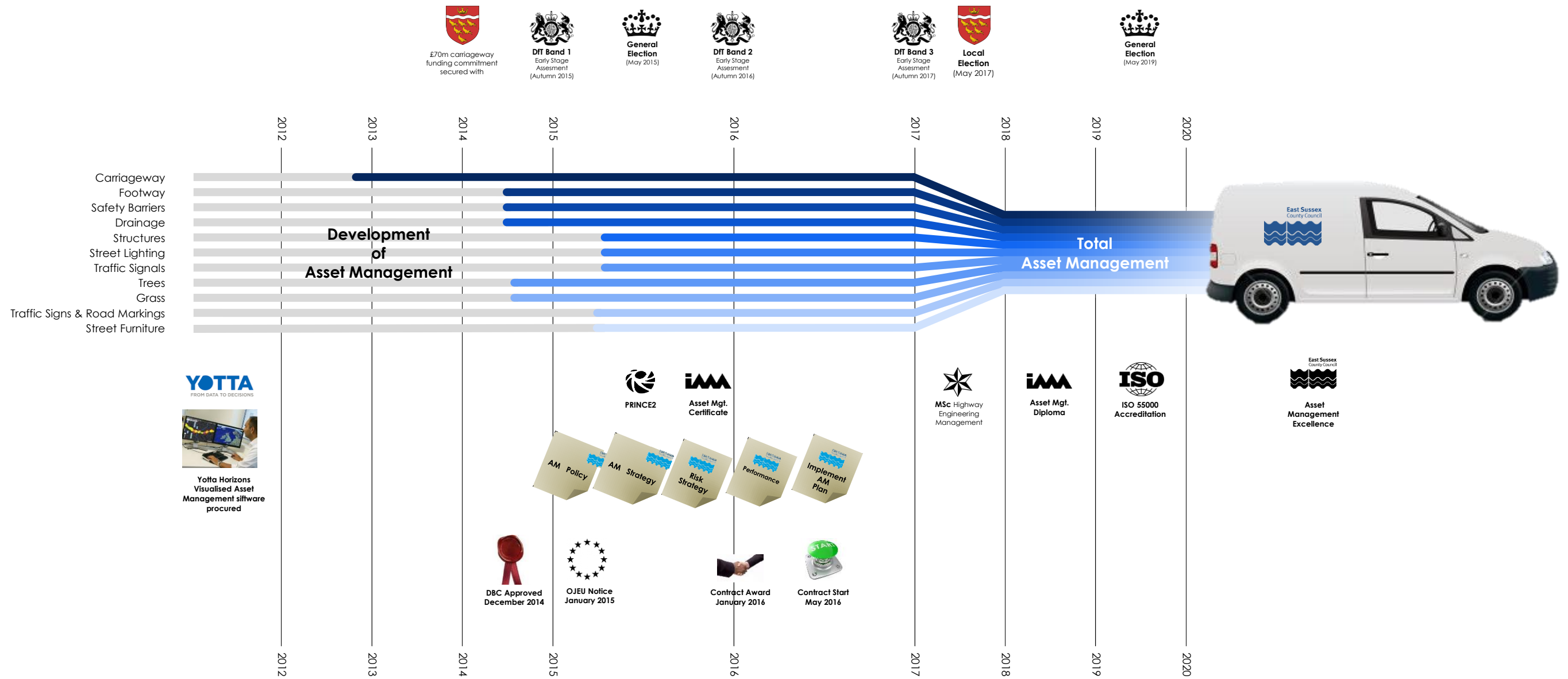
Drainage Objectives	Action	Timescale	Links to County Council Priority Outcomes	Links to the HMEP - Guidance on the Management of Highway Drainage Assets (2012)
Define the Highway Drainage Asset	Define investment required and areas at risk of local flooding for targeted inventory and condition surveys to be undertaken.	August 2016	Making Best Use of Our Resources Keeping Vulnerable People Safe	Recommendation 3 Recommendation 4
	Undertake targeted inventory & condition surveys in areas at risk of local flooding	December 2018	Making Best Use of Our Resources Keeping Vulnerable People Safe	Recommendation 3 Recommendation 4
Deliver an Efficient & Effective Highway Drainage Service	Complete the agreed two-year targeted cyclical gully cleansing programme on-time.	April 2017	Making Best Use of Our Resources Keeping Vulnerable People Safe	Recommendation 1 Recommendation 6 Recommendation 9 Recommendation 11
	Implement new process for prioritising investigation of drainage defects	October 2015	Making Best Use of Our Resources Keeping Vulnerable People Safe	Recommendation 1 Recommendation 6 Recommendation 11
	Develop prioritised programme of capital schemes in advance of DfT's Challenge Fund 2017 .	March 2017	Making Best Use of Our Resources	Recommendation 1 Recommendation 6
Work in collaboration with People & Partnerships	Engage with internal teams and external organisations especially in relation to flood risk management	December 2015	Making Best Use of Our Resources Helping People Help Themselves	Recommendation 2 Recommendation 7 Recommendation 8 Recommendation 10
	Develop existing Data Management System to include all known drainage asset inventory and mapped areas at risk of flooding to focus maintenance activities.	December 2018	Helping People Help Themselves	Recommendation 5

7. Glossary

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Highway Asset Management Road Map



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Department for Transport Self Assessment Questionnaire - Gap Analysis

		Asset Management								Resilience			Customer			Benchmarking & Efficiency		Operational Service Delivery					
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		Asset Management Policy and Strategy	Communications	Performance Management Framework	Asset Data Management	Lifecycle Planning	Leadership and Commitment	Competencies and Training	Risk Management	Resilient Network	Implemented Potholes Review	Implemented the Drainage Guidance	Satisfaction	Feedback	Information	Benchmarking	Efficiency Monitoring	Periodic Review of Operational Service Delivery	Supply Chain Collaboration	Lean Reviews	Works Programming	Collaborative Working	Procuring External Highway Maintenance Services
		Does your local authority have an asset management policy and strategy for its highway infrastructure?	Has your local authority communicated its approach to highway infrastructure asset management?	Does your local authority have a performance management framework and maintenance regime that supports its highway infrastructure asset management strategy and continuous	Does your local authority have an effective regime to manage its highway infrastructure asset data?	Is your local authority undertaking lifecycle planning as part of its highway infrastructure asset management?	Is your authority able to demonstrate leadership and commitment from senior decision makers in taking forward its highway infrastructure asset management?	Has your local authority identified the appropriate competencies required for highway infrastructure asset management and what training may be required?	Does your local authority have a comprehensive approach to managing current and future risks associated with the highway infrastructure assets?	Has your local authority established a resilient network as recommended by the 2014 Transport Resilience Review?	Has your local authority implemented the relevant recommendations of the 2012 HMEP Potholes Review - Prevention and a Better Cure?	Has your local authority implemented the relevant recommendations of the 2012 HMEP Guidance on the Management of Highway Drainage Assets?	Does your local authority undertake customer satisfaction surveys into the condition of its highway network and if so how does it use this information to help drive?	Does your local authority have a mechanism in place to gather customer feedback on its highway maintenance service and if so how does it use this information?	How does your local authority ensure that customers are kept informed about their highway maintenance service?	Does your local authority undertake benchmarking to drive improvement in its highway maintenance service?	Does your local authority have a process in place to measure the ongoing cashable and non-cashable efficiencies that are being delivered in the highway maintenance?	Does your local authority have a mechanism in place to undertake a periodic review of its operational service delivery arrangements for the highway maintenance service?	Is your authority working in collaboration with your operational service provider and their supply chain in delivering the highway maintenance service or any component of it?	Has your local authority undertaken a Lean or equivalent transformational change management review of its highway maintenance service or any aspect of it?	Has your local authority produced a long term forward programme of capital maintenance works for all its highway infrastructure assets?	Is your local authority or your operational service provider working in collaboration in delivering the highway maintenance service or any component of it?	Is your local authority adopting a good practice approach in the way it procures external highway maintenance services?
DfT Banding	3	In addition: Outcomes from investment in the asset are clearly identified in the strategy. Demonstration that the strategy has been used to develop the level of service for setting and measuring performance, and the outcomes from the strategy can be demonstrated. All staff and stakeholders can demonstrate knowledge and alignment to this policy and strategy. Regular asset management briefings with the senior decision-makers, and relevant staff.	In addition: Communication strategy is in place, its implementation is monitored and "lessons learnt" are incorporated into the strategy. Stakeholder consultation information is used to develop levels of service. There is a transparent process for the decision-making available to the public.	A complete performance management framework is in place. Performance targets are in place and linked to investment levels. Stakeholders including road users, other groups and the senior decision-makers have been consulted in the development of customer focused measures and levels of service. Performance targets are aligned to financial requirements over the next 3 years and the funding required has been identified. Regular reviews by senior management are undertaken and improvement actions developed as a consequence. These have been aligned with senior decision-makers and the service delivery.	In addition: An information strategy has been developed and implemented that supports the asset management strategy and the performance management framework. Lifecycle planning decisions are based on documented evidence of the performance of each major asset. Deterioration profiles have been developed and are continuously improved. There is a fully optimised approach to lifecycle planning that can be demonstrated, together with the benefits of that optimal approach.	In addition: Performance targets link to the performance management framework. Lifecycle planning decisions are based on documented evidence of the performance of each major asset. Deterioration profiles have been developed and are continuously improved. There is a fully optimised approach to lifecycle planning that can be demonstrated, together with the benefits of that optimal approach.	In addition: Senior decision-makers are involved in providing direction to asset management and are consulted on an appropriate basis through reviews. These reviews include all parties involved in the delivery of asset management, such as contractors, service providers and in-house teams.	In addition: Vocational, educational and professional training has been funded and is underway for all key staff involved in asset management. Regular communication between those undertaking key roles including sharing knowledge and "lessons learnt" is undertaken. PAS55/ISO 5500 competency framework has been rolled out and individuals undertaking key roles in asset management have participated. Competencies are regularly reviewed as part of individual development action plans.	In addition: Approach to management of risk is continually improved and appetite to risk is clearly documented. "Lessons learnt" from the management of risks are regularly recorded at all levels of the organisation. Documented approach to management of critical infrastructure on the network exists together with documented contingency plans.	In addition: The resilient network is reviewed annually and updated as appropriate based on lessons learnt. It is used as a basis for decision making and included in the prioritisation criteria for relevant assets. It has been communicated with the public and is on the website.	In adopting the relevant recommendations of the HMEP Potholes Review progress, has been monitored across a number of ongoing performance measures including: - Response standards for defects. - A reduction in the need to undertake repeat repairs. - Improvements in public satisfaction. - Cost savings.	The Guidance has been adopted and the recommendations implemented. There are measurable improvements in managing drainage on the network including: - Fewer flooding incidents. - A reduction in the number of properties flooded adjacent to the highway as a consequence of highway runoff. - An improvement in the management of delays and disruption caused by roads blocked as a result of flooding.	Maximises the value of customer and public feedback collected via robust mechanisms. Tracks feedback from previous surveys and uses this information to measure, benchmark and diagnose performance. Action plan developed and "lessons learnt" captured and shared.	Captures information and makes it accessible to the wider service and stakeholders. This information is available visibly and is accessible for supporting all maintenance decisions. Publishes details of the measures taken to respond to feedback from the public.	A pro-active approach is taken to informing customers. There is a communication strategy in place that has been approved. This strategy is acted upon and reviewed regularly.	Actively using benchmarking data to improve service delivery on a continual basis and to support investment decision-making. Visibility of benchmarking data is available across the authority. The methods to calculate the performance data used for benchmarking are robust and transparent, based on reliable data.	Tracks annual progress of efficiency and can demonstrate evidence of efficiency.	Implementation of the highway service review recommendations deliver a more efficient and effective service.	Formalisation of working in collaboration with the supply chain which may be supported by working towards accreditation through BS 11000 or an equivalent Standard.	Implementing the findings of the Lean or equivalent transformational service review and regular monitoring of the progress, to ensure a process of continuous improvement is in place.	In addition: All major assets, as described in the asset management strategy, have an approach to prioritisation. This approach is to align with the asset management objectives of the organisation described in its strategy. Key stakeholders have been consulted regarding the prioritisation process and their comments considered for inclusion. There is a single 3 year programme of work across all assets and works have been combined where possible.	Maximising the potential of the joint working to deliver ongoing and wider long-term benefits, including financial and improvement in service delivery.	By applying good practice in procurement achieving the desired outcomes through the external providers.
	2	An asset management policy and strategy has been developed, clearly documenting the links with corporate vision and other policy documents providing the "line of sight" for the asset management strategy. It has been endorsed by the Executive and published on the authority's website. This document must have been published or reviewed in the past 24 months.	Key stakeholders have been identified. Progress has been made in communicating with them around the benefits of the asset management strategy and the reasons behind decisions that affect them. This includes consultation regarding their specific requirements. This should be supported by a procedure for communicating and consulting on relevant issues on a regular basis that is transparent and understood.	A set of performance measures and a monitoring regime have been developed to support the implementation of the asset management strategy, the works programmes and other aspects that will support continuous improvement. This includes measures of stakeholder satisfaction, safety, serviceability and sustainability. These are measured and reported on a regular basis and the approach is clearly documented, together with relevant action plans.	Key assets have been identified and data is collected at specified frequencies. (This data is the minimum required to support asset valuation). Gaps in data are documented and action plans are in place to collect the data. An asset register is in place and accessible to all relevant asset management staff. There is evidence of regular documented audits of data coverage and quality.	An approach to lifecycle planning for each major asset has been adopted and investment is managed on this basis. Processes to apply appropriate analysis to determine the investment needed are in place, such as the HMEP Lifecycle Toolkit. Investment for future funding has been developed using scenarios in order to identify best return from investment. Lifecycle plans are used to support investment decisions, audited and checked.	The Executive has communicated its commitment to the implementation of asset management and endorsed the policy and strategy. They have provided resources, including finances, to deliver the programme of works. Senior decision-makers have identified and appointed the person responsible for leading asset management and developed a plan of action for the implementation of asset management.	The competencies for key asset management roles have been identified, individual competency has been assessed against these roles and development action plans developed accordingly. This includes the need for training of key individuals. Staff competencies are reviewed on an annual basis.	A documented process to assess risk associated with the management of assets is in place for all activities of the organisation and communicated to relevant stakeholders consistent with the corporate approach to risk. This includes regular assessment of risks, communication of those risks and their management. Risk is also considered as part of the decision-making process for investment and programme development for maintenance schemes. A resilient network is in place (as identified by the Transport Resilience Review) and appropriately influences the decision-making process.	The process for developing the resilient network has been developed and documented. Consultation has been undertaken with key business and interest groups. The resilient network has been agreed with senior decision-makers. All risks associated with adopting the resilient network have been documented together with mitigation.	A review of the authority's current practice against the recommendations of the Potholes Review has been undertaken. Where the practice doesn't reflect the recommendations of the Potholes Review a prioritised action plan has been produced. As there may be a need for changes to policy and investment a report has been produced to secure sign-off by the Executive.	A review of current practice against the recommendations of the Guidance has been undertaken. Where the practice doesn't reflect the recommendations of the Guidance a prioritised action plan has been produced. As there may be a need for changes to policy and investment a report has been produced to secure sign-off by the Executive.	Proactively collects customer and public feedback with highway condition annually through robust mechanisms such as the National Highways and Transport (NHT) Public Satisfaction Survey or equivalent. This information is used to support investment decisions.	Provides a fair range of facilities for the public to provide feedback and report defects. This includes facilities for customers to register feedback on highway-related issues by phone, on-line via the authority website and/or using proprietary or bespoke developed apps.	Ensures that the role of the highway authority is explained and highway maintenance policies, standards and service levels are easily accessible and understandable to members of the public.	A member of a recognised "benchmarking club" that measures and compares service delivery performance. A member of a recognised "benchmarking club" as an active member, regularly attends meetings, contributes and shares performance data and/or information on practice and process for comparison.	Measuring and reporting efficiency of operations annually using Customer Quality Cost (CQC) methodology or similar established approach.	Undertaking a review of the highway service supported by the HMEP Strategic Peer Review or some other equivalent challenge process. Making use of the HMEP Procurement Route Choices Toolkit or some other equivalent appraisal mechanism to identify suitable alternative service delivery options.	Has a mechanism in place, such as that recommended by the HMEP Supply Chain Collaboration Toolkit, to improve relations with the local authority's key highway maintenance suppliers, which encourages collaboration.	Understands a lean review, using the HMEP Lean Toolkit or some other equivalent transformational change management review, on the highway maintenance service or aspect of it.	There is a minimum of a fully scoped, prioritised and approved 3 year rolling programme of works for all major assets. The schemes have been prioritised based on an agreed set of criteria reflecting current condition. The programme has been agreed with the Executive and the authority has been given the authority to try to work collaboratively with adjoining authorities but this has not progressed.	Working in collaboration or a shared service arrangement with one or more local highway authorities on any aspect of highway maintenance service delivery, or providing evidence that working in collaboration with adjoining authorities but this has not progressed.	Following HMEP Standard Highway Maintenance Services Contract or an equivalent recognised good practice approach to secure an outsourced highway maintenance service or aspects of maintenance services from external providers.
1	No asset management policy and strategy is in place but there is an awareness that it should be developed or a commitment to producing an asset management policy and strategy has been given, but it has not been approved.	No approach to communication has been developed. or The need for communication with key stakeholders is understood, however no relevant action has been undertaken. There is an intent to improve the organisation's ability to communicate asset management activities that affect stakeholders.	No reference to performance measures and monitoring linked to asset management. or Historical measures are being used as the only point of measuring and monitoring asset management performance. These are not being used to support asset management decisions or continuous improvement.	There is no asset register, or inventory data is held for major assets in an asset register, but is incomplete and not updated regularly.	There is an awareness of the need for an investment plan for major assets that can be achieved through lifecycle planning. or An approach to lifecycle planning is commencing but has not yet been implemented and adopted to support investment planning.	Senior decision-makers are not involved in the decisions to develop or implement asset management. or Senior decision-makers have identified and appointed the person responsible for leading asset management and developed a plan of action for the implementation of asset management.	The need for asset management competencies has not been identified. or The need to identify competencies has been understood but no positive actions or training undertaken.	Risks associated with asset management are not considered. or There is an understanding amongst key staff that risk must be managed but there is no approach developed.	There has been no progress in identifying the authority's roads which are a priority in terms of ensuring resilience to extreme weather events – the "resilient network". or There is recognition of the need to identify a resilient network but limited progress has been made.	Specific recommendations relating to local authorities (2, 3, 6, 7, 9, 10, 11, 12, 13, and 15) of the Potholes Review have not been implemented. or There is an intention to implement recommendations but limited progress has been made.	The 11 recommendations in the Guidance for authorities have not been implemented. or There is an intention to implement recommendations but limited progress has been made.	Recognises the need to have customer and public feedback (including satisfaction) on highway condition, and might proactively generate this, but inconsistent, irregular or unsystematic methods are employed and limited value derived.	Recognises the need for customer feedback but has no consistent processes or systems in place.	Recognises the need to make highway maintenance policies, standards and service levels publicly available but there is nothing in place.	Aware of the benefits of benchmarking performance but have no robust mechanism in place.	Aware of the need to measure efficiency but no recognised method in place.	Recognises the need to periodically review operational service delivery arrangements but there is no process in place.	Recognises the need to collaborate but have no formal processes in place.	Recognises the benefits of undertaking a Lean or equivalent transformational change review of the highways service but have not yet undertaken.	There is no programme of works. Work that is undertaken is on a reactive basis and addresses problems on the network as they arise. or The intention to produce a 3 to 5 year works programme has been stated but no timetable for production is in place. or There is no programme of works. Work that is undertaken is on a reactive basis and addresses problems on the network as they arise.	Aware of the benefits of working in collaboration but do not have any arrangements in place.	Aware of good practice in procuring external highway services but unable to implement.	

Action Plan Summary

Action	Policy and Strategy to be approved by Lead Member and published on ESCC website.	Asset Management Communication & Engagement Strategy to be approved. Action Plan to be fully implemented.	Extract latest Service KPI Targets. Develop performance measures and monitoring to support Asset Management Strategy.	Senior Management to approve Asset Data Management Strategy. Develop documented audits of data quality.	Continue to work with Yotta to produce lifecycle plans for all of our major assets.	Follow communications strategy and asset management framework.	Capture competencies matrix and action plan for team roles.	Devise and document process for risk management for all assets.	Develop a resilient network and approach to managing it	Report illustrating move to 28 day fix has already been approved. Action plan to be developed.	Drainage Strategy to be approved by Lead Member October 2015	Have required information. Ensure information is up-to-date.	Have required information. Ensure information is up-to-date.	Publish available policies and service standards. Work with web team and communications officer.	Currently a member of NHT Efficiency Network 'Benchmarking Club'.	Collate evidence.	Collate evidence.	Collate evidence.	Collate evidence.	Have produced carriageway programme- continue to work across all major assets.	Collate evidence.	Collate evidence.
Lead	Senior Policy Officer	Senior Policy Officer	Senior Asset Strategist/ Senior Policy Officer	Senior Asset Technician	Senior Asset Strategist/ Senior Asset Technician	Asset Team Manager/ Senior Policy Officer	Asset Team Manager	Asset Team Manager/ Senior Asset Technician	Asset Team Manager/ Senior Asset Technician	Senior Policy Officer/ Asset Technician	Senior Asset Technician- Drainage	Senior Policy Officer/ Senior Asset Technician	Senior Policy Officer/ Senior Asset Technician	Senior Policy Officer/ Senior Asset Technician	Senior Policy Officer	Senior Policy Officer /Business Improvement (BI) Team	Senior Asset Strategist/ BI Team	Senior Asset Strategist/ BI Team	Senior Policy Officer/ BI Team	Senior Asset Strategist	Senior Policy Officer/ SBI Team	Senior Policy Officer / BI Team
Completion Date	Sep-15	Oct-15	Nov-15	Oct-15	Nov-15	Continuous	Sep-15	Mar-16	Mar-16	Nov-15	Oct-15	Nov-15	Nov-15	Nov-15	Jul-15	Oct-15	Nov-15	Nov-15	Nov-15	Nov-15	Mar-16	Nov-15

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