



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 26 FEBRUARY 2018 AT 10.00 AM

CC2 - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 22 January 2018 (*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 York Gardens, Hastings - Petition (*Pages 7 - 12*)
Report by the Director of Communities, Economy and Transport
- 5 St Anthony's ward petition (*Pages 13 - 20*)
Report by the Director of Communities, Economy and Transport
- 6 Petition requesting the introduction of a pedestrian crossing on Offham Road (A2029), Lewes in the vicinity of Blois Road (*Pages 21 - 24*)
Report by the Director of Communities, Economy and Transport
- 7 Notice of Motion: The County Council supports the Government ambition to eliminate avoidable plastic waste (particularly single use plastic) over the next 25 years. In support of this ambition the County Council will review the use of plastics in its own supply chain and the plastic recycling facilities available on its estate, to identify and increase the opportunities to reduce, re-use or recycle more plastic" (*Pages 25 - 26*)
Report by the Director of Communities, Economy and Transport
- 8 Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
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16 February 2018

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 22 January 2018 at County Hall, Lewes

Councillor Osborne spoke on item 4 (see minute 31)

29 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 18 DECEMBER 2017

29.1 The Lead Member approved as a correct record the minutes of the meeting held on 18 December 2017.

30 URGENT ITEMS

30.1 The Lead Member set out the County Council's expectation that electric vehicle charging points should be made available at places of public resort (such as garages and public buildings). When the County Council undertakes development full advantage will be made of sites for charging points, and Districts and Boroughs will be contacted, to make them aware of our expectations.

31 NOTICE OF MOTION - KEEP HGVS OFF UNSUITABLE ROADS

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

DECISION

31.2 The Lead Member RESOLVED to recommend that the County Council (1) does not support the three elements of the Notice of Motion, as set out in paragraph 1.1 of the report under "This Council calls for", and

(2) agree that the Lead Member in consultation with the Director of CET and the Motion's proposer, writes on behalf of the County Council to the Secretary of State for Transport, to highlight the issues and impacts that local authorities and local communities in our rural areas are facing as a result of the damage caused by HGVs to our minor road network.

Reasons

31.3 Without a change in the legislation to the Traffic Management Act 2004, there is no mechanism to introduce a similar enforcement regime to that in London to control the movement of HGVs in East Sussex on certain routes, and then with specific permission to use restricted roads. Even if the legislation was in place, there are a number of issues, as highlighted in paragraph 2.8 of the report, which would need to be addressed.

31.4 Secondly, the Notice of Motion requests Government to legislate so all HGVs and large vehicles install suitable Sat-Navs designed for lorries. As highlighted in paragraph 2.10, the FTA – a key stakeholder in the freight industry - would not be supportive of the introduction of such a request, and it is unlikely that Government would seek to pass the necessary legislation to enable this.

31.5 Finally, the Notice of Motion also requests that the Chief Executive write to our local MP[s] and the Secretary of State for Transport to bring Part 6 of the Traffic Management Act (TMA) into force, and to support mandatory use of suitable Sat-Navs for HGVs and other large vehicles. As highlighted in the report, Part 6 of the TMA 2004 does not enable local authorities outside London to control the movement of HGVs and, it is unlikely without the FTA's support that Government will legislate the mandatory use of Sat-Navs in HGVs. Therefore, it is recommended that this part of the Notice of Motion is not supported.

31.6 However, the Lead Member recommends to the County Council that he, in consultation with the Motion's proposer and the Director of CET, writes to the Secretary for State for Transport to highlight the issues and impacts that local authorities and local communities in our rural areas are facing as a result of the damage caused by HGVs to our minor road network.

32 A259 BUS PRIORITY MEASURES EXPERIMENTAL TRAFFIC REGULATION ORDER

32.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with an amendment to the recommendations with regard to taxis using the bus lane.

DECISION

32.2 The Lead Member RESOLVED to (1) agree to the implementation of a 12 month trial allowing powered two wheelers and taxis to use the bus lanes along the A259 Bexhill Road; and

(2) authorise the making of an Experimental Traffic Regulation Order permitting the use of the bus lanes on the A259 Bexhill Road by powered two wheelers and taxis.

Reasons

32.3 The A259 Bexhill Road bus lane between Glyne Gap and Filsham Road in Hastings is part of the Link Road complementary measures and will be implemented in 2018/19. Allowing powered two wheelers to use the bus lane would potentially reduce the exposure of riders to general traffic, improve safety and reduce journey time, as well as reduce pollution levels. A safety assessment has not identified any issues with PTWs using the A259 Bexhill Road bus lane that should prevent a trial going ahead.

33 BUS STOP CLEARWAY - LEXDEN DRIVE, SEAFORD

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

DECISIONS

33.2 The Lead Member RESOLVED to (1) note the objection to the proposed Bus Stop Clearway; and

(2) approve the implementation of the Bus Stop Clearway as advertised.

Reasons

33.3 The proposal is required as part of the package of transport mitigation measures associated with the expansion of Cradle Hill Community Primary School. The Bus Stop

Clearway is in response to road safety concerns but has been designed and located to be mindful of the needs of residents' parking, which on the whole will be unaffected. Parking currently takes place on the opposite side of Lexden Drive to that of the proposed Bus Stop. Clearway and the existing junction protection markings will remain unaffected.

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Report to: Lead Member for Transport and Environment

Date of meeting: 26 February 2018

By: Director of Communities, Economy and Transport

Title: York Gardens, Hastings, Petition

Purpose: To consider the response to the Petition calling for replacement of the roadway, pavement and kerbs as well as enhancement to street lighting.

RECOMMENDATIONS

The Lead Member is recommended:

- 1) To advise the Petitioners that East Sussex County Council (ESCC) adopts an asset management approach to its highway maintenance and its programmes of maintenance are compiled on a county-wide priority basis; and
 - 2) That ESCC has future plans to carry out resurfacing works along York Gardens, including the repairs to the footways, kerbing and the street lighting as part of the future capital works programme..
-

1 Background

1.1 At the County Council meeting on 5 December 2017, Councillor Daniel presented a Petition to the Chairman calling for the replacement of the roadway, pavement and kerbs as well as enhancements to the street lighting.

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

1.3 The County Council's highway maintenance programmes are determined on a county-wide basis, based on need and priority. In compiling maintenance programmes, the County Council's Highways Asset Management team consider a wealth of condition data from annual surveys, Highway Steward inspections and reports from members of the public. This information, along with information about the nature and importance of the road is used to determine the maintenance needs and relative priority across the county.

1.4 Since May 2016 (the start of the current highways maintenance contract) there have been eight safety inspections of York Gardens, carried out by the local Highway Steward as part of his routine walked inspections programme and seven reports have been received from members of the public about the condition of this particular road and footway.

1.5 In this same time period there have been eleven safety defects raised (six carriageway potholes and five footway trips/potholes) and these have been addressed as appropriate.

2 Supporting information

2.1 Following the presentation of the Petition, a further site visit was conducted on 11 January 2018 and a number of photographs of the condition of the road append this report in Appendix 1.

2.2 York Gardens supports a relatively high footfall being close to the town centre, with pedestrians moving between Queens Road and Wellington Place. The volume of vehicle traffic is relatively low with ad hoc delivery vehicles and access to a small number of parking spaces for businesses.

2.3 There are a number of large refuse and recycling wheeled bins stored on the footway that obstruct the footway and the footway itself at the eastern end of York Gardens is very narrow. This is further narrowed by the location of large heavy duty 'protection' bollards. As a consequence, pedestrians generally walk in the carriageway along much of its length.

2.4 The carriageway is in reasonable structural condition with no obvious signs of significant failure such as deformation or large scale crazing and there are no outstanding safety defects. However, the road surface itself is well worn, uneven in places and is nearing the end of its serviceable life.

2.5 The footways are also in reasonable structural condition with no safety defects observed that required immediate attention. However, the surface is uneven in places mainly due to the movement, loss or replacement of adjacent kerbing that is probably due to vehicle overrun. The kerbing along this road consists of a mixture of modern concrete kerbs and narrow and wide granite kerb stones with a number having been replaced with a tarmac fillet at some time in the past.

2.6 There are currently four older-style high pressure sodium floodlights in York Gardens mounted on adjacent buildings, which contrasts with the majority of street lighting in Hastings which has been converted to modern LED type which provides a whiter ('brighter') light and consumes less energy.

2.7 In maintaining the highway network East Sussex County Council uses an asset management based approach to identify and prioritise maintenance requirements. This process involves regular visual surveys of our roads and footways to enable comparison of condition, consideration of the levels of safety defects reported from customer reports and routine safety inspections and the location and usage are also important considerations. This helps us to prioritise roads and footways for maintenance works.

2.8 A total of eleven safety defects have been dealt with since May 2016: six small carriageway potholes and five footway trips requiring the removal and filling or resetting of damaged or moved granite kerbs.

2.9 From our records and inspections, both the carriageway and footways in York Gardens are categorised as being in poor condition.

3 Conclusion and recommendations

3.1 The overall condition of road, footway and kerbing in this road, whilst generally poor, is currently functional and does not require any immediate action.

3.2 Work to resurface the road and footways and replace the older granite kerbing with a more consistent modern kerbing would reduce future maintenance liabilities and, combined with an upgrade of the street lighting to modern LED lighting, would provide an improved route for pedestrians.

3.3 Consideration needs to be given to the use of the carriageway as a footway which makes it a higher priority (a higher risk) when compared to just considering the condition of the carriageway as just for vehicular use.

3.4 As a consequence, improvement works are to be included in the future capital maintenance programmes, subject to all other priorities and the available budget.

3.5 Lead Member is recommended to advise the Petitioner that we are aware of the condition of York Gardens and do have plans to resurface the carriageway, footways, replace the kerbing where appropriate and upgrade the street lighting as part of the future capital works programme.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor Godfrey Daniel

BACKGROUND DOCUMENTS

Petition

Appendix 1





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Report to: Lead Member for Transport and Environment

Date of meeting: 26 February 2018

By: Director of Communities, Economy and Transport

Title: St Anthony's Ward Petition

Purpose: To consider the response to the petition calling for repairs to the paths and weed problems in Boswell Walk, Kipling Walk and Shelley Walk areas in Langney Rising in Eastbourne.

RECOMMENDATIONS: The Lead Member is recommended to

- (1) Inform the Petitioners that whilst the footways are considered to generally be in a good state of repair and are not considered dangerous or hazardous for users, East Sussex County Council (ESCC) propose to carry out some targeted maintenance works to areas where localised structural failure has occurred and implement a programme of works to prevent further deterioration; and
 - (2) Inform the Petitioners that concerns or issues regarding weed control within Eastbourne need to be addressed with Eastbourne Borough Council directly and that no further action will be taken by ESCC regarding this.
-

1 Background

1.1 At the County Council meeting on 5 December 2017, Councillor Tutt presented a petition entitled "*We the Undersigned demand that Eastbourne Council, East Sussex Council and East Sussex Highways repair the dangerous paths and weed problem in Boswell Walk, Kipling Walk and Shelley Walk areas of Langney Rising in Eastbourne*", to the Chairman.

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

1.3 The County Council's highway maintenance programmes are determined on a county-wide basis based on need and priority. In compiling maintenance programmes, the County Council's Highways Asset Management team consider a wealth of condition data from annual surveys, Highway Steward inspections and reports from members of the public. This information, along with information about the nature and importance of the road or footway is used to determine the maintenance needs and relative priority across the county.

1.4 Since May 2016 (the start of the current highways maintenance contract) four routine '6 monthly' walked safety inspections have been undertaken of all of the footways in this area and in addition seven ad-hoc inspections have been undertaken specifically on these three footways following up on customer reports. In total, since May 2016 eighteen safety defects have been identified and repaired on these three footways.

2 Supporting information

2.1 Following the presentation of the Petition, a further site visit was undertaken on 11 January 2018, a site visit to Boswell Walk, Kipling Walk and Shelley Walk was carried out to review the condition of the walkways (the images taken on 11 January are attached at Appendix 1).

2.2 These footways form a network of links from the local roads to the front entrances of the houses running adjacent to the front gardens of the properties.

2.3 Overall the footways in this area are in a reasonable structural condition and it was noted that there were no immediate safety issues that required urgent attention.

2.4 However, there are some localised sections of footway within Boswell Walk, Kipling Walk and Shelley Walk that are showing early signs of structural failure with some unevenness and surface cracking.

2.5 In addition, on a length of Boswell Walk leading through to The Rising that runs as an 'alley way' behind houses, the surfacing is deteriorating with widespread areas of open texture and loose aggregate visible. There was also considerable vegetation and weed growth along this footway.

2.6 The 18 safety defects that have been dealt with since 1 May 2016 include a number of small pothole repairs and some larger surfacing patches.

2.7 From our records and inspections, the footways in this location are categorised as being in poor condition.

3 Conclusion and reasons for recommendations

3.1 The overall condition of footways in this location, whilst generally poor, is currently functional and they do not require any immediate action.

3.2 A higher consideration needs to be given to the fact that these footways are important links between the local roads and access to properties for deliveries and visitors.

3.3 As a consequence, localised improvement works to repair the areas of early structural failure on Boswell Walk, Shelley Walk and Kipling Walk and the resurfacing of the section of Boswell Walk linking through to The Rising will be included in the 2018/19 or 2019/20 capital maintenance programme, subject to all other priorities and the available budget.

3.4 Lead Member is recommended to advise the Petitioner that we are aware of the condition of these footways and have plans to carry out improvement works. Consideration will be given to undertaking preventative surface sealing works on these footways as a longer term programme of works.

3.5 Lead Member is also recommended to inform the Petitioners that concerns or issues regarding weed control within Eastbourne need to be addressed with Eastbourne Borough Council directly and that no further action will be taken by ESCC regarding this.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor David Tutt

BACKGROUND DOCUMENTS

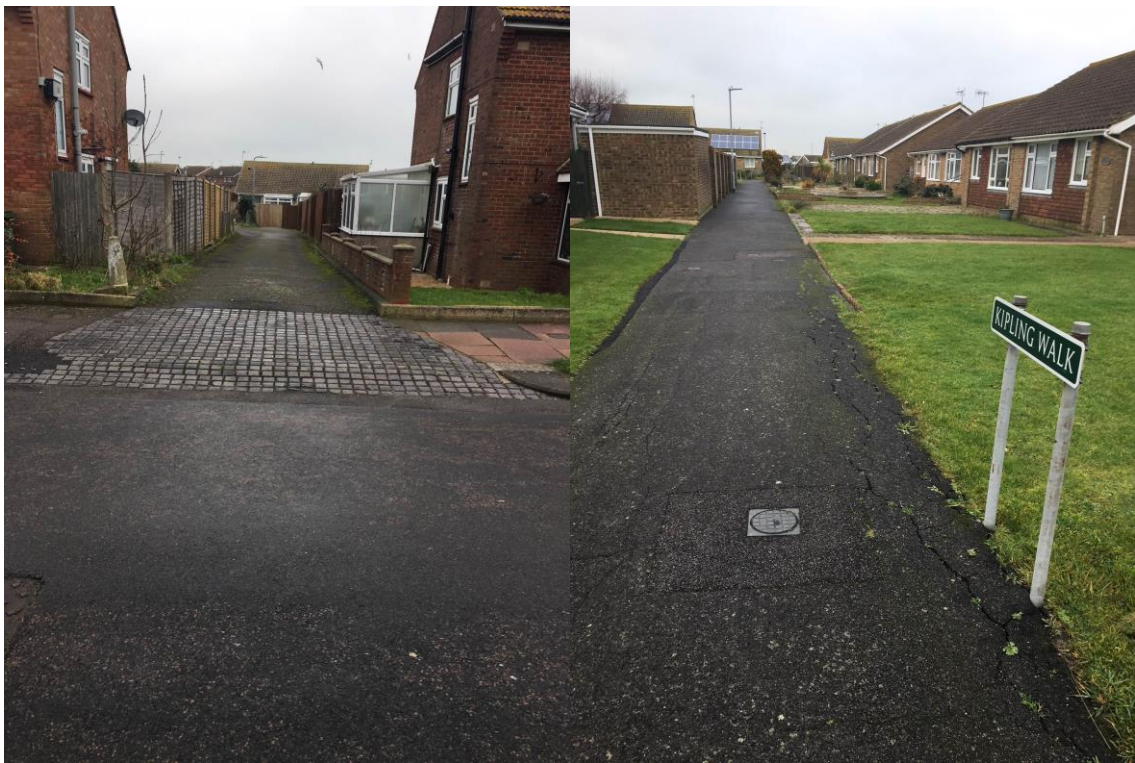
Petition

Appendix 1











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Report to: Lead Member for Transport and Environment

Date of meeting: 26 February 2018

By: Director of Communities, Economy and Transport

Title: Petition requesting the introduction of a pedestrian crossing on Offham Road (A2029), Lewes, in vicinity of Blois Road.

Purpose: To consider the petition with 453 signatures presented by Offham Road Residents Action Group calling on East Sussex County Council (ESCC) to provide a pedestrian crossing facility near to Blois Road.

RECOMMENDATIONS: The Lead Member is recommended to advise the Petitioners that:

- (1) Their request for a pedestrian crossing has been reassessed using the scheme prioritisation process for local transport improvements; and
- (2) The pedestrian crossing at the Blois Road location does not currently achieve sufficient priority for funding through the capital programme for local transport improvements.

1 Background Information

1.1 At the County Council meeting on 5 December 2017, Councillor O' Keeffe presented a petition to the Chairman on behalf of the Offham Road Residents Action Group stating:

"We, the undersigned, call on East Sussex County Council to provide a pedestrian crossing on the Offham Road (A2029) from the top of the 'piggy steps' up from Blois Road to the pathway through to Hill Road. We want this crossing so that children and parents can cross safely to Wallands School. On this stretch of the Offham Road the speed limit is 40mph which makes it hazardous to cross the road".

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

2 Supporting Information

2.1 In 2006, the County Council held a public consultation on a number of schemes across Lewes as part of the Lewes Streets Ahead initiative. These included a number of measures along Offham Road which consisted of:

- The introduction of a mini roundabout at the junction between Offham Road and The Avenue;
- 'Priority working' arrangements introduced at regular intervals along Offham Road between the junctions of King Henry's Road and The Avenue to reduce traffic speeds;
- The introduction of two new pedestrian crossings on Offham Road; and
- Localised footway widening along Offham Road between the junctions of Landport Road and Wallands Crescent.

2.2 To date, the mini roundabout at the junction of Offham Road and The Avenue has been implemented using external funding from a development contribution.

2.3 In July 2013, a petition was submitted by Councillor O'Keeffe calling for the remaining measures on Offham Road to be implemented. Following the submission of the petition, a meeting was held with Councillor O'Keeffe to determine whether there were particular aspects of the Offham Road proposals that were seen as a priority. Councillor O'Keeffe identified the pedestrian crossing on Offham Road adjacent to the steps leading to Blois Road on the Landport Estate and the pedestrian crossing immediately west of the junction of Offham Road and Prince Edward's Road as the highest priorities.

2.4 Both of these proposals were assessed at that time using the scheme prioritisation process for local transport improvements to determine whether they should be priorities for possible funding through the capital programme for local transport improvements.

2.5 The pedestrian crossing west of the Offham Road / Prince Edward's Road junction scored above the benchmark and following a detailed assessment, was included in the 2017/18 Capital Programme for Local Transport Improvements. This scheme, which is part funded by a local development contribution, is currently under construction and scheduled to be in operation by the end of March 2018.

2.6 The pedestrian crossing at the Blois Road location (see Appendix 1) did not achieve the benchmark score to enable it to be taken forward for further consideration at that time. This is because it would not achieve any potential accident savings given the relatively good safety record around this location.

2.7 Following receipt of the latest petition, the request for the Blois Road crossing has been reassessed using the same scheme prioritisation process but still does not achieve the benchmark score to be taken forward to detailed appraisal for funding through the Capital Programme for Local Transport Improvements. The crash record for the last 36 months has been reviewed which shows that there continues to be a good safety record at this location. Our Traffic & Safety team have confirmed that the existing speed limit of 40mph on this section of Offham Road is appropriate for the appearance and characteristics of the road and that there are no current proposals to review the speed limit.

2.8 The Traffic & Safety team have also advised that works have been commissioned to upgrade the current school warning lights either side of the informal crossing point near Blois Road and these are expected to be installed in the near future.

2.9 The request for the crossing will be kept on file should an external source of funding come forward.

2.10 Although a pedestrian crossing at this location on Offham Road is not a priority for the County Council, the petitioners may wish to approach Lewes Town Council to determine whether they would support an application for the scheme to be match funded through the County Council's Community Match Initiative.

3 Conclusion and Reasons for Recommendations

3.1. The request for an additional pedestrian crossing facility on Offham Road in the vicinity of Blois Road has been reassessed using the County Council's scheme prioritisation process for local transport improvements but currently does not score sufficiently highly for funding through the Capital Programme for Local Transport Improvements.

3.2 It is therefore recommended that the Petitioner be informed that whilst the County Council is unable to fund the pedestrian crossing, it is recognised that there remains a strong local desire for the crossing scheme and that they may wish to approach Lewes Town Council to explore opportunities for match funding through the County Council's Community Match initiative.

RUPERT CLUBB

Director of Communities, Economy and Transport

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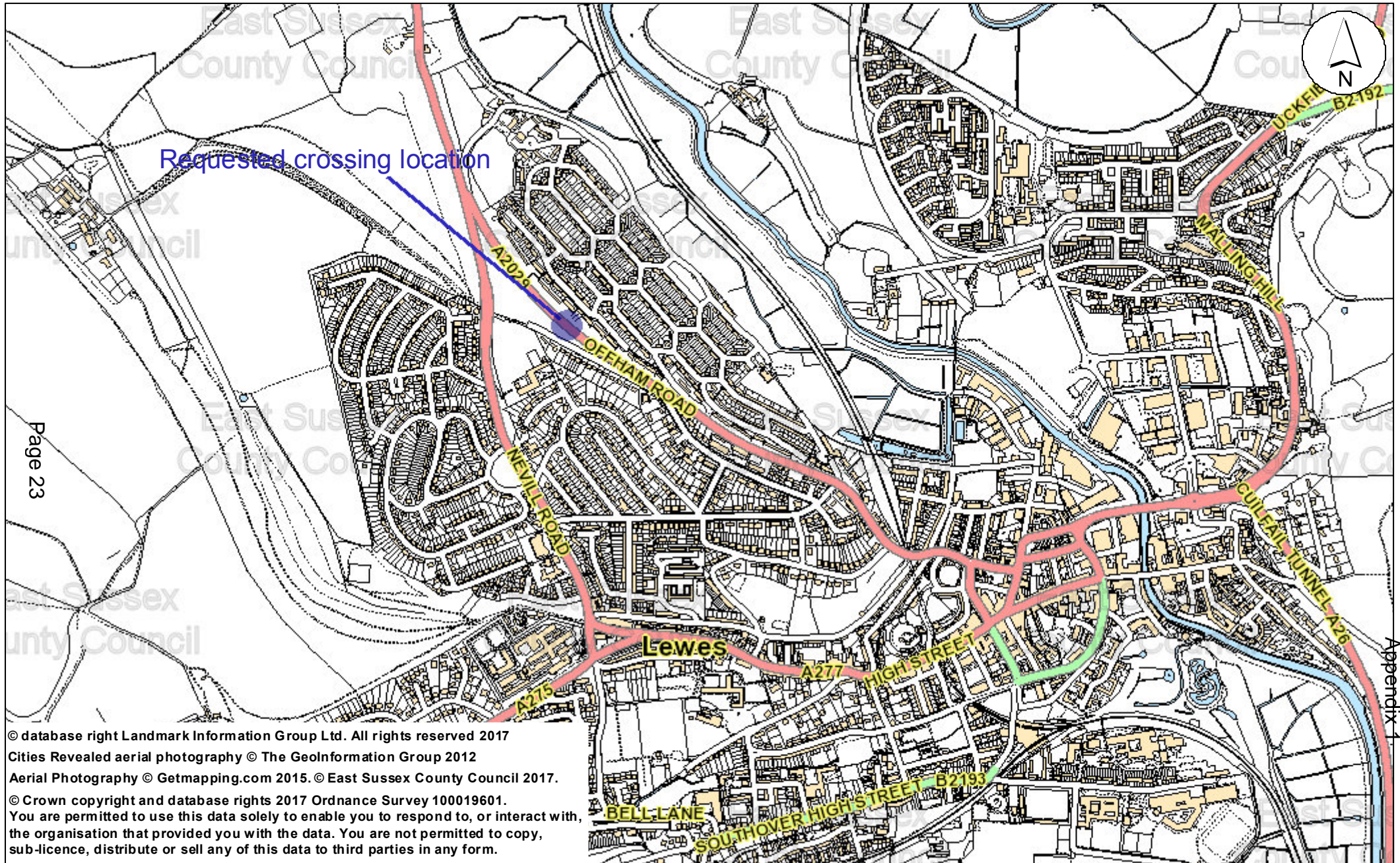
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LOCAL MEMBERS

Councillor O'Keefe

BACKGROUND DOCUMENTS

Petition



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Map

Author:

Scale: 1:12,500

Date: 08/02/2018



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Report to:	Lead Member for Transport and Environment
Date of meeting:	26 February 2018
By:	Director of Communities, Economy and Transport
Title:	Notice of Motion: “<i>The County Council supports the Government ambition to eliminate avoidable plastic waste (particularly single use plastic) over the next 25 years. In support of this ambition the County Council will review the use of plastics in its own supply chain and the plastic recycling facilities available on its estate, to identify and increase the opportunities to reduce, re-use or recycle more plastic</i>”.
Purpose:	To review the Notice of Motion and decide whether to agree, amend or reject it.

RECOMMENDATION: The Lead Member is recommended to recommend that the County Council:

- (1) Agree the Notice of Motion to support the Government ambition to eliminate avoidable plastic waste (particularly single use plastic) over the next 25 years. In support of this ambition the County Council will review the use of plastics in its own supply chain and the plastic recycling facilities available on its estate, to identify and increase the opportunities to reduce, re-use or recycle more plastic.**
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1 Background Information

1.1. The following Notice of Motion has been submitted by Councillor Bennett:
“The County Council supports the Government ambition to eliminate avoidable plastic waste (particularly single use plastic) over the next 25 years. In support of this ambition the County Council will review the use of plastics in its own supply chain and the plastic recycling facilities available on its estate, to identify and increase the opportunities to reduce, re-use or recycle more plastic”.

1.2. In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member’s recommendation on this Notice of Motion will be reported to the Council at its meeting on 27 March 2018.

2 Supporting Information

2.1 Plastics are an important and versatile material in the global economy. They are key components of a very wide range of products, including food packaging, toys, heat-saving domestic insulation and life-saving medical innovations. Consequently the use of plastics, of which there are many different types, has increased 20-fold in the last 50 years and is expected to double again in the next 20 years.

2.2 Many of the properties that make plastics a safe, secure, hygienic and cheap material also make it a tough and long-lasting material, which has an impact on the environment and public health. A significant amount of energy is required in the manufacture and transport of plastic products. After use, an estimated 12 million tonnes of plastic waste ends up in the world’s oceans every year, which imposes an economic and social burden by impacting on the productivity of fisheries, shipping and tourism, enters the food chain and imposes a clean-up cost. For example, recent surveys found that over 70% of UK tap water was contaminated with plastic fibres and a third of fish caught off the south coast contained plastic.

2.3 An increasing volume of plastic products are single-use, for example bottles, cups and straws, which means that the beneficial properties of plastics are not being maximised and an estimated £65 billion of material value is lost from the global economy every year. In addition, the recent ban by China on the imports of plastic waste for recycling from countries such as the UK means that the cost of disposal of plastic waste may increase in the short term, whilst the amount being recycled may decrease, as lower-grade plastic waste may have no market to go to.

2.4 There is an extensive range of legislation covering plastic waste and recycling, including from packaging, electrical and electronic equipment, end of life vehicles, and the use of recycled plastic in food packaging. Nearly all local authorities collect some common types of household plastic waste, with an estimated 58% of plastic bottles and 32% of pots, tubs and trays being collected for recycling. The UK has a plastic packaging recycling target of 57% by 2020, which helped to drive a doubling of UK plastic reprocessing capacity between 2010 and 2015.

2.5 Plastic waste remains a highly visible pollutant of public concern. The government's 25 Year Environment Plan, published in January 2018, includes a target to eliminate all avoidable plastic waste by 2042, in support of the separate Clean Growth Strategy, published in October 2017. The Plan points to the success of the 5p plastic bag charge in reducing the use of carrier bags by 85% and commits the government to removing all single use plastics from the central government estate offices.

2.6 A review of the County Council's use of plastics in its own supply chain and the plastic recycling facilities available on its estate will require Officer time. The recommended measures from this review may lead to new costs, for example, alternative materials to single-use plastics or additional recycling facilities for plastics, though this may be partly off-set by a reduction in the cost of handling and disposing of plastic waste.

2.7 The role that the County Council can play in reducing the impact of plastic waste includes reviewing the use of plastics in its own supply chain and the plastic recycling facilities available on its estate, to identify and increase the opportunities to reduce, re-use or recycle more plastic. This will add to the work that the County Council has already undertaken, for example the recent introduction of fully compostable packaging on the majority of goods sold in the café at County Hall. The scope of the work will need to be agreed with relevant sections of the County Council, to ensure that resources are focussed where they can achieve the best results, and may require changes to some County Council procurement, practices and staff behaviours. If these are considered acceptable then it is considered that the Notice of Motion submitted by Councillor Bennett should be agreed, and a progress report submitted to the Lead Member for Transport and Environment in 12 months' time.

3 Conclusion and Reasons for Recommendations

3.1 The impacts of plastic waste on the environment and human health are recognised by the County Council. In order to contribute to measures that reduce these impacts, the Lead Member is recommended to recommend that the County Council agree the following Motion:

“The County Council supports the Government ambition to eliminate avoidable plastic waste (particularly single use plastic) over the next 25 years. In support of this ambition the County Council will review the use of plastics in its own supply chain and the plastic recycling facilities available on its estate, to identify and increase the opportunities to reduce, re-use or recycle more plastic”.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None