



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Nick Bennett

MONDAY, 19 JUNE 2017 AT 10.00 AM

CC1, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 20 March 2017 (*Pages 3 - 6*)
- 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 Sussex Energy Tariff (*Pages 7 - 8*)
Report by the Director of Communities, Economy and Transport
- 5 Hailsham-Polegate-Eastbourne Movement and Access Corridor (*Pages 9 - 28*)
Report by the Director of Communities, Economy and Transport
- 6 Review of the East Sussex Preliminary Flood Risk Assessment (PFRA) (*Pages 29 - 34*)
Report by the Director of Communities, Economy and Transport
- 7 Review of the East Sussex Local Flood Risk Management Strategy's delivery plan 2017/18 (*Pages 35 - 58*)
Report by the Director of Communities, Economy and Transport
- 8 Fees and charges for the Planning and Environment Service (*Pages 59 - 62*)
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 June 2017

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 20 March 2017 at Committee Room, County Hall, Lewes

Councillor Daniel spoke on items 5 and 6 (see minutes 29 and 30)

Councillor Galley spoke on item 5 (see minute 29)

Councillor O’Keeffe spoke on item 5 (see minute 29)

Councillor Rogers spoke on item 6 (see minute 30)

Councillor Stogdon spoke on items 4, 5, 6 and 7 (see minutes 28, 29, 30 and 31)

Councillor St Pierre spoke on items 4, 5 and 7 (see minutes 28, 29 and 31)

25 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 19 DECEMBER 2016

25.1 RESOLVED to approve as a correct record the minutes of the meeting held on 19 December 2016.

26 DISCLOSURE OF INTERESTS

26.1 Councillor Daniel declared a personal interest in item 6 in that he is a resident of a road adjacent to Alexandra Park, but he did not consider this to be prejudicial.

26.2 Councillor Rogers declared a personal interest in item 6 in that she is a Member of Hastings Borough Council, but she did not consider this to be prejudicial.

27 REPORTS

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

28 CAPITAL PROGRAMME FOR LOCAL TRANSPORT IMPROVEMENTS 2017/18

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

DECISION

28.2 RESOLVED to (1) agree the programme of local transport improvements for 2017/18 as set out in Appendix 1 to the report; and

(2) agree the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2017/18 programme.

Reasons

28.3 The capital programme set out in Appendix 1 represents a balanced programme of improvements which will help deliver not only the objectives of the County Council’s Local Transport Plan but will also contribute to achieving broader corporate objectives.

29 ALLOCATION OF THE 2017/18 COMMUNITY MATCH FUNDING TO A NUMBER OF COMMUNITY LED LOCAL TRANSPORT SCHEMES

29.1 The Lead Member considered a report by the Director of Communities, Economy and Transport. The following Local Members indicated their support for schemes in their division, either in person or by email:

Councillor Davies, Dowling, Galley, Field, Lambert, O’Keeffe, Shuttleworth and Standley.

29.2 Concern was raised that some large projects might preclude smaller projects being funded across the county as a whole and the prospect of a cap was discussed, though not formally recommended at this time.

DECISION

29.3 RESOLVED to (1) agree that £80,000 of match funding should be allocated towards two further specific community led transport improvement schemes for which design work has now been completed, for their construction in 2017/18, namely

- St Andrew’s School Zebra Crossing, Eastbourne
- Brighton Road, Lewes Puffin Crossing;

(2) agree that £29,600 of match funding should be allocated towards five specific community led transport improvement schemes for construction in 2017/18, namely

- Coopers Green Road speed limit reduction
- Cripps Corner Road layby
- Catsfield school buildout and speed limit
- Sacred Heart school flashing sign
- Tourist information signs, Seaford;

(3) agree that two applicants should be advised that it is not yet possible to take a decision on match funding and that they should commission feasibility studies for their schemes, namely

- Sevenoaks Road pedestrian crossing/traffic calming, Eastbourne
- Plumpton speed limit reductions;

(4) agree that the application for reduced speed limits in Piltdown should not be taken forward; and

(5) agree that the balance unallocated from the match funding available in 2017/18 should be held for potential allocation to schemes later this year.

Reasons

29.4 The Community Match was launched in 2014 and provides a mechanism under which the County Council has worked with communities to take forward locally important small scale transport improvements that were not of sufficient priority to be delivered using County Council funding alone. The operation of Community Match has been reviewed and issues evaluated. Existing and potential schemes, together with the review, were considered by a Cross Party Member Panel, and its input helped form the recommendations.

30 ALEXANDRA PARK, HASTINGS - PROPOSED DESIGNATED SHARED PEDESTRIAN AND CYCLE ROUTE - CONSULTATION RESULTS

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

DECISION

30.2 RESOLVED to defer consideration of the scheme to allow officers, in liaison with Hastings Borough Council, to develop alternate proposals encompassing St Helen's Road and other schemes utilising the Local Growth Fund monies available to support the Hastings Walking and Cycling Strategy Implementation Plan.

Reasons

30.3 The proposed pedestrian and cycle route through Alexandra Park would accord with the walking and cycling strategy for Hastings adopted by the County Council in 2014; however one of the Local Members raised concerns regarding the availability of an alternative route, and the potential for conflicts between cyclists and pedestrians at popular areas of the park near the café and bandstand. Hastings Borough Council has carried out a staged public consultation exercise to establish local views which were evenly split.

31 ISSUING OF POSTAL PENALTY CHARGE NOTICES (PCNS) BY POST

31.1 The Lead Member considered a report by the Director of Communities, Economy and Transport. It was clarified that the power referred only to School Keep Clear markings. Those present discussed the most appropriate date to begin enforcement of Regulation 10 PCNs, given the need to communicate changes with schools and parents.

DECISION

31.2 RESOLVED (1) to authorise the use of the powers in the Traffic Management Act 2004 and regulations made under it for the enforcement by the County Council of Regulation 10 Vehicle Drive Away Penalty Charge Notices on School Keep Clear markings; and

(2) to authorise the use of the powers from 1 April 2017, with any Regulation 10 postal PCN being enforced from the start of the autumn term in September 2017.

Reasons

31.3 The facility to issue Regulation 10 PCNs will have a positive effect on the ability to enforce parking restrictions and reduce the number of vehicles parking on school keep clear restrictions.

31.4 By deferring the enforcement of Regulation 10 PCNs, schools will have the opportunity to communicate the changes with parents and guardians.

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Report to: Lead Member for Transport and Environment

Date of meeting: 19 June 2017

By: Director of Communities, Economy and Transport

Title: Sussex Energy Tariff

Purpose: To recommend to Lead Member that East Sussex County Council becomes a partner in marketing the Sussex Energy Tariff to residents.

RECOMMENDATION:

Lead Member is recommended to agree that the County Council becomes a partner in marketing the take up of the Sussex Energy Tariff to residents.

1 Background Information

1.1 In 2013 Cabinet agreed that the County Council should join the Your Energy Sussex partnership (YES). The partnership is led by West Sussex County Council and includes other Sussex Local Authorities. Its main objectives are to reduce fuel poverty, improve business energy efficiency and improve the energy efficiency of the buildings owned by the individual partners. This decision supports the County Council's priorities to drive economic growth, help residents and businesses to become more resilient, and to make better use of our own resources, and supports East Sussex County Council's existing programmes on fuel poverty, business energy efficiency and energy efficiency of its own estate.

1.2 To date, YES has delivered significant investment in West Sussex, including two solar farms, solar photovoltaic (PV) systems on 48 schools, and PV systems on 225 social housing properties in Crawley. There has been very limited investment via YES in East Sussex, because of procurement restrictions to using YES contractors, the retraction of the national Green Deal programme and national changes to funding of fuel poverty measures. However, East Sussex County Council has maintained its own programmes on fuel poverty as well as delivering energy efficiency within its own estate and assisting local businesses to do the same.

2 Supporting Information

2.1. West Sussex County Council is now planning to develop a 'Sussex energy tariff' and is seeking the support of YES partners to promote it to local residents. The main objectives of the tariff are to encourage local residents to save money by switching to more competitive rates and to provide a mechanism for organisations and businesses that generate electricity in Sussex to supply what they generate within Sussex. West Sussex County Council is proposing to procure a set of 'Sussex tariffs' through a registered national energy supplier, via the formal EU procurement process, and is aiming to have them available from November 2017. The type of tariffs may include pre-payment, fixed and possibly a green tariff, with rates being as competitive as possible but unlikely to be the lowest in the market.

2.2 West Sussex County Council would enter into a contract with the supplier. No YES partners would enter into any contractual relationship and East Sussex County Council would not make or receive any payments to or from other parties. There would, therefore be no financial implications for the County Council. The County Council's role would be to promote the take up of the service by residents, for example through existing channels such as the 'Your County' magazine and social media. The main risk is probably to the County Council's reputation, should the supplier procured by West Sussex County Council deliver a poor quality service. However, the County Council will be able to withdraw completely from supporting the scheme, at any stage and with no notice, should it choose to do so.

2.3 Other Local Authorities in England have set up similar schemes, for example Peterborough City Council and Cheshire East Council. The main issue, to date, has been that they have achieved limited market penetration (eg. 1-5%), though these schemes are still relatively new. The key challenge is to encourage those people who are on uncompetitive rates to switch to a better rate, which could be any rate and not just the rates that would be on offer via YES, in order to benefit from estimated average annual savings of £200 per household.

2.4 So far the following Local Authorities in Sussex have formally agreed to support and promote the Sussex Tariff scheme: Arun District Council, Brighton & Hove City Council, Chichester District Council, Crawley Borough Council, Hastings Borough Council and Horsham District Council.

3 Conclusion and Reasons for Recommendations

3.1 Lead Member is therefore recommended to agree that the County Council becomes a partner in marketing the Sussex Energy Tariff, to enable local residents to make financial savings by reducing their energy bills.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None.

Agenda Item 5

Report to: Lead Cabinet Member for Transport & Environment
Date of meeting: 19 June 2017
By: Director of Communities, Economy and Transport
Title: Hailsham/Polegate/Eastbourne Movement and Access Corridor
Purpose: To consider the results of the Hailsham/Polegate/Eastbourne Movement and Access Corridor Study (HPE MAC), and agree to consult on the proposed measures in September 2017.

RECOMMENDATIONS: The Lead Member is recommended:

- (1) To note the outcome of the Hailsham/Polegate/Eastbourne Movement and Access Corridor study as detailed in Appendix 1 of this report; and
 - (2) To approve consultation being undertaken on the proposed measures in September 2017; and
 - (3) To agree that the outcomes of the consultation are reported back to a future decision making meeting, with a package of proposals to be recommended for taking forward for detailed design and construction.
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1. Background

1.1. The South Wealden and Eastbourne Transport Study (SWETS), was completed in 2010 to support the now adopted Wealden Local Plan Core Strategy, and identified a number of infrastructure interventions necessary (at a strategic level) to mitigate the impact of the planned large scale development across the South Wealden and Eastbourne areas.

1.2. Movement and Access Strategies (MAS) for Hailsham and Hellingly, and for Polegate were developed in 2012 and 2013 respectively, to further evaluate the highway interventions identified in the SWETS Study. Both strategies identified that improvements to a number of key strategic junctions on the A22 and A27 were required, both on the Highways England (HE) and county road network. This is in order to mitigate for the increased traffic generated from the proposed housing development in the Eastbourne South Wealden area.

1.3. It was recognised in the 2010 SWETS that improvements to the key A22/A27 junctions alone, would not be sufficient to mitigate for the additional traffic generated by the proposed housing developments. In addition, improvements would also be required to the local road network, together with bus priority measures and cycling and walking measures, to provide a greater travel choice, and facilitate a 'step change' in the use of sustainable transport. This was accepted by both the Local Plan Inspectors at the respective Examinations in Public of the adopted Wealden and Eastbourne Local Plans.

1.4. Accordingly, the Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study was commissioned to identify and assess a package of local improvements on the A295, A22/A27, A2270 and A2021 corridors, linking Hailsham, Polegate and Eastbourne. This was to support the proposed development in the Eastbourne and South Wealden areas, with a particular focus on sustainable transport improvements, for buses, cyclists and pedestrians. The geographical scope of the study is shown at Appendix 1, and a summary of the study details and outcomes are set out in Appendix 2.

1.5 An update to SWETS has recently been undertaken to test the growth options up to 2037, as proposed in Wealden's Local Plan Issues and Options document published in November 2015. This further study identified that the delivery of a comprehensive package of transport infrastructure improvements, particularly to overcome highway capacity issues and improve movement and access, on the transport corridor between Hailsham, Polegate and Eastbourne, is seen as critical to support the planned growth in the area. This study is being refined to reflect the amended, lower housing numbers that Wealden are now currently considering for the South Wealden area, as part of their Local Plan review.

2. Supporting information

2.1 The full package of recommended measures for consultation and potential scheme phases is at Appendix 3. A number of measures identified include:

- Improvements to key junctions to accommodate the additional traffic expected, following the housing developments proposed for the South Wealden and Eastbourne area.
- Bus priority measures including bus lanes and Advance Vehicle Detection at key junctions.
- Improvements to bus stop infrastructure such as shelters, seating, timetable information and real time bus information.
- The provision of a mainly off-road cycle route along the corridor and Advanced Stop Lines at key junctions.
- Improvements to the existing footway network.

2.2 Transport modelling has been undertaken to determine the impacts of the various proposals. Four different modelling scenarios were undertaken, and the details of these are outlined in Appendix 1. The modelling indicates that with the additional housing and employment planned in the Eastbourne and South Wealden area, there would be increases in traffic journey times and reductions in traffic speeds along the corridor between the three towns, whatever mitigation package was delivered. However, the identified HPE MAC and other schemes, if implemented, would go some way to alleviating the traffic congestion and support the planned growth in the area.

2.3 An economic appraisal has been undertaken in relation to the package of measures detailed in Appendix 1. A Benefit Cost Ratio (BCR) of 2.19 was established, which verifies the Movement and Access Corridor proposals detailed in Appendix 1, as being “high value for money”.

2.4 A business case was submitted to the South East Local Enterprise Partnership (SE LEP) Accountability Board in November 2016 to release the £2.1m of Local Growth Fund monies available, for the delivery of the Movement and Access corridor measures. The business case focussed on utilising the funding, subject to the outcomes of the consultation, to progress the first phase of measures (Willingdon) to detailed design and construction. The SE LEP Accountability Board approved the business case in February 2017, subject to this funding being spent by 2019/20. This phase has been prioritised, because it could be delivered independently, and then integrated with the other phases and other schemes within this area, as they come forward.

3 Conclusion and reasons for recommendations

3.1 The increase in traffic generated from the proposed additional housing and employment in the South Wealden and Eastbourne area, will result in increased levels of congestion on the road network, unless a package of mitigation measures is delivered. The Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) study identified the package of measures as set in Appendix 3 to the report, and includes improvements to key junctions, along with the provision of bus lanes and other bus infrastructure together with new cycle routes and pedestrian improvements.

3.2 It is recommended that consultation is undertaken in September 2017 on the overall package of mitigation proposals for the A295, A22, A27, A2270, and A2021 corridors, and that the outcomes of the consultation are reported back to the Lead Member with the recommended improvements to be taken to detailed design and construction.

RUPERT CLUBB

Director of Communities, Economy and Transport

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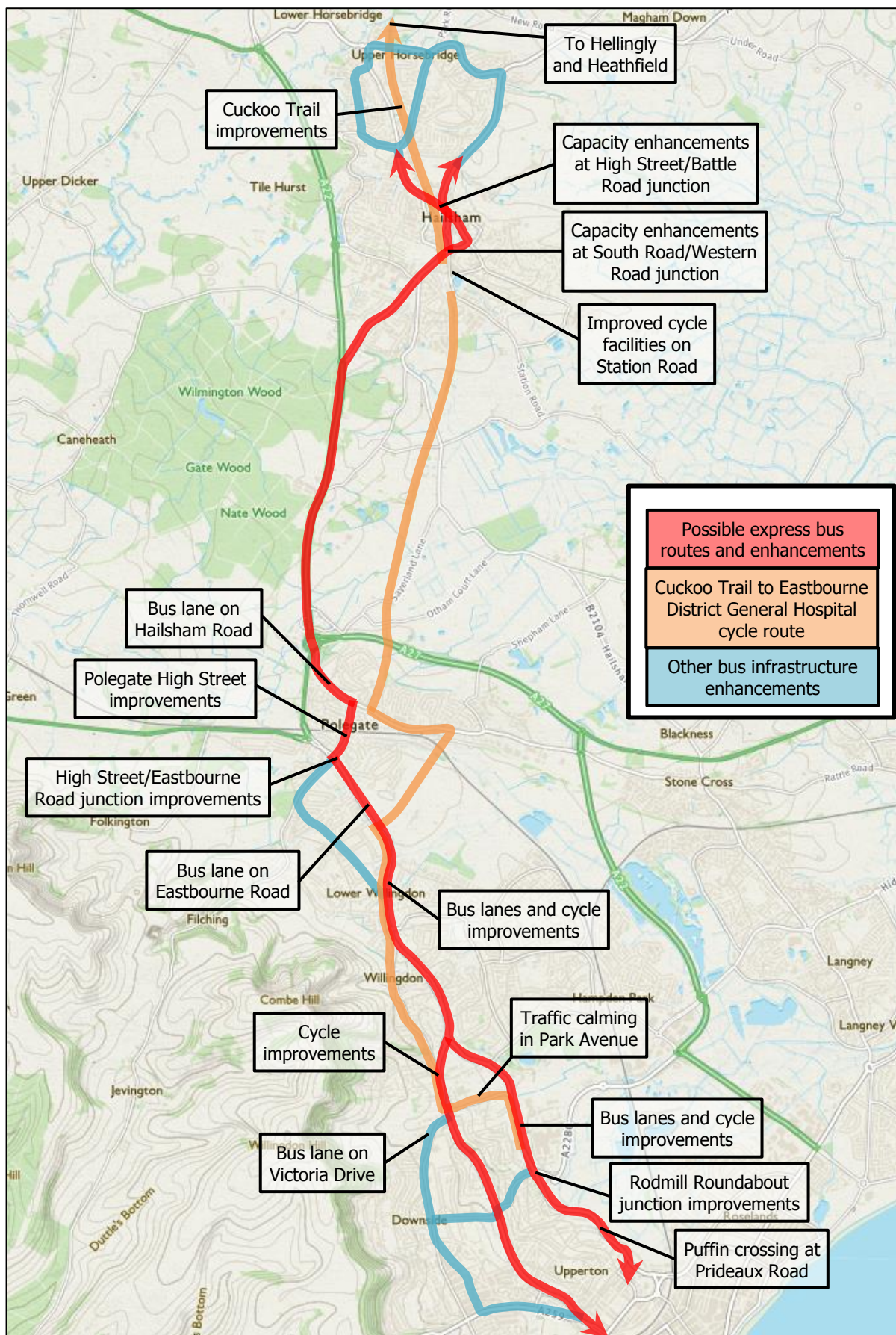
LOCAL MEMBERS

Councillors Belsey, Bennett, Bowdler, Fox, Rodohan, Daniel Shing, Stephen Shing, Swansborough, Ungar, and Wallis.

BACKGROUND DOCUMENTS

1. Stakeholder Consultation Summary Report (Amey)	Sept 2012
2. Existing Infrastructure Audit – Summary Report (Amey)	Sept 2012
3. Hailsham & Hellingly Movement & Access Strategy (Halcrow)	Nov 2012
4. Polegate Movement & Access Strategy (CH2M HILL)	Jan 2015
5. HPE MAC Phase 4 Report (Amey)	Feb 2015

HAILSHAM POLEGATE EASTBOURNE MOVEMENT AND ACCESS CORRIDOR STUDY AREA



HAILSHAM/POLEGATE/EASTBOURNE MOVEMENT AND ACCESS CORRIDOR STUDY

Study Details and Outcomes

1. BACKGROUND

The Hailsham/Polegate/Eastbourne Movement and Access Corridor (HPE MAC) Study is one of a number of studies carried out over the past few years into the transport impacts of the additional housing proposed for the South Wealden and Eastbourne area.

The first such study was the South Wealden and Eastbourne Transport Strategy (SWETS), the purpose of which was to identify those strategic junctions which would be severely stressed by the proposed housing developments. This study involved the development of a SATURN transport model. Following this SWETS work, Movement and Access Strategies (MAS) were developed for Hailsham and Hellingly and for Polegate. These strategies identified in more detail proposals for the strategic junctions with impacts and estimated costs.

The HPE MAC Study expanded on the previous MAS work and considered all junctions within the corridor including those listed below. It also specifically looked into bus priority and other bus infrastructure measures and walking/cycling improvements required throughout the corridor.

- A22 & Hempstead Lane (All-Movement Junction)
- Consolidated South Road, Diplocks Way & Ersham Road Roundabout
- Town Centre Travel Demand Reductions & North-South Through-Traffic Re-Routing via Summerheath Road
- the A27, A22 and A2270 signalised junction (*)
- the A2270 and Polegate High Street signalised junction
- the A22 and A27 Cophall Roundabout (*)
- the A27 and A22 Golden Jubilee Way Roundabout (*)
- the A22 Golden Jubilee Way and Dittons Road Roundabout
- the Lion Hill junction (where the Lion Hill and Dittons, Hailsham and Rattle Roads intersect).

NOTE: Improvements to those junctions shown () are the responsibility of Highways England.*

The assessment work carried out within the HPE MAC Study took into account all key transport measures identified from previous studies.

2. PURPOSE OF STUDY

The purpose of the HPE MAC Study was to identify the main problems along the key transport corridor between the two conurbations (including the A295, A22, A27, A2021 and A2270), and to identify what could be done to mitigate against the transport impacts of the housing development in the South Wealden and Eastbourne area. The strategic road network was previously evaluated under the Movement and Access Strategy work.

The objective was to identify what could be done to improve journey time for public transport and identify suitable routes for cycling along the corridor. Impediments to walking were also assessed and proposals identified.

A key consideration of this study was that sustainable transport should be made more attractive **without deliberately dis-benefitting other road users**. For many of the proposed measures, general traffic would also benefit.

3. PROBLEMS AND ISSUES

Although the main purpose of this study was to identify measures to mitigate for the impact of the additional housing in the area, the opportunity was taken to carry out an investigation into existing problems experienced by all road users with transport along the Hailsham/Polegate/Eastbourne corridor. This included gathering feedback from stakeholders and carrying out various audits.

The following stakeholders were asked to provide information about their experiences of the road network:

East Sussex County Council	NHS Trust
Eastbourne Borough Council	Sussex Police
Wealden District Council	Stagecoach Bus Company
Hailsham Town Council	Bespoke Cycling Group
Polegate Town Council	Hailsham Bus Alliance
Hellingly Parish Council	Sussex Downs College
Willingdon Parish Council	Transport 2000
East Sussex Fire and Rescue	Statutory Undertakers
South East Coast Ambulance Service	

A report has been prepared detailing the outcome of the stakeholder feedback.

The following transport infrastructure and provision of facilities has been audited:

- Location, type and condition of all bus stops within the study corridor
- Provision of bus timetables and punctuality information at each bus stop
- Pedestrian Accessibility/Disability Discrimination Act (DDA) audit of primary routes within the study corridor.
- Observations of current pedestrian desire lines
- Provision of facilities for cyclists including appropriate crossing points
- Analysis of the latest 3 years (2009-2012) personal injury accident data within the study area.

The following is a summary of some of the key findings from the audits undertaken and feedback from stakeholders:

- 28% of the bus stops have a shelter
- 27% of the bus stops have seating
- 3% of the bus stops have real time passenger information
- 52% of the bus stops have timetable information
- In general the facilities for cyclists are poor
- A total of 256 injury accidents were recorded along the study corridor with 1 fatal, 54 serious and 201 slight. Of these 30% involved vulnerable road users.
- In general pedestrians were well served with footways but a number of issues were identified along the route such as lack of tactile paving, poor footway condition, narrow and overgrown footways.
- Chronic congestion at key junctions has a knock on effect on bus punctuality which is reflected in the current timetable.
- The provision of adequate bus clearways will have tangible journey time benefits
- As part of a Quality Bus Partnership, Stagecoach would consider the following:
 - o Increasing the bus journeys where bus patronage increased
 - o The provision of an additional school bus where demand exists
 - o The introduction of improved quality of vehicles on the route.

4. PROPOSED MEASURES

A number of measures were identified along the corridor. The justification for each measure was on the basis of a number of factors:

1. It could lead to the resolution of an identified problem or issue
2. It could contribute to the objective of a sustainable transport corridor
3. Evidence from elsewhere that the measure could contribute to the objectives of a sustainable transport corridor
4. More pragmatically, the measure would be “just a good thing” to include at this stage.

In some cases a number of different solutions were identified for a junction. The SWETS transport model was used to assess the effectiveness of the measures in relation to issues such as congestion and journey time. By carrying out successive tests it was possible to determine those measures that performed the best.

A list of the measures proposed to take forward to further design and construction are listed in Appendix 3.

5. ASSESSMENT OF MEASURES

All the measures listed in Appendix 3 have been evaluated using the SATURN transport model developed from the SWETS work. The model was used to assess the impact on traffic flow levels along the corridor, the performance at key junctions and network wide statistics such as average speed and journey time.

As there have been a number of different measures proposed as part of the MAS work and MAC work, a number of different modelling scenarios were identified. These being:

1. 2011 Base - This represented the highway network as of 2011.
2. 2027 Do Nothing - This represented the situation whereby all the proposed housing up to 2027 has been built but no highway mitigation work carried out (i.e. the worst case scenario).
3. 2027 MAS - This represented the situation whereby all the proposed housing up to 2027 has been built and the improvements to the strategic junctions (MAS schemes) only carried out.
4. 2027 MAS+MAC - This represented the situation whereby all the proposed housing up to 2027 has been built and the improvements to the strategic junctions (MAS schemes) carried together with the local measures (MAC schemes).

Scenario (4) includes a reduction in general traffic volume as it is assumed that a 10% modal shift can be achieved (see para 6 below).

Table 1 shows the impact of the different scenarios on traffic speed, journey time and distance travelled compared with the baseline position in 2011 (i.e. Scenario 1).

TABLE 1 – Travel Impacts

Item	Time	Scenario 2 (2027 Do Nothing)	Scenario 3 (2027 MAS)	Scenario 4 (2027 MAS+MAC)
Travel Time	AM	+67%	+62%	+47%
	PM	+71%	+68%	+49%
Travel Distance	AM	+28%	+30%	+26%
	PM	+25%	+28%	+25%
Average Speed	AM	-24%	-19%	-14%
	PM	-25%	-22%	-19%

It is clear from Table 1 that journey time, travel distance and speed are all worse than the position in 2011, regardless of which scenario is implemented. The least worst situation is where all MAS and MAC measures are implemented.

The introduction of a bus lane on the approach to a junction provides a real benefit in relation to journey time improvements for buses. Table 2 below shows the journey time savings for buses along the different bus lanes proposed.

TABLE 2 – Bus Lane Benefits

Proposed Bus Lane	Reduction in journey time (seconds)	
	AM peak	PM peak
Hailsham Road approach to Cophall roundabout	37	46
Eastbourne Road (south) approach to Wannock Road/Eastbourne Road/High Street junction in Polegate	64	83
Northbound approach to Eastbourne Road/Huggetts Lane junction	16	13
Northbound approach to Eastbourne Road/Broad Road junction	-	45
Southbound approach to Eastbourne Road/Huggett's Lane junction	43	74
Northbound approach on Victoria Drive to Willingdon Road/Victoria Drive/Eldon Road junction	47	116
Kings Drive southbound approach to Rodmill junction	65	104
Kings Drive northbound approach to Rodmill junction	47	97

Table 3 shows the potential journey time savings on specific bus routes.

TABLE 3 – Bus Route Journey Time Savings

ROUTE	AM Peak (seconds)	PM Peak (seconds)
98 (southbound)	108	178
98 (northbound)	117	187
1A (Hamlands to Town Centre)	65	104
1 (Town Centre to Hamlands)	63	129

Although journey time savings are a key benefit for bus passengers, the most important factor is the improved reliability. With buses removed from the main effects of congestion, reliability (i.e. journey time

fluctuations) will greatly improve. A more reliable bus service will be achieved, with Stagecoach indicating that it would consider increasing the frequency of bus services and improving the quality of the bus stock should the bus priority measures proposed be taken forward, as part of a Quality Bus Partnership on this corridor.

6. EFFECTIVENESS OF CYCLE AND BUS MEASURES

Although the effectiveness of the transport proposals for general traffic can be assessed using the SWETS model, it was recognised that this model has its limitations when it comes to forecasting the effectiveness of cycle and bus measures in achieving modal shift.

The government's suite of Transport Appraisal Guidance documents for appraising transport schemes includes TAG Unit A5.1. This notes that transport schemes including walking and cycling need to be assessed against a range of criteria including the following:

- Estimating the impact on accidents
- Journey ambience (i.e. fear of safety and quality of the route)
- Health benefits
- Work absenteeism benefits as a result of improvements to health
- Environmental benefits – reduction in noise, air pollution
- Demand

From studying various methods of evaluating cycle demand and evaluating the latest census data (2011) it has been estimated that cycling in the study area could increase by between 100% and 200%. However, following an evaluation of cycling improvements in the Cycling Demonstration Towns the increase in cycling varied widely between 3% and 56%. In summary, it is not at all easy to determine the effectiveness of cycling initiatives.

The same situation arises in relation to the effectiveness of bus improvements. Although bus priority measures will benefit public transport over general traffic, it is not known by how much this will encourage modal shift.

In this case an assessment of the benefits of bus priority schemes was undertaken by comparing similar measures implemented in other parts of the country. From the schemes investigated the degree of modal shift varied between 6% and 17%. It is believed that a modal shift of 10% could be achieved along the Hailsham to Eastbourne Corridor. Details available from case studies identify that the modal shift achieved was on the basis that a Quality Bus Partnership existed as this would deliver other “non-highway” improvements such as newer more comfortable buses, improved frequency, etc. It is the overall public transport experience that is likely to achieve modal shift.

The figure of 10% for modal shift assumes that a Quality Bus Partnership is established with Stagecoach.

7. STAKEHOLDER CONSULTATION

Meetings were held with key stakeholders where the Hailsham to Eastbourne Movement and Access Corridor proposals were outlined. At these meetings stakeholders were informed of the findings of the SWETS model work together with outline details of the measures being considered. The feedback received was as follows:

Highways England

As part of their package of smaller scale interventions on the A27 between Lewes and Polegate utilising the £75m allocated in the Roads Investment Strategy 2015 – 2020, Highways England is currently looking into other more extensive improvements to the A27/A2270 junction which may well impact on the link between this junction and Cophall roundabout.

Highways England will be responsible for making changes to the following junctions:

- A22/A27 Cophall roundabout
- Polegate by-pass/Eastbourne Road/Lewes Road junction
- A27/A22 Golden Jubilee Way roundabout

Stagecoach Bus Company

The company were supportive of the proposals but would be in a better position to comment once further design work has been completed.

Bespoke Cycling Group

The cycling group were not satisfied with the proposals put forward for cycle routes which involved cycle lanes alongside busy roads. They proposed off-road routes separate from heavy traffic and suggested that the Cuckoo Trail would be useful link between Hailsham and Eastbourne not only for leisure but commuter journeys. Suggestions put forward by Bespoke have been taken on board and cycle proposals now include more off-road routes.

Eastbourne DGH, South East Coast Ambulance Service and Sussex Downs College

All are supportive of the proposals. However it was identified that of the possible options for the Rodmill roundabout junction, the one involving conversion of the existing roundabout to a 4 arm signalised junction would have major impacts on the DGH internal traffic flow (public and commercial) and as such this option is not being progressed any further. The option for an enlarged roundabout (part signalised) is now the favoured option.

8. COST/BENEFIT ANALYSIS

An economic appraisal has been undertaken on behalf of East Sussex County Council to provide input into the economic case for the HPE MAC required to support the business case for the funding application to the Local Growth Fund (LGF).

Eastbourne and South Wealden has been identified as one of the priority areas for economic growth in the ESCC Council Plan. Therefore this area is included within the South East Local Economic Partnership Strategic Economic Plan (SELEP SEP). This is a multi-year local growth strategy and includes actions to deliver key infrastructure projects and to achieve the overarching aims of the Local Enterprise Partnerships (LEP's), which are to support business growth, create jobs and enable the delivery of new homes.

The net Present Value Benefit (PVB) is a measure whereby the justification of a scheme is measured. The more positive the value the greater the benefits achieved by a scheme. This benefit is then measured against the cost of the scheme to give a Benefit to Cost Ratio (BCR). The economic appraisal has identified a BCR for the MAS/MAC measures as being 2.19 which is considered **“high value for money”**.

9. RECOMMENDATIONS

Subject to the outcomes of the consultation, it is recommended that the measures detailed in Appendix 3 be progressed to detailed design and construction. Unless properly managed the amount of work involved could have a major impact on the public and local businesses. In addition, the availability and timing of any funding will also have a bearing on the programme of works. With this in mind, it is proposed that the measures detailed in Appendix 3 are implemented in stages over a number of years. Each stage will involve a package of measures which will include junction improvements, bus lanes and cycling routes within a defined geographical area.

This will enable the County Council to better manage the preparation of business cases to secure future funding, to better manage the delivery of improvements and minimise the impact on the public.

10. FUNDING/PROGRAMME OF WORKS

Subject to the outcomes of the consultation, it is proposed that the design and construction of the proposed measures is taken forward in “packages”. These packages are detailed below.

Package	Measures/Improvements
Willingdon	<ul style="list-style-type: none"> • Eastbourne Road/Wannock Road/High Street junction • Eastbourne Road bus lanes and cycle route (Broad Road to Cooper’s Hill) • Eastbourne Road/Huggett’s Lane junction • Willingdon Road cycle route (Wish Hill to Victoria Drive) • Park Avenue Cycle route • Park Lane traffic calming • Victoria Drive bus lane • Bus stop improvements • Footway improvements
Kings Drive	<ul style="list-style-type: none"> • Kings Drive (Park Avenue to Rodmill roundabout) • Rodmill roundabout junction • Kings Drive (Rodmill roundabout to Kings Avenue) • Bus stop improvements • Footway improvements
Eastbourne (excluding Kings Drive)	<ul style="list-style-type: none"> • Prideaux Road Puffin crossing • Bus stop improvements • Footway improvements
Polegate	<ul style="list-style-type: none"> • Cophall Roundabout bus lane • Pevensey Road cycle route improvement • High Street Improvements • Bus stop improvements • Footway improvements
Hailsham	<ul style="list-style-type: none"> • Battle Road/High Street junction • Western Road/South Road junction • Cuckoo Trail Improvements • Station Road cycle route • Bus stop improvements • Footway improvements

The audit of walking facilities identified a whole range of improvements that needed to be carried out throughout the corridor. These are not listed in Appendix 3 as they are quite extensive. It is proposed that footway improvements within a geographical area be included within the appropriate package for that area.

In 2014 the County Council secured approval for £20.5M of Local Growth Fund for the Eastbourne and South Wealden growth corridor to deliver the following transport infrastructure schemes:

- A22/A27 Junction improvements - £4m
- Eastbourne/South Wealden walking and cycling package - £8.6m
- Eastbourne town centre movement and access package - £6m
- Hailsham to Eastbourne movement and access corridor - £6m

A business case was submitted to the South East Local Enterprise Partnership (SE LEP) in November 2016 to draw down £2.1m of Local Growth Funding to progress with the first phase of measures (Willingdon) to detailed design and construction. The SE LEP approved the business case in February 2017, subject to this funding being spent by 2019/20.

**HAILSHAM TO EASTBOURNE MOVEMENT AND ACCESS CORRIDOR
PROPOSED MEASURES**

HAILSHAM

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Measure	Details	Advantages/Disadvantages
New dedicated right turn lane from High Street into Battle Road	This will involve widening the existing carriageway to provide a separate right turn lane and so reduce the likelihood of right turning traffic blocking traffic travelling along London Road.	<p>Advantages</p> <ul style="list-style-type: none"> • Improved traffic flow at the junction <p>Disadvantages</p> <ul style="list-style-type: none"> • Some private land will need to be acquired • Some further waiting restrictions will need to be applied
Improvements to the junction of South Road and Western Road	The carriageway will be widened to provide a right turn lane from South Road into Western Road plus signalisation of the junction. The existing zebra crossing will be upgraded to a signalised crossing.	<p>Advantages</p> <ul style="list-style-type: none"> • Improved traffic flow at the junction • Will provide improved crossing facilities for pedestrians at the junction <p>Disadvantages</p> <ul style="list-style-type: none"> • Part of the footway along South Road will need to be removed • The Cuckoo Trail tunnel may need to be strengthened • Some parking will need to be removed • A small section of private land will need to be acquired • Some trees will need to be removed to improve visibility for drivers.
To improve the length of Cuckoo Trail between Upper Horsebridge Road and South Road, Hailsham.	Increase the width of the Cuckoo Trail where possible and improve signage.	<p>Advantages</p> <ul style="list-style-type: none"> • Widening of the Cuckoo Trail will provide an improved cycle facility for those wishing to cycle to work as well as for leisure cycling • The route provides a direct north/south route through Hailsham for cyclists wishing to avoid busy roads • Will provide a more consistent signing strategy and better inform users of the distances between points of interest • Direct access to the Hailsham Community College is possible
To provide a shared footway/cycleway along part of Station Road	Widen the existing footway and convert to a shared facility.	<p>Advantages</p> <ul style="list-style-type: none"> • Avoids cyclists having to cycle along the carriageway. <p>Disadvantages</p>

Measure	Details	Advantages/Disadvantages
		<ul style="list-style-type: none"> • Will involve the removal of an existing (underused) layby in Station Road • There will be a sub-standard section of shared footway/cycleway for a distance of about 20m. Cyclists will be asked to dismount.
To improve the length of Cuckoo Trail between South Road, Hailsham and School Lane, Polegate..	Increase the width of the Cuckoo Trail where possible and improve signage.	<p>Advantages</p> <ul style="list-style-type: none"> • Widening of the Cuckoo Trail will provide an improved cycle facility for those wishing to cycle to work as well as for leisure cycling • The route provides a direct north/south route between Hailsham and Polegate for cyclists wishing to avoid busy roads • Will provide a more consistent signing strategy and better inform users of the distances between points of interest <p>Disadvantages</p> <p>May require the acquisition of private land near Freshfield Close</p>

NOTE: The following measures have been identified under the SWETS Study but are not being progressed as part of the Hailsham to Eastbourne Movement and Access Corridor programme.

Measure	Details
Hempstead Lane/A22 Hailsham By-Pass junction – all movements allowed	Being progressed as part of a S278 agreement.
20 mph limit in Summerheath Road/Western Road	Following transport modelling of the Hailsham road network it has been predicted that little additional traffic will be using Summerheath Road and a 20mph speed limit would be deemed unnecessary at this time.
20mph limit in Hailsham High Street, George Street, Vicarage Lane and Vicarage Road (plus other town centre improvements).	Currently being undertaken as part of the Town Centre works.
Enlarged roundabout at South Road/Ersham Road/Diplocks Way junction	Will improve traffic flow but severe difficulties with implementation (i.e. sub-station and village green). This is being progressed by the developer, Oaklands.

POLEGATE

Measure	Details	Advantages/Disadvantages
To construct a bus lane on Hailsham Road on the approach to the Cophall roundabout	A bus lane of length 150m will be provided.	<p>Advantages</p> <ul style="list-style-type: none"> • Will reduce bus journey time by about 37 seconds in the AM peak and 46 seconds in the PM peak. • Will improve bus reliability
Improvements to the Pevensey Road Cycle Route	This route exists but an additional dropped kerb is proposed.	<p>Advantages</p> <ul style="list-style-type: none"> • Will allow cyclists to cross from School Lane to the existing shared footway/cycleway along Station Road/Pevensey Road.
High Street Improvements	These improvements include the provision of a new pedestrian crossing between Eastbourne Road and the railway crossing, the introduction of a 20mph speed limit, improved bus stop facilities and an increase in footway width where possible.	<p>Advantages</p> <ul style="list-style-type: none"> • Will provide a safe crossing point where none currently exists • Will encourage slower traffic speeds • Will improve the bus/rail interchange experience <p>Disadvantages</p> <ul style="list-style-type: none"> • Some parking spaces will be lost
Eastbourne Road/Wannock Road/High Street junction improvements	The proposals include the introduction of a left slip road from the High Street into Eastbourne Road, the provision of an additional lane for vehicles travelling north along Eastbourne Road, a bus lane on the northbound approach to the junction, an additional lane on the northern side of the junction and a pedestrian phase on all arms of the junction.	<p>Advantages</p> <ul style="list-style-type: none"> • Improve traffic flow through the junction and reduced queue lengths • Improved crossing facilities for pedestrians • Improved journey time for buses and improved right turn into the High Street and journey time savings for buses of about 64 seconds in the AM peak and about 83 seconds in the PM peak. <p>Disadvantages</p> <ul style="list-style-type: none"> • Loss of right turn capability for residents opposite the southbound bus stop • Loss of parking due to bus lane waiting restrictions

NOTE: The following measures have been identified under the SWETS Study but are not being progressed as part of the Hailsham to Eastbourne Movement and Access Corridor programme.

Measure	Details
Improvements to Cophall roundabout	This junction is the responsibility of Highways England.
Polegate by-pass/Eastbourne Road/Lewes Road junction	This junction is the responsibility of Highways England and proposals for this junction are currently being consulted upon.
Polegate High Street public realm improvements	The Polegate Movement and Access Strategy Report identifies further improvements to footways, etc.

WILLINGDON

Measure	Details	Advantages/Disadvantages
Eastbourne Road improvements	<ul style="list-style-type: none"> To construct a southbound bus lane from just north of Thurrock Close to Huggett's Lane, a distance of 630m To construct a northbound bus lane from Thurrock Close to Broad Road, a distance of 540m To construct a northbound bus lane from Cooper's Hill to Huggett's Lane, a distance of 70m To construct an off-road shared footway/cycleway on the western (and then eastern) side of Eastbourne Road from Broad Road to Huggett's Lane, a distance of 1000m To construct an off-road shared footway/cycleway on the western side of Eastbourne Road between Huggett's Lane and Cooper's Hill, a distance of 70m. To upgrade the existing traffic signals at Huggett's Lane to accommodate a bus gate and Toucan crossing. 	<p>Advantages</p> <ul style="list-style-type: none"> Will improve southbound bus journey times by about 43 seconds in the AM peak and about 74 seconds in the PM peak. Could improve northbound bus journey times by up to 45 seconds in the PM peak. Will improve northbound bus journey times by about 16 seconds in the AM peak and about 13 seconds in the PM peak. Will improve bus reliability Will provide a safe cycle route <p>Disadvantages</p> <ul style="list-style-type: none"> The 30mph speed limit will result in slightly longer journey times for all traffic .

Measure	Details	Advantages/Disadvantages
	<ul style="list-style-type: none"> To widen the existing traffic island near Broad Road to a pedestrian/cycle refuge. Introduction of a 30mph speed limit along Eastbourne Road (how far?) 	

EASTBOURNE

Measure	Details	Advantages/Disadvantages
Willingdon Road Cycle Route	<ul style="list-style-type: none"> The provision of an on-road cycle route along Cooper's Hill and Wish Hill. This will involve signing only. Construction of an off-road shared footway/cycleway on the western side of Willingdon Road for a distance of 420m. Upgrade the existing signalised junction at Park Avenue to provide a Toucan crossing allowing cyclists to cross from the shared footway/cycleway to Park Avenue. 	<p>Advantages</p> <ul style="list-style-type: none"> Will provide a safe route for cyclists alongside Willingdon Road
Park Avenue cycle route	This route will be on-road and will be a signed route for cyclists between Willingdon Road and Kings Drive. It will also involve the introduction of a 20mph speed limit along both Park Avenue and Park Lane.	<p>Advantages</p> <ul style="list-style-type: none"> Will provide a safer route for cyclists Will improve the safety of children, parents and teachers in the vicinity of Ratton School <p>Disadvantages</p> <ul style="list-style-type: none"> Will increase journey time for all traffic using Park Avenue and Park Lane
Victoria Drive	The introduction of a bus lane on the approach to Willingdon Road, a distance of 280m. There are two options for consideration. Option 1 – Introduction of a 20mph	<p>Advantages</p> <ul style="list-style-type: none"> Will improve northbound bus journey time by about 47 seconds in the AM peak and about 116 seconds in the PM peak. Will improve bus reliability Option 1 – Will improve safety of cyclists travelling along Victoria Drive and

Measure	Details	Advantages/Disadvantages
	<p>speed limit between Farlain Road and the junction with Willingdon Road and the introduction of a limited number of parking bays on the south side of Victoria Drive.</p> <p>Option 2 – Introduction of parking restrictions along the south side of Victoria Drive between Farlaine Road and the junction with Willingdon Road but retain the existing 30mph speed limit.</p>	<p>will retain some parking facilities along the south side of Victoria Drive</p> <ul style="list-style-type: none"> • Option 2 – Will improve safety of cyclists travelling along Victoria Drive <p>Disadvantages</p> <ul style="list-style-type: none"> • Option 1 – Slow general traffic speeds • Option 2 – Loss of parking along the south side of Victoria Drive
Green Street Improvements	<p>Bus stop improvements will be undertaken at bus stops at Albert Parade, Northiam Road, Broomfield Street, Motcombe Road and Greenfield Road. These improvements relate to bus clearways.</p>	<p>Advantages</p> <ul style="list-style-type: none"> • Improve bus journey time as the proposals will make it easier for bus drivers to align with the kerb and move into traffic. • Some additional parking spaces will be achieved at Broomfield Street and Motcombe Road. <p>Disadvantages</p> <ul style="list-style-type: none"> • A small number of parking spaces will be lost at Albert Parade, Northiam Road and Greenfield Road.
Kings Drive (north)	<ul style="list-style-type: none"> • The construction of a southbound bus lane from Park Avenue to Rodmill roundabout, a distance of 700m. • Construction of an off-road shared footway/cycleway on the eastern side of Kings Drive from Park Avenue to Rodmill roundabout, a distance of 700m. • Upgrade of the existing pedestrian crossing near Park Avenue to a Toucan crossing. • Construct a new Puffin crossing near Selmeston Road 	<p>Advantages</p> <ul style="list-style-type: none"> • Will improve southbound bus journey times by about 65 seconds in the AM peak and about 104 seconds in the PM peak.. • Will improve bus reliability. • Will provide a safe route for cyclists with good access to Sussex Downs College and District General Hospital • Will provide a safer crossing near Selmeston Road <p>Disadvantages</p> <ul style="list-style-type: none"> • Will require land from both Sussex Downs College and the District General Hospital. Both agree in principle to the proposals and the land loss (S38). • Some mature trees will need to be removed (replanting will be undertaken) • The removal of right turn ghost islands may delay following traffic

Measure	Details	Advantages/Disadvantages
	<ul style="list-style-type: none"> To remove existing traffic islands Relocate the southbound bus stop/shelter outside the hospital 	
Rodmill Junction	The construction of an enlarged roundabout with full signalisation.	Details not available yet as still being designed and assessed.
Kings Drive (south)	The construction of a northbound bus lane, a distance of 450m	<p>Advantages</p> <ul style="list-style-type: none"> Will improve bus journey times by about 47 seconds in the AM peak and about 97 seconds in the PM peak. Will improve bus reliability <p>Disadvantages</p> <ul style="list-style-type: none"> Will require land from a number of householders Some mature trees will be lost (replanting will be undertaken)
Prideaux Road	Upgrade the existing zebra crossing near Tutts Barn Road to a Puffin crossing.	<p>Advantages</p> <ul style="list-style-type: none"> Will improve safety for children/adults crossing the road Will reduce traffic congestion as traffic flow will improve

In addition to the specific proposals for Hailsham, Polegate, Willingdon and Eastbourne detailed above, the following improvements are also proposed:

- Improve those bus stops identified as having sub-standard facilities. This includes bus stop poles/flags, shelters and RTBI signs where these have been agreed with Stagecoach and where space exists.
- The opportunity will be taken to carry out the required footway improvements identified within the Infrastructure Audit. These improvements will be undertaken as and when other major improvements detailed above are being undertaken.
- At key junctions, Advanced Stop Lines for cyclists will be provided.
- Depending on discussions with Stagecoach, the provision of Advanced Vehicle Detection (AVD) will be considered at key signalised junctions.

Report to:	Lead Member for Transport & Environment
Date of meeting:	19 June 2017
By:	Director of Communities, Economy and Transport
Title:	Review of the East Sussex Preliminary Flood Risk Assessment (PFRA)
Purpose:	To agree the reviewed PFRA for formal submission to the Environment Agency on 22 June 2017

RECOMMENDATIONS: The Lead Member is recommended:

- (1) To note the contents of this report and supporting material; and**
 - (2) To endorse the East Sussex Preliminary Flood Risk Assessment and authorise its submission to the Environment Agency by the statutory deadline of 22 June 2017**
-

1 Background Information

1.1. The Environment Agency (EA) has reviewed the Preliminary Flood Risk Assessment report (PFRA) for East Sussex and has requested the County Council to comment on its findings. The PFRA process is a statutory one and the County Council must respond by 22 June 2017.

1.2. The collection of data and its subsequent analysis undertaken by the County Council to inform the development of the revised East Sussex Local Flood Risk Management Strategy (LFRMS) corresponds closely with the outcomes of the EA's review.

1.3. The review identifies two areas of nationally significant flood risk in the county (Eastbourne and Hastings). The Flood Risk Regulations require hazard and risk mapping and action planning to manage this risk. This will have an (as yet unquantified) impact on resources.

2 Supporting Information

Purpose of the PFRA

2.1 The purpose of the PFRA is to identify flood risk areas that are significant on a national scale, the criteria for which are set out in Appendix 1 of this report. The need for this stems from the EU Floods Directive, which was transposed into domestic law by the Flood Risk Regulations 2009. This review follows the first generation PFRAs, which were published in 2012 and subsequent to the June 2011 meeting of LMTE which considered the first East Sussex PFRA. The 2011 East Sussex PFRA can be viewed here:

<http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.environment-agency.gov.uk/research/planning/135538.aspx>

2.2 The Regulations require that the County Council as the Lead Local Flood Authority (LLFA) should determine whether any part of its area faces significant risk of local flooding (from surface water, groundwater and ordinary watercourses). In practice this is undertaken by the Environment Agency and then verified or amended by the LLFAs.

2.3 In 2010, Defra provided guidance for the identification of nationally significant areas of risk (Indicative Flood Risk Areas - FRAs) which resulted in only 10 FRAs being identified nationally (but none in East Sussex) in the 2011 PFRAs. The criteria were set to limit the number of LLFAs being involved in the first cycle, in order, it is assumed, to focus efforts on the highest priority areas in the country.

The outcomes of the Review

2.4 With this second cycle, the thresholds have been set at a more appropriate level and as a consequence two FRAs have been identified in East Sussex (Eastbourne and Hastings), which will have implications for the areas of work and priorities for the County Council's LLFA role.

2.5 The FRAs are defined using the cluster approach which is set out in guidance published by the Environment Agency (25 January 2017). The methodology and thresholds are set out at Appendix 1 of this report.

2.6 The Environment Agency has asked whether we agree with its assessment and has requested that we update our records of localised flooding that has taken place over the past six years. Yet, the indicative FRAs only represent the risk from surface water flooding. The County Council has also been asked to consider in combination risks such as those from sources such as groundwater and ordinary watercourses. We are also requested to consider impacts on local features such as designated sites, the presence of infrastructure or vulnerable land uses and so on.

2.7 The East Sussex Local Flood Risk Management Strategy 2016 - 2026 has provided an overview of risk based upon a number of factors, including the presence of surface water flooding, ground water flood risk, tidal and fluvial influences on drainage and the presence of reported incidents and vulnerable receptors including cultural and environmental features.

2.8 Consequently, the County Council has a thorough understanding of local flood risk based upon the best available information. The Environment Agency's risk areas and our own assessment of risk are overlain at Appendix 2.

2.9 Although the EA assessment is based upon 1km grids and the ESCC assessment is based upon lower tier ward boundaries there is a close relationship between the two, and it is recommended that the EA's assessment is not challenged.

Next Steps

2.10 The outcome of the PFRA does not directly release additional funding. Nonetheless, the Government has allocated flood risk funding to upper tier authorities and whilst it is not ring fenced, the Government has placed such a priority on it that the allocated sums are visible lines on the local government funding settlement. The presence of risk has been a consideration in the allocation of funding in the past, but it is uncertain if this will be the case going forward.

2.11 The Regulations expect that mapping of risk and hazard will follow the identification of FRAs followed by the preparation of a Flood Risk Management Plan for each FRA.

2.12 Discussions have already commenced with local partners on how this risk might be managed in both towns. This will involve building upon the Eastbourne Surface Water Management Plan and working with key partners to identify viable schemes to submit for funding. However, funding has been secured from the Southern Regional Flood and Coastal Committee to undertake studies and deliver schemes in Hastings.

3 Conclusion and Reasons for Recommendations

3.1 The information provided by the Environment Agency is a reasonably accurate depiction of risk in the County, given that its focus is on those areas which pass tests of national significance. Nevertheless, there are implications for the County Council's Flood Risk Management Team as it needs to ensure that subsequent stages of the Flood Risk Regulations are met. Funding is available for work in Hastings, although this is attributable to officers submitting bids for funding last year rather than a PFRA related funding stream.

3.2 The risk identified by the EA is understood by the County Council, and notwithstanding the uncertainties of managing the subsequent tasks required by statutory instrument, its findings should be endorsed.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

East Sussex Summary report 2011 – due to the nature of this report with extensive spreadsheets it will not be available in hardcopy but can be viewed online at

<http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.environment-agency.gov.uk/research/planning/135538.aspx>

Appendix 1 - Statutory Guidance on Significant Risk for the Identification of Flood Risk Areas: February 2017

Introduction

1. This is guidance issued under regulation 14(3) of the Flood Risk Regulations 2009 (the Regulations) for Lead Local Flood Authorities (LLFAs) about the criteria for assessing and reviewing whether a risk of flooding is *significant*. The Regulations require LLFAs to determine whether any part or parts of their area face significant risk of flooding and to identify any such areas as Flood Risk Areas.
2. LLFAs are only required to do this in relation to local flood risks, including risks of flooding from surface water, groundwater and ordinary watercourses. They do not need to consider risks of flooding from the sea, main rivers or reservoirs, except where these may affect flooding from another source. Flood hazard and risk maps and flood risk management plans must subsequently be prepared for the Flood Risk Areas identified.
3. Flood Risk Areas were first identified in 2011 and the first review must be completed before 22 June 2017. This guidance applies to the review and replaces previous Ministerial guidance issued in 2010. There are some changes to the criteria for assessment of significant flood risk which reflect improved national information on surface water risk and adjustments to the method for clustering risk areas.
4. This guidance should be read alongside the Environment Agency document 'Review of preliminary flood risk assessments (Flood Risk Regulations 2009): guidance for lead local flood authorities in England', issued under regulation 12(7) of the Regulations.
5. The future allocation of resources to manage flood risk will take into account all assessments of flood risk including local and national strategies. Funding will not be limited to Flood Risk Areas identified under the Regulations.

The Criteria

6. Table 1 below sets out for people, services, properties and communities, the level of flood risk which LLFAs should consider to be significant for the purposes of the Regulations. These indicators and criteria relate to the risk of surface water flooding from a rainfall event with a 1% (or 1 in 100) chance of occurring in any one year.
7. To help LLFAs with their determinations, the Environment Agency has provided a set of indicative Flood Risk Areas for LLFAs to consider. They are included in the guidance mentioned at paragraph 4 above.
8. The Environment Agency has used two methods and information held nationally to derive these indicative areas. The methods are:
 - The Flood Risk Areas cluster method, as used in the first cycle to identify high concentrations of risk. The country was divided into 1km squares and national information used to identify the squares meeting one or more of the cluster method related criteria in Table 1. A cluster is formed wherever, within a 3x3 km square grid, there are at least 5 squares meeting the criteria. Often multiple grids that meet this requirement will overlap. Overlapping grids are unified to form a larger cluster. All clusters, large and small, are identified as indicative Flood Risk Areas.
 - The Environment Agency's Communities at Risk method, developed since 2010 which complements and validates the cluster method by identifying built up areas where total flood risk is high. Indicative Flood Risk Areas are identified wherever there are 3000 or more reportable properties (residential and non-residential) at risk within a built up area (BUA) or built-up area sub-division (BUASD) as defined by the Office for National Statistics.
9. When determining their Flood Risk Areas, LLFAs should begin with the Environment Agency's indicative Flood Risk Areas and use their local knowledge and information to review them.
10. In doing so, LLFAs should consider local information relevant to the indicators and criteria in Table 1 and whether this suggests any change is needed to the Environment Agency's indicative areas (which are based on national information).

11. LLFAs should also consider information in relation to the following local factors which are additional to the indicators and criteria in Table 1:

- flood risk from other local sources eg groundwater, local watercourses
- the combined impact of flooding from multiple sources
- areas susceptible to more frequent, less extensive flooding, that could over time result in significant damages
- consequences of flooding for agricultural land
- consequences of flooding for roads, rail or other infrastructure
- consequences of flooding for internationally or nationally designated environmental sites or internationally or nationally important cultural heritage features, and
- location of sites subject to Integrated Pollution Prevention and Control or Control of Major Accident Hazard regulation.

12. Any one of these local factors may be sufficient for a flood risk to be considered significant. An LLFA can therefore use these factors to identify a change from the indicative Flood Risk Areas. There are no national criteria for these local factors, but when considering whether a local factor related risk is significant, LLFAs should assess whether the magnitude of risk in relation to a local factor, or a combination of local factors, is comparable to the scale of the risk presented by the criteria in Table 1.

The Process

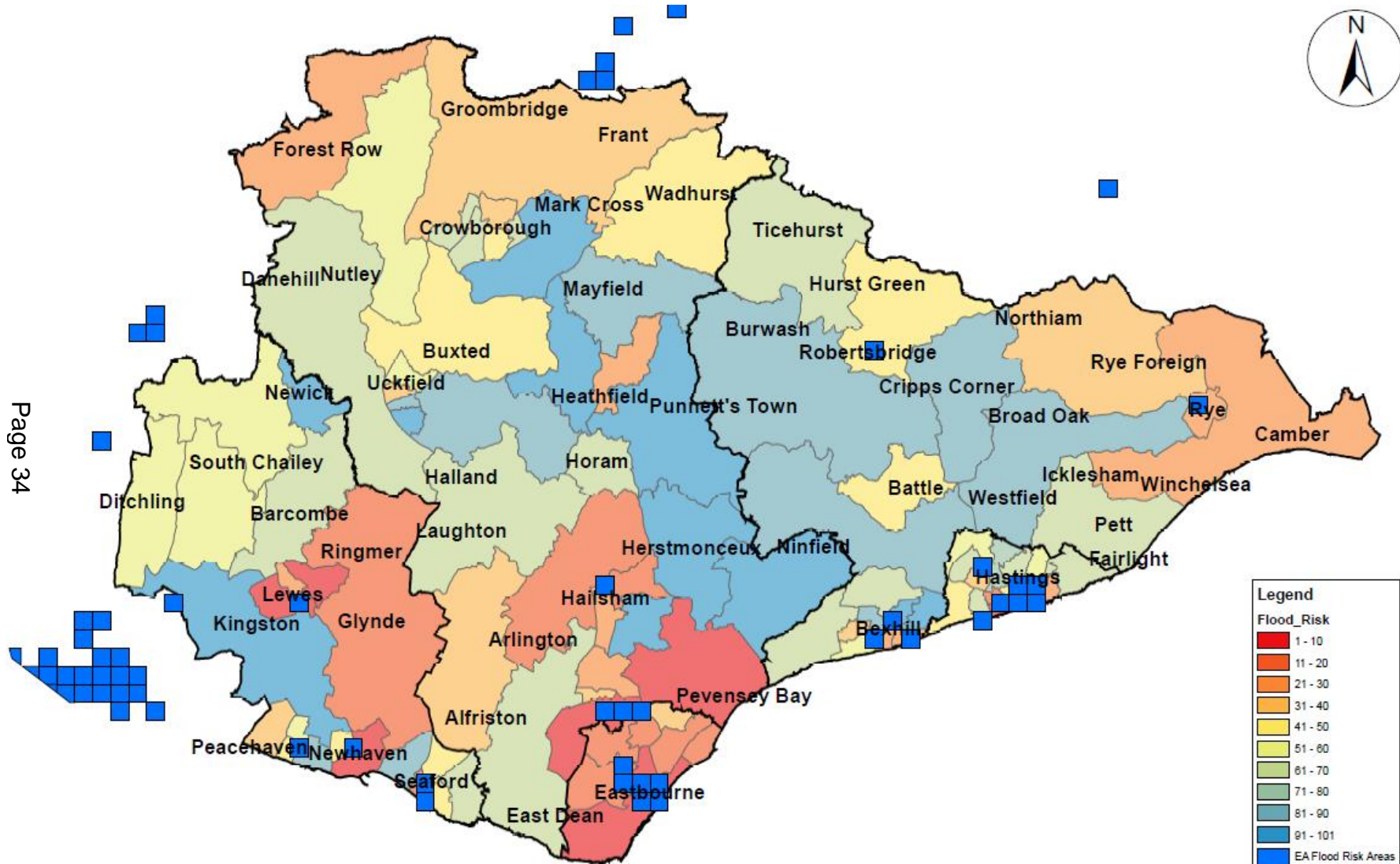
13. LLFAs need to determine their Flood Risk Areas by 22 June 2017. The Environment Agency has a duty to review the Flood Risk Areas determined and identified by LLFAs. The aim of this process is to ensure that guidance for reviewing Flood Risk Areas has been applied appropriately and consistently by LLFAs across England.

14. If the Environment Agency does not agree with an LLFA's Flood Risk Area determination, it may recommend that the LLFA identifies a different Flood Risk Area, an additional Flood Risk Area or that no Flood Risk Area exists. If the LLFA disagrees with such a recommendation, the matter will be referred to the Minister for determination.

Table 1: Indicators and criteria for assessing and reviewing whether the risk of local flooding is significant for the purposes of identifying Flood Risk Areas Method for determining indicative Flood Risk Areas

	Definition	Indicator	Criteria
Cluster method	<p>A cluster is formed where, within a 3x3 km square grid, at least 5 of the 1km squares meet the criteria for one or more of the indicators.</p> <p>Where multiple overlapping grids meet the requirement, these are unified to form a larger cluster.</p> <p>All of the clusters (both small and large) have been identified as indicative flood risk areas.</p>	Number of people at risk of surface water flooding*	200 people or more per 1km grid square Number of people taken as 2.34 times the number of residential properties at risk.
		Number of key services at risk of surface water risk* eg utilities, emergency services, hospitals, schools	More than one per 1km grid square
		Number of non-residential properties at risk*	20 or more per 1km grid square
Communities at risk method	<p>Community areas, as defined by the Office for National Statistics built-up areas (BUAs) and built-up areas sub-divisions (BUASDs), where there is a large number of properties at risk within the BUA/BUASD.</p>	Number of reportable properties (residential and non-residential) properties at risk*	3000 or more reportable properties (residential and non-residential) within a BUA/BUASD.

Appendix 2 East Sussex LFRMS Assessment of risk (wards ranked in order of risk) overlain with the EA's Flood Risk Areas (the blue squares)



Report to:	Lead Member for Transport & Environment
Date of meeting:	19 June 2017
By:	Director of Communities, Economy and Transport
Title:	Review of the East Sussex Local Flood Risk Management Strategy's Delivery Plan 2017 - 2018
Purpose:	To note progress on the Delivery Plan 2015-16 of the Local Flood Risk Management Strategy and endorse the Delivery Plan for 2017-18.

RECOMMENDATIONS: The Lead member is recommended to:

- (1) Note the progress made on delivering the actions set out in the Local Flood Risk Management Strategy Delivery Plan 2015/16 (Appendix 1); and**
 - (2) Endorse the proposed draft Delivery Plan 2017/18 (Appendix 2).**
-

1 Background Information

1.1 This report provides an update on progress in managing local flood risk in East Sussex. It proposes an updated Delivery Plan to support the adopted East Sussex Local Flood Risk Management Strategy (LFRMS). These revised actions align with the service objectives of the Flood Risk Management Team, other County Council services and our external partners, (reflecting our strategic coordinating role).

1.2 At the 29 June 2015 meeting of Cabinet, the LFRMS Delivery Plan 2015/16 was agreed and authority was delegated to The Lead Member for Transport and Environment to authorise subsequent revisions.

1.3 It should be noted, however, that there has been a gap (2016/17) in updating the Delivery Plan. This was due to the review of the LFRMS being undertaken at this point in time – the revised LFRMS was adopted at the Cabinet meeting in September 2016. Consequently, the update on the 2015/16 Delivery Plan includes progress (where relevant) for 2016/17.

2 Supporting Information

2.1 The Flood and Water Management Act (2010) designated the County Council as a Lead Local Flood Authority (LLFA) and as a Risk Management Authority (RMA) in its Highway Authority role. The focus of the LLFA role is on localised flooding (i.e. surface water, groundwater and ordinary watercourse flooding). The Act conferred a number of duties upon the County Council amongst which the development, adoption and implementation of a LFRMS is one. A copy of the LFRMS and its supporting documentation can be found on the East Sussex County Council (ESCC) website.

2.2 The current Strategy was developed in partnership with key stakeholders and subject to extensive consultation and builds upon its 2013 predecessor. It sets the framework for the County Council's LLFA role and its RMA partners. The Delivery Plan outlines actions which are currently undertaken by the RMAs in East Sussex and other key partners, to address local flooding issues.

2.3 Appendix 1 indicates that a number of previously agreed actions have been completed and good progress is being made on long term and ongoing actions. The actions completed are projects which have a specified end date, whilst the remainder of the actions and their objectives are primarily of a strategic and 'ongoing' nature, such as supporting ESCC Member representation on the Southern Regional Flood and Coastal Committee; the development, and ongoing maintenance of an asset register, and; establishing local partnerships to deliver the recommendations and actions arising from Surface Water Management Plans.

2.4 The update at Appendix 1 sets out a high level overview of work undertaken; it does not provide a detailed breakdown of tasks.

2.5 Good progress has been made in improving our understanding of the local flood risks in East Sussex, with all of the 14 flood risk 'hotspots' having their own Surface Water Management Plans finalised, or well on the way to being completed.

2.6 Nevertheless, there remains the issue of taking forward various actions arising from these plans, particularly where certain interventions for addressing surface water drainage problems have been identified. In addition, ensuring that an appropriate organisation takes ownership for progressing these actions has proven to be difficult in some areas.

2.7 Despite progress being made in this relatively new service area, the significant, and higher than anticipated demand on our statutory planning consultee role has inevitably limited our ability to deliver some of the objectives of the LFRMS. All the actions identified in the 2017/18 Delivery Plan are subject to the availability of appropriate resources both within ESCC and its partner organisations.

2.8 In considering the Delivery Plan, it is evident that the priority for the Lead Local Flood Authority is to ensure that it performs its statutory planning consultee role. Workloads associated with this role have been consistently high, with one or two extremely busy periods experienced in the past 12 months. It therefore needs to be recognised that with a relatively small team and a limited budget, these statutory planning consultee workloads may impact upon our ability to deliver what is quite an ambitious Delivery Plan.

2.9 In addition to the statutory planning consultee role, uncertainty surrounding the resource implications of the Preliminary Flood Risk Assessment process (also to be considered at this meeting of LMTE) could present a significant medium term challenge for ESCC meeting its Lead Local Flood Authority obligations and delivering the actions set out in the Delivery Plan.

2.10 We will continue to monitor workloads and develop more efficient ways of working as our role develops. However, should resources be insufficient to meet our statutory obligations it will be necessary to report this through the Reconciling Policy Performance and Resources process.

2.11 Lead Member is requested to endorse the draft Delivery Plan for 2017/18 at Appendix 2. Many of the actions listed are ongoing actions carried forward. With the exception of the leadership of local partnerships to oversee the delivery of Surface Water Management Plans all actions relate to existing service objectives or commitments of those organisations identified with a role to play.

3. Conclusion and Reason for Recommendation

3.1 The adopted LFRMS commits the County Council to regular reviews of the Delivery Plan. In accordance with this commitment, Lead Member is therefore asked to note progress on the Delivery Plan 2015-16 (and its extension to 16/17) and endorse the proposed Delivery Plan for 2017/18.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

ALL

BACKGROUND DOCUMENTS

None

Progress Report
East Sussex Local Flood Risk Management
Strategy
Delivery Plan 2015 – 2016

EAST SUSSEX LOCAL FLOOD RISK MANAGEMENT STRATEGY
OBJECTIVES

- i. Establish and maintain effective partnerships with key organisations and local communities in order to develop collective knowledge, share best practice and secure funding for local flood risk management measures;
- ii. Improve the evidence base and understanding of local flood risk to ensure that limited resources are targeted in the areas of highest risk and vulnerability;
- iii. Empower local communities and land owners to take actions in order to be prepared for and limit the impacts of flooding;
- iv. Avoid increasing flood and coastal erosion risk by encouraging best practice for the maintenance of assets and preventing inappropriate development; and
- v. Work in partnership to deliver cost-effective flood and coastal erosion risk management measures which take a catchment wide approach and contribute to wider social, economic and environmental benefits.

Delivery Plan 2015 – 2016: progress update

The following table sets out the actions and the associated progress made by the risk management authorities in East Sussex and other key partners towards realising the objectives of the Local Flood Risk Management Strategy as detailed in the delivery plan for the 2015 – 2016 period. It also provides a narrative for progress over 16/17.

Objective

i Establish and maintain effective partnerships with key organisations and local communities in order to develop collective knowledge, share best practice and secure funding for local flood risk management measures

Actions	Status/Progress
Ensure continued engagement and progress reporting with key partners and stakeholders on flood and coastal erosion risk management issues through the establishment of an East Sussex Flood Network.	Progress on a county wide Flood Network has been limited. Our new planning consultee role has proven to be more onerous than our cautious business planning predicted and as consequence limited resources have been focussed on that. Nevertheless, discussions with SALC, amongst others have revealed that whilst flooding is a community priority issue a formalised “Network” may not be the most appropriate vehicle to communicate flood risk issues.
Periodically review partner roles, responsibilities and statutory duties	Ongoing –the review and adoption of the LFRMS was a significant development with regard to this action.
Regional liaison on flood risk matters with southern lead local flood authorities through the South East Seven	Ongoing – provided input to UK Water protocol on the removal of non-public sewer assets from Water Company ownership
Regional liaison on flood risk matters through the Southern Regional Flood and Coastal Committee	Ongoing – the EA provides secretariat functions for RFCC and its sub committees and working groups. Technical support flood risk matters are provided to ESCC member on the Committee and LLFAs regularly contribute to regional understanding of local flooding.
Prepare for and develop new statutory consultee role on drainage and local flood risk matters. Provide advice and support to planning authorities.	Ongoing – <ul style="list-style-type: none"> • East Sussex SuDS Guide published. • Minor development SuDS web tool developed and launched. Hastings Borough Council has adopted the issue of the SuDS tool as part of its planning application validation process. • Review of resourcing the role completed and being considered by officers.
Working in partnership with local stakeholders to explore opportunities for delivering local schemes. Assess the potential for securing resilience partnership funding	ESCC secured funding secured Forest Row upper catchment study and Hastings Central and Hastings Warrior Square surface water studies. Work commenced on Wealden Resilience Project (ESCC

Actions	Status/Progress
for local flooding hotspots	providing support to WDC and the EA).
Work with catchment-based partnerships to align flood risk management measures with catchment priorities as and when the opportunity arises	No opportunities arose over reporting period
In relinquishing its role as an internal drainage board in East Sussex, influence the Environment Agency programme to dissolve the Ouse, Cuckmere and Pevensey Levels IDD's, with a view to securing appropriate alternative arrangements.	<p>The new Pevensey and Cuckmere Water Level Management Board was established in October 2016.</p> <p>ESCC as the LLFA attends meetings as an observer.</p> <p>Regrettably, the Ouse Internal Drainage Board and District were dissolved in March 2017. Lewes District Council considered that the funds it contributed to the Board could be better spent elsewhere. Alternative arrangements are not clear at this stage given internal reorganisation brought about by the integration of Lewes District and Eastbourne Borough Councils.</p>
Identify opportunities for surface water drainage improvements which additionally contribute to the management of sewer flooding	Ongoing - Southern Water's identification of opportunities will take place as part of the Drainage Area Planning process and preparation for the new Asset Management Planning cycle.
Review and consult on new Flood Risk Management Strategy	Completed – New Flood Risk Management Strategy adopted in October 2016

ii Improve the evidence base and understanding of local flood risk to ensure that limited resources are targeted in the areas of highest risk and vulnerability

Actions	Status/Progress
Continue to develop lead local flood authority resources and capacity to fulfil statutory requirements	<p>The pressures arising from the new statutory planning role require additional staff resource to meet demand. Recruitment has proved to be difficult given specialist nature of the role.</p> <p>The Association of Directors of Planning and Transport (ADEPT) has been leading on work informing the LGA and Defra of the skills deficit in the LLFA sector.</p>
Provide technical drainage advice on highway improvements to Eastbourne Town Centre	Advice provided to the design team as and when requested.

Actions	Status/Progress
Provide technical drainage advice on highway improvements to Uckfield Town Centre	Advice provided to the design team on the first phases of the project.
Develop and publish Hailsham and Hellingly Phase 1 Surface Water Management Plan	Completed June 2015
Develop and publish Rye Phase 1 Surface Water Management Plan	Completed June 2015
Develop and publish Battle Phase 1 Surface Water Management Plan	Completed June 2015
Develop and maintain a consistent approach to recording and designating flood assets, including information regarding their significance to flood and coastal erosion risk management, their condition and ownership	<p>Ongoing – due to resource constraints the coastal erosion risk element will be addressed at a later date.</p> <p>Project underway to consolidate asset data and provide an updated asset register – completion anticipated autumn 2017.</p>
<p>Develop and maintain a consistent approach:</p> <p>1) for capturing flood incident data; and</p> <p>2) to ensure format compatibility in relation to the recording of flood assets and consents</p>	<p>1. Flood Incident Database developed and regularly updated.</p> <p>2. No progress to report on this action.</p>
Complete the review of the East Sussex Preliminary Flood Risk Assessment	Underway – submission required by 22 June 2017

iii Empower local communities and land owners to take action in order to be prepared for and limit the impacts of flooding

Actions	Status/Progress
Develop and implement an overarching communications plan, identifying key work areas.	Progress delayed due to staff turnover and the demands of the new statutory planning role. Nevertheless, work with local communities is progressing.
Raise awareness of the new SuDS requirements within Local Planning Authorities (where necessary).	<p>Lead Local Flood Authority represented at County wide Development Managers forum.</p> <p>Individual meetings taking place with Development Managers and Planning Policy Officers.</p> <p>Discussions have taken place with officers on the drafting of local plan policy in Rother, Eastbourne and Wealden. Assistance provided in the preparation of the Strategic Flood Risk Assessment for Wealden and Eastbourne.</p> <p>Presentations have been made to local professional groups to raise awareness.</p>
Promote awareness of householder responsibilities and legal obligations of riparian ownership	<p>Advice provided in the adopted LFRMS and on the relevant pages of the County Council website.</p> <p>Advice provided at community events and parish council meetings on an as and when basis.</p> <p>Provided advice at SALC AGM</p>
Promote transparency and public accountability of risk management authority activities through East Sussex County Council's Scrutiny Committee process.	No Scrutiny reviews programmed over this reporting period
Community groups to identify local flood risk issues and to progress potential flood risk solutions	<p>The LLFA maintains a dialogue with SALC.</p> <p>Local communities engaged through the Surface Water Management Planning process.</p>
Support district and boroughs in awareness raising projects within local communities.	Ongoing – examples include Seaford Flood Fair, Emergency Planning annual events, and attendance at Wealden Resilience project events.

iv Avoid increasing flood and coastal erosion risk by encouraging best practice for the maintenance of assets and preventing inappropriate development

Actions	Status/Progress
Provide technical advice to Local Planning Authorities in response to statutory consultations on the local flood risk and drainage aspects of planning applications	Ongoing – whilst in the first year of operation we missed one consultation response deadline of the 171 consultations we received over the 15/16 financial year, this performance has not been replicated in 16/17 as we have seen a doubling of consultations and a substantial increase in the demand for advice without the commensurate increase in the staff resource.
Advise Local Planning Authorities on local flood risk and drainage matters as part of planning policy development.	Ongoing - discussions have taken place with officers on the drafting of local plan policy in Rother, Eastbourne and Wealden. Assistance provided in the preparation of the Strategic Flood Risk Assessment for Wealden and Eastbourne.
Engage with riparian owners to ensure they undertake their responsibilities such as the maintenance of watercourses	Staff turnover has affected our ability to provide continuity of service in this area – however, over the 15/16 and 16/17 years the team dealt with 300 individual cases.
Produce local sustainable drainage (SuDS) guidance for developers.	Completed – A Guide to Sustainable Drainage Systems in East Sussex was published in June 2015 Standing advice on SuDS was provided in the LFRMS 2016 - 2026
Assess the need for capacity building for local planning authority teams across East Sussex – develop a programme to address any identified needs	Ongoing – there is an acknowledged skills gap, however, opportunities for formal training are very limited given the significant burden of work on ESCC officers in responding to planning application consultations. Formal training on the SuDS tool is programmed but is being held in abeyance until updates to tool have been completed.
Develop and publish a web based sustainable drainage tool for developers and planners	Completed - The SuDS web tool for minor development was launched in July 2015

v Work in partnership to deliver cost-effective flood and coastal erosion risk management measures which take a catchment wide approach and contribute to wider social, economic and environmental benefits

Actions	Status/Progress	
Produce Bourne Stream Management Plan	<p>Project ongoing, modelling report and Section 19 investigation into town centre flooding (13 August 2015) completed.</p> <p>Project timetable realigned to align with wider studies undertaken by Southern Water, and Eastbourne Lake study.</p>	
Work with partners to implement the actions arising from the surface water management plans for:	Hastings	Funding secured to undertake detailed studies in Central Hastings and St Leonards with a view to developing and delivering flood alleviation schemes.
	the Eastbourne Area	Need for a detailed project taking the SWMP forward identified by RMAs. However, resources will determine how and when this is taken forward,
	Forest Row Phase 1 Surface Water Management Plan – Action Plan Monitoring	<p>ESCC completed sediment transport study</p> <p>Bid to RFCC for Forest Row upper catchment study successful</p> <p>Forest Row Flood Network established to oversee actions of the SWMP</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the key findings.</p> <p>Wealden District Council made aware of key findings and where relevant included in local plan policy development.</p> <p>Responses to planning applications will highlight relevant local studies</p>
	Crowborough Phase 1 Surface Water Management Plan – Action Plan Monitoring	<p>Responses to planning applications will highlight relevant local studies</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the</p>

Actions	Status/Progress	
Work with partners to implement the actions arising from the surface water management plans for:		<p>key findings.</p> <p>Wealden District Council made aware of key findings and where relevant included in local plan policy development.</p>
	Heathfield Phase 1 Surface Water Management Plan- Action Plan Monitoring	<p>Responses to planning applications will highlight relevant local studies</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the key findings.</p> <p>Wealden District Council made aware of key findings and where relevant included in local plan policy development.</p>
	Seaford Phase 1 Surface Water Management Plan- Action Plan Monitoring	<p>Responses to planning applications will highlight relevant local studies</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the key findings.</p> <p>Lewes District Council made aware of key findings and where relevant included in local plan policy development.</p> <p>Seaford Flood Action Group established</p>
	Peacehaven Phase 1 Surface Water Management Plan – Action Plan Monitoring	<p>Responses to planning applications will highlight relevant local studies</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the key findings.</p> <p>Lewes District Council made aware of key findings and where relevant included in local plan policy development.</p>
	Newhaven Phase 1	Responses to planning applications

Actions	Status/Progress	
<p>Work with partners to implement the actions arising from the surface water management plans for:</p>	<p>Surface Water Management Plan – Action Plan Monitoring</p>	<p>will highlight relevant local studies</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the key findings.</p> <p>Lewes District Council made aware of key findings and where relevant included in local plan policy development.</p>
	<p>Bexhill Phase 1 Surface Water Management Plan Action Plan Monitoring</p>	<p>Responses to planning applications will highlight relevant local studies</p> <p>Highway Authority made aware of key findings</p> <p>Southern Water made aware of the key findings.</p> <p>Rother District Council made aware of key findings and where relevant included in local plan policy development.</p>
<p>Review of Eastbourne Park Flood Storage Scheme boundaries and capacities -.</p>	<p>Eastbourne Borough Council has commissioned study, consultants are due to finalise report in the summer of 2017.</p>	
<p>Work with partners to implement the actions arising from the Lewes Integrated Urban Drainage Study</p>	<p>Review of the IUDS in the form of the Lewes town SWMP programmed for completion in 2017</p> <p>Contributed to the Southern Water drainage study in the area for Lewes and highlighted issues in and around Nevill Crescent</p> <p>Responses to planning applications will highlight relevant local studies</p>	

East Sussex Local Flood Risk Management Strategy

Delivery Plan 2017 - 2018

A shaded action denotes a new action, or one revised due to changing circumstances

Abbreviations

AOP Adur Ouse Partnership

BHCC Brighton and Hove City Council

Defra Department of Environment, Food and Rural Affairs

DCLG Department of Communities and Local Government

EA Environment Agency

EBC Eastbourne Borough Council

ESCC East Sussex County Council

FRFN Forest Row Flood Network

HBC Hastings Borough Council

HCC Hampshire County Council

KCC Kent County Council

LDC Lewes District Council

LGA Local Government Association

MC Medway Council

NE Natural England

NFF National Flood Forum

PCWLMB Pevensey and Cuckmere Water Level Management Board

RDC Rother District Council

REACT Rye Emergency Action Community Team

RFCC Regional Flood and Coastal Committee

RMA Risk Management Authority (includes ESCC, EA, SW, EBC, HBC, LDC, RDC, WDC, RMAIDB, UMIDB)

RMAIDB Romney Marsh Area Internal Drainage Board

SALC Sussex Association of Local Councils

SCC Southampton City Council

SRF Sussex Resilience Forum

SDNPA South Downs National Park Authority

SWMP Surface Water Management Plan

SE7 South East Seven

SuDS Sustainable Drainage Systems

SW Southern Water

UMIDB Upper Medway Internal Drainage Board

WDC Wealden District Council

WSCC West Sussex County Council

Delivery Plan 2017 – 2018

The following table sets out the actions that will be progressed by the risk management authorities in East Sussex and other key partners. These actions will help work towards achieving the Local Flood Risk Management Strategy's objectives.

The tables over the following pages identify the lead and supporting partners who will deliver each action as well as the timescales over which the actions will be achieved.

The actions we have identified are subject to certain risks such as the availability of funding and resources and are therefore not guaranteed to be delivered in the proposed timescales.

Objective i.	Actions	Lead Partner(s)	Supporting Partner(s)	Time frame
Establish and maintain effective partnerships with key organisations and local communities in order to develop collective knowledge, share best practice and secure funding for local flood risk management measures	Identify and develop appropriate structures to ensure continued engagement and progress reporting with key partners and stakeholders on flood and coastal erosion risk management issues.	ESCC, EA,	All other RMAs, SDNPA, local flood groups SALC	Ongoing
	Periodically review partner roles, responsibilities and statutory duties	ESCC		On review of the Strategy
	Regional liaison on flood risk matters with southern lead local flood authorities through the South East Seven	WSCC	ESCC, KCC, HCC, BHCC, SCC, MC	Ongoing
	Regional liaison on flood risk matters through the Southern Regional Flood and Coastal Committee	EA	All relevant LLFAs including ESCC	Ongoing
	Working in partnership with local stakeholders to explore opportunities for delivering local schemes. Assess the potential for securing funding for local flooding hotspots	EBC, HBC, LDC, RDC, WDC	ESCC, EA, Southern RFCC	Ongoing

Objective i.	Actions	Lead Partner(s)	Supporting Partner(s)	Time frame
Establish and maintain effective partnerships with key organisations and local communities in order to develop collective knowledge, share best practice and secure funding for local flood risk management measures	Work with catchment-based partnerships to align flood risk management measures with catchment priorities as and when the opportunity arises	Existing Catchment Partnerships e.g. AOP	All other RMAs, SDNPA	Ongoing
	Support the newly formed Pevensy and Cuckmere Levels Water Level Management Board in its role as an Internal Drainage Board and provide initial support.	EA	EA, ESCC, EBC, HBC, RDC, WDC, NE, PCWLMB	Ongoing
	Identify opportunities for surface water drainage improvements which additionally contribute to the management of sewer flooding	SW	ESCC, EA, EBC, HBC, LDC, RDC, WDC	Ongoing

Objective ii.	Actions	Lead Partner(s)	Supporting Partner(s)	Time Frame
Improve the evidence base and understanding of local flood risk to ensure that limited resources are targeted in the areas of highest risk and vulnerability	Continue to review/develop lead local flood authority resources and capacity to fulfil statutory requirements	ESCC, DCLG Defra, EA, LGA	All other RMAs SDNPA	Ongoing
	Provide technical drainage advice on highway improvements to Uckfield Town Centre	ESCC Highway Authority	ESCC Flood Risk Management WDC, SW, EA	2016 - 2017
	Develop and maintain a consistent approach to recording and designating flood assets, including information regarding their significance to local flood risk management, and their condition and ownership	ESCC	All other RMAs	Ongoing
	Undertake Section 19 Investigations where appropriate.	ESCC	All other RMAs	Ongoing
	Undertake investigations, and enforce where necessary, into potential contraventions of the Land Drainage Act 1991.	ESCC	All other RMAs	Ongoing
	Undertake a sediment erosion study for Heathfield.	ESCC	None	2017/18
	Maintain and update: 1) Flood incident database; and 2) Database of land drainage enquiries and ordinary watercourse consents.	ESCC	None	Ongoing
	Undertake county-wide study identifying areas of Critical Drainage Concern for use in Local Plan policy and development management decisions	ESCC	All planning authorities	2018/19
	Develop and submit funding bid for groundwater study in Southern Wealden	ESCC		August 2017
	Complete the review of the East Sussex Preliminary Flood Risk Assessment	ESCC	All other RMAs SDNPA	June 2017

Objective iii.	Actions	Lead Partner(s)	Supporting Partner(s)	Time Frame
Empower local communities and land owners to take action in order to be prepared for and limit the impacts of flooding	Raise awareness of the new SuDS requirements within Local Planning Authorities, the development industry and the consultancy sector (where necessary and feasible).	District and Borough Councils	ESCC	Ongoing from January 2015
	Promote awareness of householder responsibilities and legal obligations of riparian ownership	ESCC	EA, East Sussex RMAs	Ongoing
	Provide access to useful and up-to-date flood risk information for communities.	ESCC, EA	Local Flood Groups, SALC	Ongoing
	Ensure that local flood risk is appropriately addressed within neighbourhood plans.	EBC, HBC, LDC, RDC, WDC, SDNPA.	ESCC SALC	Ongoing
	Promote transparency and public accountability of risk management authority activities through East Sussex County Council's Scrutiny Committee process.	ESCC	All other RMAs	Ongoing
	Encourage community groups to identify flood risk issues and to progress potential flood risk solutions	ESCC, EA EBC, HBC, LDC, RDC, WDC, SDNPA, SRF	Local Flood Groups SALC Action in Rural Sussex NFF	Ongoing
	Support district and boroughs in awareness raising projects within local communities.	ESCC, EA	EBC, HBC, LDC, RDC and WDC	Ongoing
	Investigate and (if viable) adopt a flood alert system for the county. Look to working with regional and local partners to lessen costs	ESCC	All LLFAs in South East England, East Sussex RMAs.	March 2018

Objective iv.	Actions	Lead Partner(s)	Supporting Partner(s)	Time Frame
Avoid increasing flood and coastal erosion risk by encouraging best practice for the maintenance of assets and preventing inappropriate development	Respond to statutory consultations on the local flood risk and drainage aspects of major planning applications within deadlines set, and Local Planning Authorities to give due consideration to the consultation responses.	ESCC	All planning authorities	Ongoing
	Provide advice and support to Local Planning Authorities on development plan policy and allocations, and for planning authorities to incorporate these recommendations into the resulting policies.	All planning authorities	ESCC Developers	Ongoing
	Engage with riparian owners, both as individuals and communities, to ensure they undertake their responsibilities such as the maintenance of watercourses.	ESCC	EA, WSCC, EBC, LDC, HBC, WDC, RDC, RMAIDB, UMIDB, PCWLMB	Ongoing
	Continue to assist local planning authority teams across East Sussex – and if necessary develop a programme to address any identified needs.	ESCC	All planning authorities	Ongoing
	Wealden District Council to develop growth proposals for key areas, which take account of local flood risk	WDC	ESCC, EA	2016 – 2018

Objective v.	Actions	Lead Partner(s)	Supporting Partner(s)	Time Frame
Work in partnership to deliver cost-effective flood and coastal erosion risk management measures which take a catchment wide approach and contribute to wider social, economic and environmental benefits	Work with local RMAs to identify measures in the Bourne Stream catchment to better manage surface water for the benefit of the foul water network.	SW/ESCC	EBC, SW, EA	2018/19
	Produce the Lewes Surface Water Management Plan	ESCC	LDC, SW, EA	May 2017
	Undertake the Forest Row Catchment Flood Alleviation Study	ESCC	WDC, FRFN, SW, EA	2017- 2018
	Deliver the Wealden Community Resilience Project	WDC	EA, ESCC, relevant Parish and Town Councils in Wealden	2017 -2018
	Work with partners to implement the actions arising from the surface water management plans for:			
	Hastings	HBC	ESCC, SW, EA	Ongoing
	the Eastbourne Area	EBC	ESCC, SW, EA, WDC	Ongoing
	Forest Row	Forest Row Parish Council	WDC, ESCC Flood Risk Management & Highway Authority, SW, UMIDB	Ongoing
	Crowborough	Yet to be confirmed	WDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
	Heathfield	Yet to be confirmed	WDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
	Seaford	Yet to be confirmed	LDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
Peacehaven	Yet to be confirmed	LDC, ESCC Flood Risk Management & Highway Authority SW, EA	Ongoing	

Objective v.	Actions	Lead Partner(s)	Supporting Partner(s)	Time Frame
Work in partnership to deliver cost-effective flood and coastal erosion risk management measures which take a catchment wide approach and contribute to wider social, economic and environmental benefits	Work with partners to implement the actions arising from the surface water management plans for:			
	Newhaven	Yet to be confirmed	LDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
	Bexhill	Yet to be confirmed	RDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
	Rye	Yet to be confirmed	RDC, ESCC Flood Risk Management & Highway Authority, SW, EA, REACT	Ongoing
	Battle	Yet to be confirmed	RDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
	Hailsham	Yet to be confirmed	WDC, ESCC Flood Risk Management & Highway Authority, SW, EA	Ongoing
	Uckfield	Yet to be confirmed	WDC, ESCC Flood Risk Management & Highway Authority, SW, EA, Uckfield Town Council	Ongoing

Objective v.	Actions	Lead Partner(s)	Supporting Partner(s)	Time Frame
Work in partnership to deliver cost-effective flood and coastal erosion risk management measures which take a catchment wide approach and contribute to wider social, economic and environmental benefits	Review of Eastbourne Park Flood Storage Scheme boundaries and capacities - Consultants commissioned to develop scoping documents.	EBC	ESCC, EA	Ongoing
	Commence Hastings Central Flood Alleviation Study	ESCC	SW, EA, HBC	2017
	Commence Hastings Warrior Square Flood Alleviation Study	ESCC	SW, EA, HBC	2021
	Commence East Hailsham Flood Alleviation Study	ESCC	SW, EA, WDC, Hailsham Town Council	2021
	Coordinate and participate in local stakeholder activity on developing and delivering solutions to ongoing sewer flooding in Winchelsea Beach	SW	ESCC EA, RMAIDB, RDC, Icklesham Parish Council, Private land owners	Ongoing
	Develop and implement a flood alleviation scheme for Crowhurst	EA	ESCC, RDC, Crowhurst Parish Council	2017- 2018
	Develop Drainage Area Plans for key settlements in the county.	SW	ESCC, EA	2017 - 2018
	Improve the maintenance and management of highway drainage assets.	ESCC Highway Authority	ESCC Flood Risk Management	Ongoing

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Report to:	Lead Cabinet Member for Transport and Environment
Date of meeting:	19 June 2017
By:	Director of Communities, Economy and Transport
Title:	Planning and Environment – Pre application fees and charges
Purpose:	To consider and note the proposed pre-application fees and charges for the Planning and Environment Service

RECOMMENDATIONS:

- (1) To agree to implement the proposed new and revised fees and charges within the Planning and Environment service.**
-

1. Background Information

1.1 East Sussex County Council is the planning authority for all proposals for minerals and waste developments in the county (apart from within the South Downs National Park) and for the County Council's own development proposals. The County Council also performs a statutory consultee role in the planning process. This is in terms of its roles as the Highway Authority and the Lead Local Flood Authority. The Transport Development Control (TDC) team and the Flood Risk Management (FRM) team perform these roles respectively.

1.2 The Government, and in turn the County Council, strongly encourages those who are looking to submit a planning application to undertake pre-application engagement, both with the relevant planning authority and the relevant statutory consultees. The benefits of this are that the subsequent planning applications can often be determined in a timelier manner and that they often have a greater chance of being approved. In addition, the provision of pre-application advice can avoid the scenario of a prospective applicant avoiding incurring abortive costs as a result of a refused application, or submitting the incorrect information.

1.3 Councils can choose to recover the cost of pre-application work by making a charge under section 93 of the Local Government Act 2003 which permits the Council to charge for the provision of discretionary services. Although the County Council Planning Service encourages prospective applicants to seek pre-application advice, it does not currently charge for the provision of this advice.

1.4 The TDC and FRM teams currently charge for the provision of pre-application advice, although an initial free response summarising the main issues and applicable policy/guidance documents will still be provided.

1.5 Through the RPPR process, additional income from the provision of pre-application advice has been identified for 2017/18 and 2018/19. From new and revised charges, an additional income of £5,000 has been identified for 2017/18, rising to £15,000 in 2018/19.

2. Charging for pre-application advice as the County Planning Authority

2.1 Charging for pre-application advice is now common practice amongst planning authorities across the country. Over recent years, Surrey, West Sussex, Kent, the South Downs National Park Authority and Hampshire County Council's have all introduced pre-application charging for minerals and waste proposals. For a number of the pre-application enquiries received by the County Council, a willingness to pay a pre-application fee has been indicated.

2.2 Despite the above, the risk as to whether or not the imposition of pre-application charges will dissuade prospective applicants from engaging with the County Council at the pre-application stage needs to be considered. Should this happen it is likely to add to the burden and time for processing the subsequent planning applications. Experience of pre-application charging in other planning authorities has shown that the charges should not be overly excessive and the charging schedule should be as simple and transparent as possible. Such an approach is also advocated by the Planning Advisory Service.

2.3 The proposed pre-application charges have been bench-marked against other County Planning Authorities in the area and have also been based on the time recording exercises undertaken for the now terminated Agency Agreement with the South Downs National Park Authority. The charges proposed (see para 2.4 below) are generally lower when compared to the charges set in neighbouring County Planning Authority areas. The charging schedule is also considered to be simple and clear. The proposed charges

will be reviewed on an annual basis, partly to ensure that the fee is limited to cost recovery, as required under Section 93 of the Local Government Act 2003. In light of the proposed approach to be taken, it is considered that the risk of the charges dissuading engagement at the pre-application stage and/or leading to overly burdensome costs for applicants is low.

2.4 Based on pre-application enquiries received over the past couple of years, it is expected that up to 10 pre-application enquiries per annum would be subject to charges.

Proposed charge for pre-application advice on minor applications

The fee will be £240 + VAT¹ – this will include a site visit, written response and 1 meeting with the proponent (either as part of the site visit, or as a separate meeting). If further meetings are requested these will be charged at £100 + VAT per meeting.

Proposed charge for pre-application advice on major applications

The fee will be £850 + VAT – this will include a site visit, written response and 1 meeting with the proponent (either as part of the site visit, or as a separate meeting). If further meetings are requested these will be charged at £100 + VAT per meeting.

Some major development proposals are likely to require a level of pre-application input, particularly in terms of the number of meetings sought, that exceeds the standard level of provision, as set out above. In such cases, we will look to negotiate a Planning Performance Agreement with the prospective applicant, which will cover agreed timeframes for both the pre-application and application stages. In these cases, a bespoke pre-application fee will be agreed that is commensurate with the level of resource required throughout the pre-application stage.

3. Review of existing pre-application charges for Transport Development Control (TDC) and Flood Risk Management (FRM)

3.1 Both TDC and FRM have an existing charging schedule for pre-application enquiries and requests for information. The TDC team receive and respond to approximately 130 pre-application enquiries per annum. Pre-application enquiries and requests for data, received by the FRM team, have been increasing since their statutory consultee role was established (1 April 2015), and currently stands at around 50 per annum.

3.2 The existing costs charged for the pre-application service, offered by both teams, have been reviewed. In general, the majority of our costs are still appropriate, in that they do not exceed the cost of officer time in providing a pre-application service and compare favourably with costs for similar services provided by neighbouring County Councils (their charges are often in excess of East Sussex, sometimes quite significantly). However, the pre-application costs for TDC and FRM have not increased since April 2014 and April 2015 respectively. It is therefore considered appropriate to increase these charges to reflect inflationary rises since April 2014.

3.3 Beyond the aforementioned increases, changes are proposed to the cost of providing pre-application advice from the TDC team for smaller-scale development proposals and the provision of additional written responses for all types of development. The analysis of the time and cost incurred by the TDC team in providing such advice has shown that the costs significantly exceed the charge applied. The provision of additional written responses often require the need to analyse and appraise amended plans, proposals, statements, reports and/or modelling before a response is even prepared. The larger the scheme, the more complex and detailed this analysis and appraisal has to be.

3.4 Consideration has been given to the risk of the increased charges deterring prospective applicants undertaking pre-application engagement. The proposed charges only represent a fraction of the applicants cost of preparing the relevant transport/flood risk evidence to support their application (and an even smaller overall proportion of the total cost of the application). In addition, feedback from developers, agents and applicants has often raised the importance they attach to constructive pre-application engagement with statutory consultees. In turn, there is now a general acceptance of charges being applied that seek cost-recovery. Given this, and the fact that the proposed increases are generally not that significant, the risk of these proposed charges deterring pre-application engagement is considered low.

3.5 The current and proposed pre-application charging schedule for the TDC team is outlined in the table below.

¹ VAT will be charged on all the proposed pre-application fees. This is in accordance with advice from HMRC and is due to the provision of a pre-application advice service being discretionary rather than as a statutory duty.

Number of dwellings:	Commercial and retail area:	Single meeting plus written response:		Additional written response only:	
		Current	Proposed	Current	Proposed
Up to 10	Up to 250m ²	£125 plus VAT	£200 plus VAT	£100 plus VAT	£150 plus VAT
11 – 30	251m ² – 1000m ²	£400 plus VAT	£420 plus VAT	£200 plus VAT	£300 plus VAT
31 - 50	1001m ² – 2000m ²	£800 plus VAT	£840 plus VAT	£400 plus VAT	£600 plus VAT
51 – 80	2001m ² – 5000m ²	£1200 plus VAT	£1280 plus VAT	£600 plus VAT	£950 plus VAT
81 - 199	5001m ² or more	£2000 plus VAT	£2100 plus VAT	£1000 plus VAT	£1500 plus VAT
200+			£3000 plus VAT		£2500 plus VAT

3.6 For the FRM team, a checking service (reviewing data held by the Lead Local Flood Authority relevant to the management of local flood risk) is currently undertaken at a cost of £100 + VAT. It is proposed that this will increase to **£105 + VAT**. All other requests for advice, meetings or correspondence are currently chargeable at a rate of £85/hour plus VAT. It is proposed that this will increase to **£90/hour + VAT**.

4. Other fees and charges considered

4.1 Part of the remit of the FRM team is to determine applications for Ordinary Watercourse Consent (OWC). Around 25 to 30 of these applications are received each year and a fee of £50 per application is charged. In almost all instances, this fee is not sufficient to cover the cost of processing the application. Consideration was given to increasing these fees, but at this stage it has been ruled out. In part, this is because the LGA and ADEPT are undertaking a research project to assess the costs of processing OWC's. The intention is to submit the evidence collected to DEFRA in order to support a change to the charging structure at a national level.

5. Conclusion and reasons for recommendations

5.1 The proposed new and revised charges are considered to strike the right balance between enabling the County Council to recover a greater proportion of costs for providing discretionary services, and having fees and charges that do not dissuade engagement with our statutory consultees. It is therefore recommended that Lead Cabinet Member for Transport and Environment agrees to implement the proposed new and revised fees and charges within the Planning and Environment service.

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LOCAL MEMBERS:

All

BACKGROUND DOCUMENTS:

None

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