



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

MONDAY, 16 JULY 2018 AT 10.00 AM

CC1 - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 18 June 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 Petition requesting the introduction of a pedestrian crossing on Battle Hill, Battle in the vicinity of Tesco Express (*Pages 7 - 10*)
Report by the Director of Communities, Economy and Transport
- 5 Pedestrian crossing in Belgrave Road, Seaford (*Pages 11 - 26*)
Report by the Director of Communities, Economy and Transport
- 6 Countryside Access Strategic Commissioning Strategy: progress update (*Pages 27 - 30*)
Report by the Director of Communities, Economy and Transport
- 7 Well-Managed Highway Infrastructure: Code of Practice (*Pages 31 - 40*)
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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6 July 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 18 June 2018 at County Hall, Lewes

Councillor Godfrey Daniel spoke on Items 4 and 5 (see minutes 10 and 11)
Councillors Stephen Shing and Colin Belsey spoke on Item 6 (see minute 12)

7 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 21 MAY 2018

7.1 The Lead Member approved as a correct record the minutes of the meeting held on 21 May 2018.

8 DISCLOSURE OF INTERESTS

8.1 Councillor Belsey declared a personal interest in Item 6, in that he is the Local Member for Ratton School, the subject of a 20mph Speed Limit proposal, but he did not think this was prejudicial.

8.2 Councillor Daniel declared a personal interest in Item 5, in that he is a resident adjacent to Alexandra Park, Hastings, but he did not think that this was prejudicial.

9 REPORTS

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

10 NOTICE OF MOTION - AIR QUALITY AND REDUCING POLLUTION FROM DIESEL VEHICLES

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

DECISION

10.2 The Lead Member RESOLVED to recommend that the County Council: (1) notes the Government's actions to:

1. Develop and deliver a strategy and action plan to phase out the use of diesel by 2040, including measures to help the owners of these vehicles switch to clean vehicles and alternatives to driving
2. Ensure that air pollution standards for new diesel vehicles are adhered to.
3. Ensure local authorities have the powers and resources necessary to reduce pollution from diesel vehicles, including the power to ban diesel vehicles and new powers to control emissions from buses; and

(2) As there is no known safe limit for some pollutants, the Council will - working with others as necessary, including the Health & Wellbeing Board and the public, particularly those most affected by air pollution - continue to take action to further reduce pollution levels to at least recommended World Health Organisation levels, particularly in locations where there is a concentration of vulnerable people (e.g. around schools)."

Reasons

10.3 The Government is driving a strategy for improving air quality, alongside sustainable growth through a number of different strategies and approaches as set out in section 2 of the report. Whilst the majority of this is underpinned by European legislation, there is a commitment that this will remain following the UK's departure from the EU.

10.4 The principles of the three elements of the Notice of Motion are supported with the exception of the ban on diesel vehicles by 2025, which would be challenging to deliver due to the cultural, industry and infrastructure issues described in paragraph 2.11 of the report. Therefore the Government's time horizon for banning the sale of diesel vehicles by 2040 is more realistic. The County Council is actively contributing to these three elements by exploring the opportunities to develop measures which support cleaner, cheaper and easier travel, through the use of smart technology, the delivery of the improved travel choices which encourage public transport, walking and cycling and the development of a framework for the delivery of electric vehicle charging infrastructure.

11 ALEXANDRA PARK AND ST HELEN'S ROAD CYCLE ROUTE REVIEW

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

DECISION

11.2 The Lead Member RESOLVED to: (1) note the recommendations made within the East Sussex Highways Alexandra Park and St. Helens Road, Hastings Cycle Route Review report dated December 2017; and

(2) agree that the proposal to progress the route through Alexandra Park as presented in Appendix C be taken forward to detailed design and construction as part of the 2018/19 Capital Programme for Local Transport Improvements.

Reasons

11.3 Following the Lead Member's decision in March 2017, a route review study of an alternative shared pedestrian and cycle route along St. Helens Road has been undertaken. For the reasons identified in paragraph 2.3 of the report, it is recommended that this route option is not progressed. As part of the route review study and further consultation with the local County Councillors, a revised alignment through the lower section of Alexandra Park, as described in paragraphs 2.4 and 2.5 of the report and shown in Appendix C of the report, was identified and should be progressed.

12 HAILSHAM POLEGATE EASTBOURNE MOVEMENT AND ACCESS CORRIDOR

12.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with the written comments of Councillor Ungar, one of the Local Members, and correspondence from a local resident.

DECISION

12.2 The Lead Member RESOLVED to: (1) note the outcome of the Hailsham/Polegate/Eastbourne Movement and Access Corridor consultation undertaken in Autumn 2017 as detailed in Appendix 1 of the report; and

(2) approve the recommended package of proposals as set out in paragraph 2.4 of the report to be taken forward to detailed design and construction.

Reasons

12.3 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 need for improvements to key junctions, along with the provision of bus lanes and other bus infrastructure together with new cycle routes and pedestrian improvements.

12.4 The first phase of the Movement and Access Corridor proposals, focussed on the A2270 corridor from the Wannock Road/Polegate High Street junction to Victoria Drive through Polegate Willingdon and Ratton, was consulted upon in Autumn 2017. The responses and comments made by local residents and stakeholders through the consultation process have helped shape the recommended package of Phase 1 improvements, as set out in paragraph 2.4 of the report, to be taken forward to detailed design and construction.

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Report to: Lead Member for Transport and Environment

Date of meeting: 16 July 2018

By: Director of Communities, Economy and Transport

Title: Petition requesting the introduction of a pedestrian crossing on Battle Hill, Battle, in the vicinity of Tesco Express.

Purpose: To consider the petition calling on East Sussex County Council to provide a pedestrian crossing facility along Battle Hill.

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

- (1) The request for a pedestrian crossing was previously assessed using the scheme prioritisation process for local transport improvements; and
 - (2) Due to a recent crash involving a pedestrian within the vicinity, the County Council have commissioned a feasibility study through the 2018/19 capital programme for local transport improvements to ascertain whether a pedestrian crossing facility should be delivered along Battle Hill.
-

1 Background Information

1.1 At the County Council meeting on 15 May 2018, Councillor Field presented a petition with approximately 2300 signatories to the Chairman on behalf of residents of Battle stating:

“We, the undersigned, call on East Sussex County Council to install a pedestrian crossing on Battle Hill”

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 Member for Transport and Environment.

2 Supporting Information

2.1 The County Council has previously received requests for a pedestrian crossing facility in the vicinity of the ESSO Petrol Station/Tesco Express along Battle Hill - a location plan is in Appendix 1. The requests were assessed at that time using the scheme prioritisation process for local transport improvements to determine whether they should be considered for possible funding and inclusion in the capital programme for local transport improvements. The request for a pedestrian crossing at Battle Hill was ranked 32nd out of the 67 detailed scheme appraisals that were assessed and therefore initially did not rank sufficiently high enough for inclusion in the 2018/19 programme as the available funding meant we were able to only include the 23 highest ranked schemes.

2.2 However, in March 2018 there was a serious pedestrian-related crash on Battle Hill and after liaising with Sussex Police, the County Council has agreed to commission East Sussex Highways to conduct a feasibility study in 2018/19 to determine whether some form of pedestrian crossing facility should be introduced. To inform the study, we will be conducting pedestrian surveys at various points within the vicinity of Tesco Express to determine the desire lines as well as reviewing the crash data along this section of road over the last three-year period.

2.3 In addition the study will also consider other general concerns about vehicle speeds in this area that have been raised on several occasions by residents, as well as other potential speed-reducing options.

3 Conclusion and Reasons for Recommendations

3.1 The requests for a pedestrian crossing facility on Battle Hill in the vicinity of Tesco Express have been previously assessed using the County Council's scheme prioritisation process for local transport improvements and were not ranked sufficiently high for inclusion onto the capital programme for local transport improvements. However, due to the severity of a recent pedestrian-related crash, the County Council has commissioned a feasibility study to be carried out to ascertain whether a pedestrian crossing facility and any other speed reducing measures should be delivered. The study will be funded through the 2018/19 capital programme of local transport improvements.

3.2 It is therefore recommended that the petitioners be informed that the County Council will progress with the study and will be advised of the outcome of the study once it has been completed.

RUPERT CLUBB
Director of Communities, Economy and Transport

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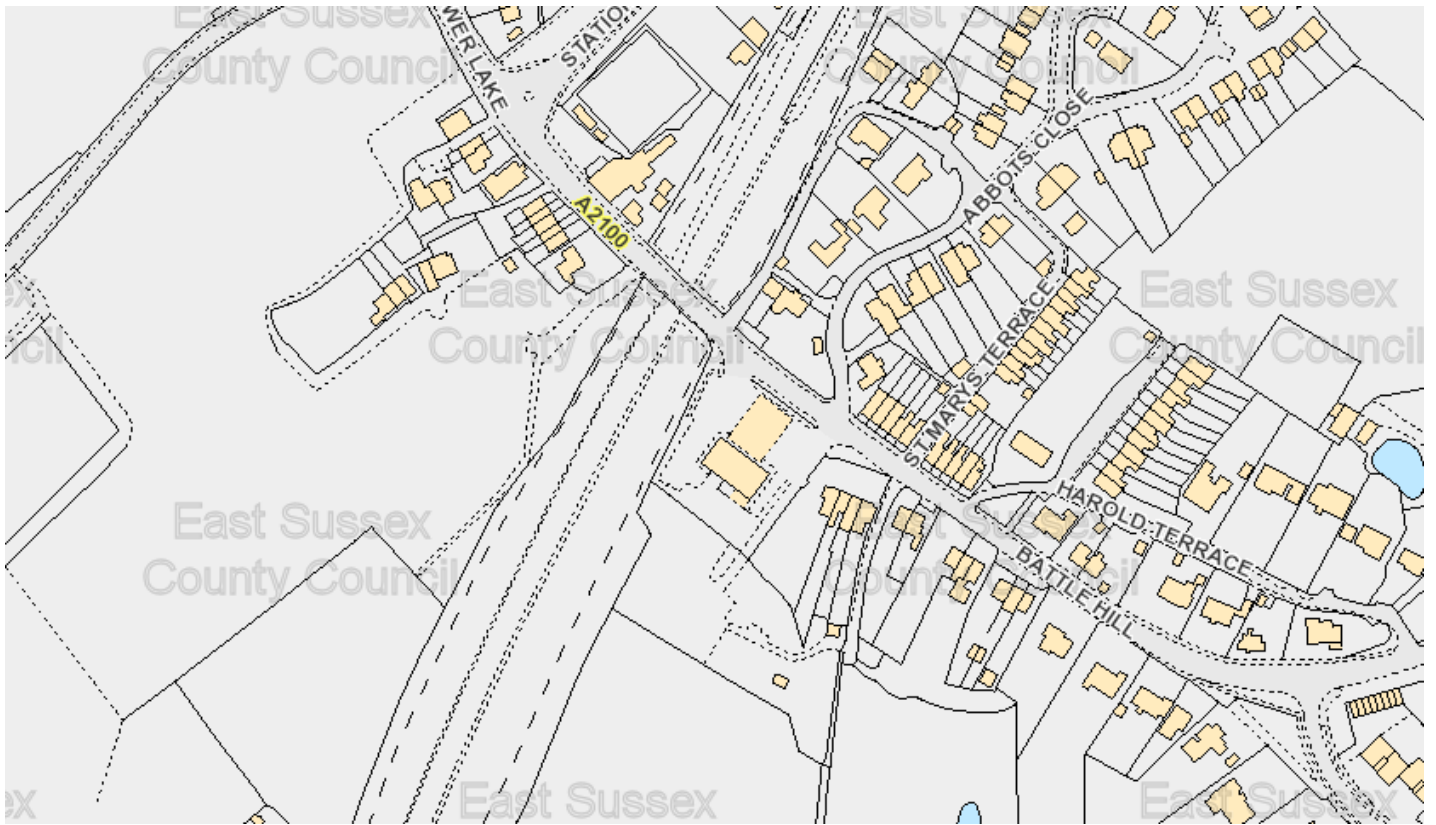
LOCAL MEMBERS

Councillor Field

BACKGROUND DOCUMENTS

None

Appendix 1: Location Plan, Battle Hill, Battle



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Report to:	Lead Member for Transport & Environment
Date of meeting:	16 July 2018
Report By:	Director of Communities, Economy and Transport
Title:	Pedestrian Crossing, Belgrave Road, Seaford
Purpose:	To consider the results of the local consultation on the proposed pedestrian crossing in Belgrave Road, Seaford and to recommend how the scheme will be taken forward.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the comments from the local consultation; and**
 - (2) Approve the proposal for the pedestrian crossing in Belgrave Road as set out in this report to be taken forward to construction as part of the 2018/19 Capital Programme for Local Transport Improvements**
-

1. Background Information

1.1. There have been numerous historical requests made to the County Council for the provision of a pedestrian crossing facility on Belgrave Road, Seaford. As a result, these requests have been considered using the County Council's scheme prioritisation process. The scheme scored sufficiently highly for inclusion in the 2016/17 capital programme for local transport improvements with funding initially allocated to undertake a feasibility study to develop a proposal for consultation.

1.2. Belgrave Road is used by many pedestrians from the local residential area to access the nearby Seaford Primary School, the local Church and the town centre. It is also used by drivers as a cut through from the A259 to access the northern side of Seaford.

2. Supporting Information

2.1 A feasibility study was carried out by East Sussex Highways in 2017 to identify an appropriate location to introduce a pedestrian crossing facility along Belgrave Road, between Carlton Road and Blatchington Hill. To inform the study, surveys were carried out to determine vehicle flows and average vehicle speeds. Pedestrian surveys were also conducted to establish pedestrian flows and observe pedestrian "desire lines", in order to determine the most appropriate location for the crossing that would benefit most pedestrians. Consideration was also given to the crash data in the wider extent of Belgrave Road over the last 3 year period.

2.2 The proposed location of the crossing was also determined by existing site constraints (such as boundary walls which obscure visibility and existing footway and carriageway widths) as well as utilising design guidance provided by the Department for Transport (DfT). The study identified that the most appropriate location for the proposed pedestrian crossing facility – a zebra crossing - would be between Kingsmead and Wilkinson Way. The proposed location is shown in Appendix 1.

2.3 As there is currently no footway on the northern side of Belgrave Road, to the east of the junction with Kingsmead, it is proposed that an area of the grass verge will be converted into a

footway to enable pedestrians to access the crossing and then join the existing footway on the southern side of Belgrave Road. The remainder of the grass verge on the northern side will remain unchanged.

2.4 A statutory consultation on the proposals was undertaken in August 2017, with Sussex Police, South East Coast Ambulance Service, East Sussex Fire and Rescue Service, the Freight Transport Association and the Road Haulage Association. No objections or representations were received. On 22 August 2017, a site meeting was held with representatives from the local bus company to clarify aspects of the scheme design, after which they confirmed they had no objections to the proposals.

2.5 A local consultation was carried out between 8 and 29 August 2017, by means of a letter-drop and accompanying plan delivered to properties in roads within the vicinity of the proposed crossing. A copy of the consultation letter, plan and a map showing the extent of the consultation, is shown at Appendix 2. Details of the consultation were also sent to Seaford Town Council and to the local County Councillor. Councillor Lambert has confirmed her support for the scheme. A summary of the responses to the local consultation is provided at Appendix 3.

2.6 The consultation process included Seaford Primary School as well as local transport group 'Think School Travel' to obtain their views to the proposal. Both confirmed their support for such a facility, and have canvassed for such a facility for many years.

2.7 A number of issues were raised by Seaford and Blatchington Lawn Tennis Club through the consultation process and officers from East Sussex Highways and the County Council attended a meeting at the Tennis Club on 22 August 2017 to discuss their concerns. Their principal concern was the loss of available space to park along Belgrave Road, adjacent to the Tennis Club as the zebra crossing will require zig zag markings to be introduced to ensure the safety of pedestrians using the facility. The length of zig-zags is the equivalent to seven vehicle 'spaces' which will result in some Tennis Club members having to park a little further away rather than immediately outside the Tennis Club. The County Council acknowledges the impact that the zig-zag markings will have and we always try to limit the amount of parking restrictions associated with new highway infrastructure, however the zig-zag markings are legally required and it is considered that access to multiple alternative on-street parking spaces are available within a short walking distance.

2.8. The Tennis Club requested that consideration be given to locating the proposed crossing elsewhere along Belgrave Road, between the junction with Wilkinson Way and St Peter's. However from a review of the pedestrian surveys undertaken, it is not considered this would provide the most benefit for pedestrians accessing the town centre or Seaford Primary School from the residential areas including Kingsmead.

2.9 The County Council has also explored the possibility of locating the crossing to the west of the junction with Kingsmead. However to achieve the absolute minimum distance of 65 metres intervisibility between drivers and pedestrians waiting to use the crossing, it would be necessary to locate the crossing much closer to Kedale Road, meaning that pedestrians wishing to access the Primary School would be much less likely to use the facility or would have negotiate the much narrower 1.2m section of footway around the flint wall by the Tennis Club. The proposed location for the zebra crossing offers access to a greater footway width in comparison, which is of particular importance for users of mobility vehicles or wheelchairs, or those using pushchairs.

2.10 Two other objections were raised by residents with concerns aligned to those of the Tennis Club and requesting the crossing is sited between Kedale Road and Kingsmead. However for the reasons outlined in section 2.9 above, the proposed crossing cannot be located between these junctions.

3 Conclusion and Reasons for Recommendations

3.1 There are currently no dedicated pedestrian crossing facilities in Belgrave Road. The County Council has received requests for a facility to be introduced and these have been considered through the County Council's scheme prioritisation process. The requests scored sufficiently for a scheme to be included in the capital programme for local transport improvements. Subsequent survey and design work has identified the most appropriate location for a zebra crossing to be introduced on Belgrave Road is between the junctions of Kingsmead and Wilkinson Way. The local consultation exercise identified both support for the scheme and a number of objections.

3.2 Whilst it is acknowledged that the loss of seven parking spaces through the introduction of the crossing will have some impact locally, it is considered that these are outweighed by the road safety and accessibility improvements that the proposed crossing will bring to the local community. The Lead Member is recommended to approve the construction of a pedestrian crossing in Belgrave Road as set out in this report, as part of the 2018/19 Capital Programme for Local Transport Improvements

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillor Carolyn Lambert

BACKGROUND DOCUMENTS

None

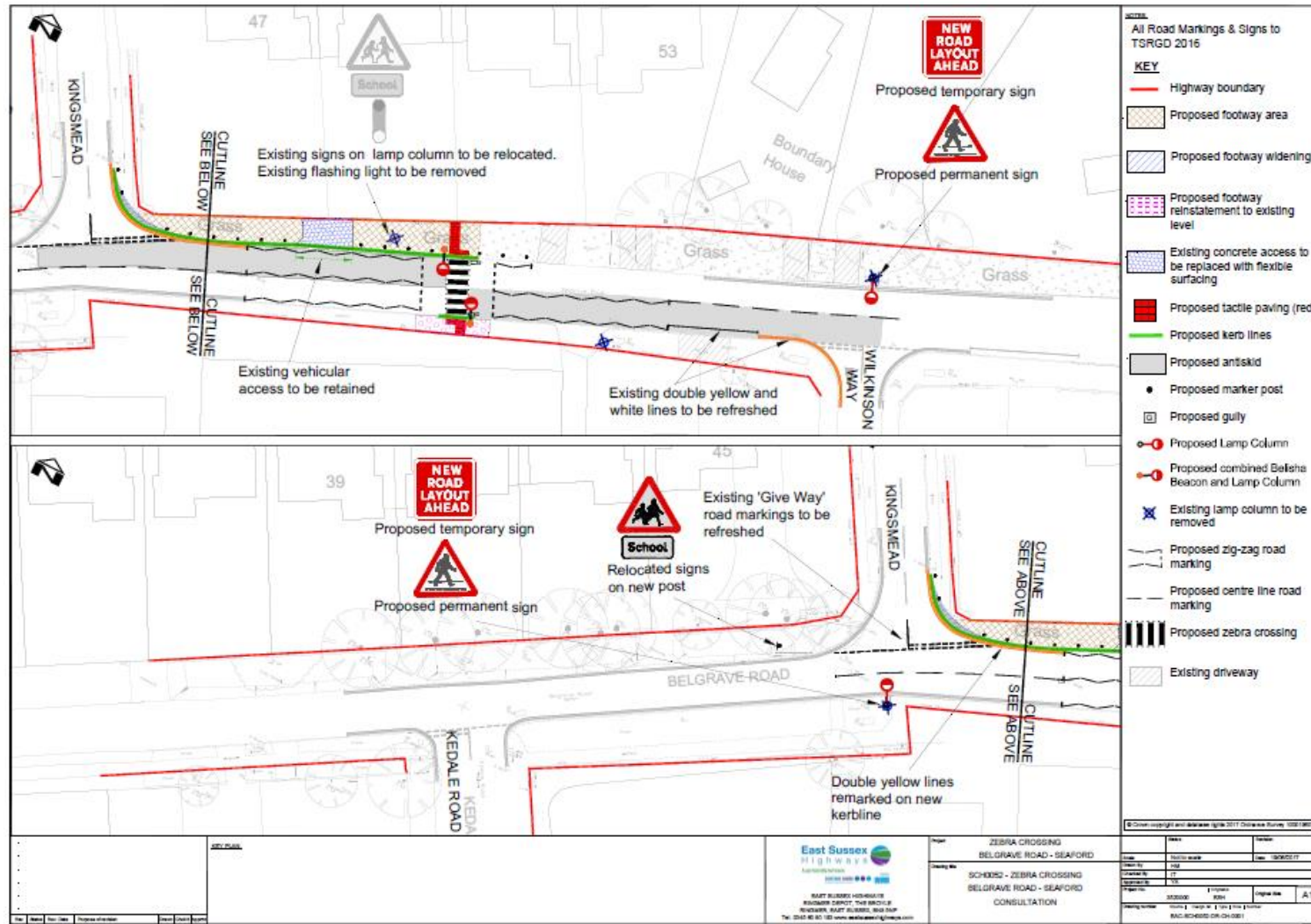
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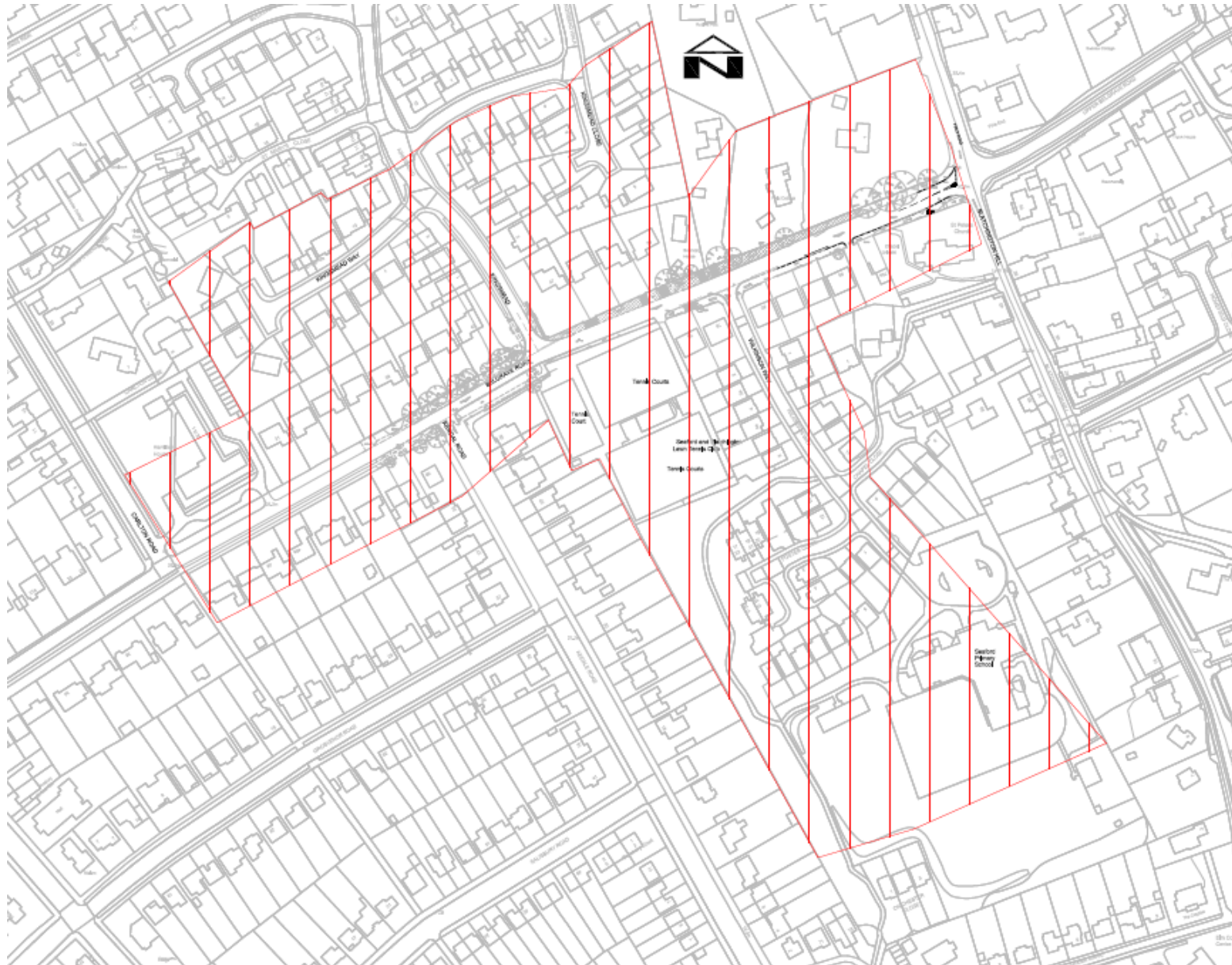
Appendix 1: Location Plan, Belgrave Road, Seaford



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Appendix 2: Consultation plan, Consultation letter and map showing the letter drop extent





Consultation letterdrop extent

INFORMATION ON PROPOSED PEDESTRIAN CROSSING FACILITY IN BELGRAVE ROAD, SEAFORD

8 August 2017

Dear Resident,

I am writing to let you know about a proposal to introduce a new pedestrian crossing on Belgrave Road between the junctions with Kingsmead and Wilkinson Way.

As you will be aware, there is a need for residents to cross this busy road to access local facilities including Seaford Primary School and currently there is no dedicated crossing to assist them. East Sussex Highways has undertaken a study to identify the most appropriate location for a “Zebra” pedestrian crossing to be introduced, which is to the east of the junction with Kingsmead. We are now in a position to advise on the proposal and we are contacting you because you live in the vicinity of the proposed works.

The attached drawing shows the proposal which includes:

- New street lighting columns.
- Zebra crossing with Belisha beacons on lighting columns
- New footway on the northeast side of the Belgrave Road and Kingsmead junction.
- New road signs and road markings, including white zig-zag markings on both approaches to the crossing to prohibit parking and ensure the crossing operates safely.

The scheme will be funded through the County Council’s Capital Programme for Local Transport Improvements 2017/18, and we anticipate undertaking the works in early 2018.

If you have any comments about these safety improvements, please do contact us by Tuesday 29th August 2017. You can contact us by emailing at customer@eastsussexhighways.com or by calling us on 0345 60 80 193.

Yours faithfully,

Younas Abedin | Project Manager
Highways | East Sussex Highways

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APPENDIX 3Responses to local consultation

Description	Number of respondents making this comment	Officer comments
The proposed crossing scheme is supported	4	Noted
Widening the footway on the eastern side of Kingsmead will cause turning difficulties for the 119 bus service	2	The bus company was consulted as part of the Statutory Consultation process in August 2017 and a site meeting was held with representatives from the bus company who confirmed that they have no objection to the footway widening and that it will not cause problems for their vehicles turning out from Kingsmead
Concern at loss of grass area on northern side of Belgrave Road between Kingsmead and proposed crossing location	2	The original design option that was consulted on proposed the removal of all of the grass area in this location. Following comments made through the local consultation exercise, the design has been revised and will now retain a strip of grass area to reduce the visual impact of the new length of footway
The loss of parking spaces caused by the introduction of the crossing will disadvantage members of Seaford and Blatchington Tennis Club	3	It is acknowledged that the introduction of the zig-zag markings (equivalent in length to seven vehicle 'spaces') will impact on members attending the adjacent tennis club who currently use these 'spaces' when they are available. In designing the crossing scheme we have been mindful of this impact and have kept the extent of the road markings to the minimum length within regulations. It is considered that sufficient alternative (and unrestricted) on-road parking spaces are available elsewhere on Belgrave Road and Kedale Road, within a very short walking distance of the tennis club entrance
The proposed crossing should be located elsewhere on Belgrave Road	2	The proposed location of the crossing has been determined following a feasibility study which utilised survey information in respect of vehicle flows, vehicle speeds and (in particular) pedestrian flows and pedestrian 'desire' lines. Two alternative locations were requested in response to the consultation. One was between Wilkinson Way and St Peter's but it is not considered that this would provide the most benefit for pedestrians accessing the town centre or Seaford Primary. A second request was for

		the crossing to be located west of the junction with Kingsmead however this would not be possible due to insufficient visibility between drivers and pedestrians using the crossing. It would need to be located much closer to Kedale road and therefore pedestrians from the Kingsmead area would be less likely to use it to access the Primary School. They would also have to use a substandard section of footway adjacent to the tennis club, which would disadvantage users of wheelchairs and mobility vehicles, as well as those using pushchairs
The proposed crossing will cause displacement of parked vehicles elsewhere in the area	3	It is acknowledged that the loss of seven on-road 'spaces' will result in some displacement of parked vehicles. It is, however, considered that sufficient alternative on-street parking is available elsewhere in Belgrave Road and over a range of other roads in the immediate area, limiting the impact of the displaced parking
Parking restrictions are required in Wilkinson Way, Chapel Close and Foster Way between 8-9am and 2.30-3.30pm to prevent inconsiderate parking, as there may be more pressure on the roads if the proposed crossing is installed	1	It is not proposed to introduce any parking controls as part of the crossing scheme however this request has been passed to the Parking Team for their consideration when undertaking area-wide parking review
Bollards are requested between property numbers 53 and 55 Belgrave Road to prevent vehicles parking on the grass verge.	1	The proposed crossing scheme design has been revised and will incorporate bollards on the grass verge

Committee:	Lead Cabinet Member for Transport and Environment
Date:	16 July 2018
Report By:	Director of Communities, Economy and Transport
Title of Report:	Countryside Access Strategic Commissioning Strategy: Progress Update
Purpose of Report:	To outline options identified and request approval of the proposed approach for assessing options, decision-making and project completion

RECOMMENDATIONS: Lead Member is recommended to:

- (1) Note progress and the options available for the future management of the eight countryside sites; and**
 - (2) Approve the recommended approach for assessing options, decision-making and completion of the project.**
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1. Background Information

1.1 In June 2017, Cabinet approved the Countryside Access Strategy (CAS), which proposed that eight of the ten countryside sites owned and/or managed by East Sussex County Council (ESCC) would be considered for transfer to suitable external organisations. Cabinet agreed for discussions with external groups in relation to these countryside sites to continue and delegated the implementation stage of the strategy to the Lead Member for Transport and Environment.

2. Supporting Information

2.1 The benefits of reviewing the management of the ESCC countryside sites are to:

- (i) improve the facilities, visitor and volunteer experience as well as wildlife conservation outcomes and contribution to the local economy of the countryside sites in line with the Countryside Access strategy;
- (ii) mobilise resources for investment and to ensure there is a sustainable financial basis for the future management of the sites; and
- (iii) make best use of our limited resources.

It is proposed to complete this in three phases of:

- (1) targeted marketing and in-house business planning;
- (2) evaluation and analysis of options, business case development, scrutiny and decision-making; and
- (3) execution of decision with completion of transfer(s) and/or implementation of in-house business plan.

Phase 1 Progress

2.2 The current Phase has continued discussions with The National Trust (NT), South Downs National Park Authority (SDNPA) and Sussex Wildlife Trust (SWT) and with other suitable organisations that expressed interest during the previous public consultation. Local opinion has also been gathered through meetings with Parish Councils involving County Councillors and others. A series of site-specific assessments on public access, conservation, health and well-being, legal aspects, and site income and expenditure have been completed. Potential options have been documented through (a) completion of site interest forms by interested parties outlining their specific interest, plans for future management and finance, and other issues and (b) drafting of an in-house business plan.

2.3 Two sites - Camber Sands and Shinewater Park - currently have no interest from external organisations while six sites have interest (see Appendix 1) as follows:

- The NT and SDNPA have expressed interest in the freehold of Seven Sisters Country Park and in working in partnership with other organisations to manage the park;

- The SWT has expressed interest in a leasehold arrangement for the management of Ditchling Common Country Park and Ouse Estuary Nature Reserve, to provide an option for an increased role in the management at Chailey Common Local Nature Reserve (LNR) and Weir Wood LNR, and to work in partnership with the County Council and/or others in the management of Camber Sands, Riverside Park, Shinewater Park and, in particular, Seven Sisters Country Park;
- Newhaven Town Council has expressed interest in the leasehold of Riverside Park and the freehold, leasehold or cooperation in the management of Ouse Estuary NR;
- The Kitesurf Centre, a tenant at Broomhill Sands, has expressed interest in the freehold or a lease to improve site facilities and expand its business at Broomhill Sands.

2.4 It therefore does not appear possible to transfer all sites to one or more organisations and so a mixed solution may be required with some continued involvement from ESCC.

2.5 Meetings and assessments have also highlighted the need to (a) address management arrangements around Chailey Common Local Nature Reserve as a requirement for effective future management and (b) consider the importance of monitoring of Riverside Park as a former landfill site, which will be continued by ESCC such that the freehold is likely to remain with ESCC.

2.6 The in-house business plan presents an option for the County Council to continue management of some or all countryside sites that focuses on increasing revenue and delivering a quality service that is financially viable for the County Council. It may be possible to combine this option with the interest from external parties, which would require further discussion and negotiation.

Proposed Approach for Phase 2

2.7 In Phase 2, officers will complete a detailed evaluation of proposals and an analysis of the following options against the benefits outlined in 2.1 and the Countryside Access Strategy. Option 1 will be the transfer of all sites subject to interest from suitable external organisations, with the remainder being managed by ESCC. Option 2 will be for all sites to remain managed in-house with cooperation and lease arrangements with other organisations. Option 3 will be one or more mixed models that combine site interest from external organisations with ESCC management at different sites. The outcomes will be considered at the site and estate (i.e. across all sites) level for each option.

2.8 This options analysis will be completed based on a technical evaluation by ESCC specialists not directly involved in the management of the sites, which will take into account the views of a Place Scrutiny Committee Review Board. This analysis will result in a preferred option that will be discussed and agreed with the relevant external parties (as appropriate) and the development of a business case. This business case will form the basis of a recommendation to be presented to the Lead Member for a decision before the end of this year.

3. Staffing Issues

The implications of any transfer and/or the implementation of the in-house business plan will affect existing staff either through the need for TUPE arrangements or a potential change in role. Detailed plans will be completed as necessary in consultation with affected staff in Phase 2.

4. Financial Issues

Management of the ten countryside sites has on average cost the County Council an estimated £60,754 per annum over the period 2013-2017. A major source of income is Seven Sisters Country Park, which subsidises the management of the other sites. Transfer of the six sites identified in paragraph 2.3 above would leave net costs of £49,854 to manage the remaining sites based on past income and expenditure, while the in-house business plan for all sites is currently estimated to create a net profit by 2021/22.

5. Legal Issues

The County Council is obliged to secure best value for the disposal of any sites. Approval of the Secretary of State will be required for any disposal at an undervalue unless the undervalue is less than £2 million and the disposal will help the County Council to secure the promotion or improvement of the economic, social or environmental well-being of the area. Any disposal of an open space will also require a public notice to be issued for two weeks under Section 123(2A) of the Local Government Act 1972. A review of the land titles has identified no significant issues.

6. Conclusion and Reason for Recommendation

6.1 There are a number of options available to the County Council and a detailed phase of analysis and continued discussion with external organisations, the Place Scrutiny Committee and key interested parties is required before a final recommendation is reached.

6.2 The Lead Member is recommended to note the progress and the options available for the future management of the eight countryside sites, and approve the approach for assessing options, decision-making and completion of the project as set out in paragraphs 2.7 and 2.8.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS:

The table below sets out the County Council Members that have the eight countryside sites considered for transfer to another suitable organisation in their electoral division.

<u>Site</u>	<u>Local Councillor</u>
Camber Sand Dunes/Johnson's Field	Cllr Keith Glazier
Chailey Common Local Nature Reserve	Cllr Jim Sheppard
Ditchling Common Country Park	Cllr Sarah Osborne
Ouse Estuary Nature Reserve	Cllr Darren Grover
Riverside Park	Cllr Sarah Osborne
Seven Sisters Country Park	Cllr Stephen Shing
	Cllr Phil Boorman
Shinewater Park	Cllr Alan Shuttleworth
	Cllr Colin Swansborough
Weir Wood Local Nature Reserve	Cllr Roy Galley

BACKGROUND DOCUMENTS

None

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Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 16 July 2018

By: Director of Communities Economy and Transport

Title: Well-Managed Highways Infrastructure: A Code of Practice

Purpose: To advise Lead Member on the introduction of the new Code of Practice and the implication for the County Council

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Adopt the Well-Managed Highway Infrastructure Code of Practice;**
 - (2) Endorse the progress and actions in place to ensure the authority will comply with the code: and**
 - (3) Recognise the implications of the new Code of Practice on the County Council**
-

1 Background Information

1.1. The Well Managed Highways Infrastructure Code of Practice (the Code) was commissioned by the Department for Transport (DfT) and produced in October 2016, overseen by the UK Roads Liaison Group. This supersedes the Well-Maintained Highways Management of Highways Structures and Well-Lit Highways.

1.2. The new Code is a move away from prescriptive guidance and recommendations, promoting the adoption of an integrated asset management approach to highway infrastructure and maintenance using a risk-based assessment.

1.3. East Sussex County Council has already adopted an asset management approach to highways maintenance with the Highways Asset Management Policy and Strategy, approved in October 2015. These align to the Council's priority outcomes and objectives as well as the Local Transport Plan and set out the Council's asset management approach.

1.4 The Code of Practice is not statutory but provides Highway Authorities with guidance on highways management. Adoption of the recommendations is a matter for each Highway Authority, based on its own legal interpretation, risks, needs and priorities.

1.5 The authors of the Code recommend that the Code be adopted by October 2018 and although the DfT have not announced any plans to audit authorities at this time, it would be advisable that East Sussex County Council adopts the new Code to enable it to demonstrate best practice and continue to provide a robust defence to claims. Similarly, the DfT has not signalled any financial incentives / implications directly linked to being compliant with the Code, but the County Council should position itself favourably in case, as is possible, the DfT link adoption of this Code to future funding.

2 Supporting Information

2.1. Revision of the Code means updates to some Council policies to ensure alignment with the recommendations. It has also been necessary to capture the process of certain activities as evidence of compliance, such as the Statement of Risk which outlines our approach to risk and identifies those roles with responsibility for making risk based decisions.

2.2. There will be implications for relevant highways maintenance strategic plans and policies, including the Highways Asset Management Policy and Strategy and the Highway Inspection regime, and these revised or new policies will be brought to Lead Member in September for consideration

2.3. There are 36 recommendations within the Code. The full list of recommendations can be found in Appendix 1.

2.4. A gap analysis has been conducted to establish East Sussex County Council's current levels of compliance with each recommendation. There are 21 of the 36 recommendations that are fully compliant with no further actions required; 15 recommendations where the Council is partially compliant and actions are underway to become fully compliant; and there are no areas where we are non-compliant. Details of actions can be seen in Appendix 2.

Significant changes

2.5. The most significant changes the Code brings about are:

2.5.1. Moving to a risk based approach for all aspects of highway infrastructure maintenance, including setting levels of service, inspections, responses, resilience, priorities and maintenance programmes.

2.5.2. A Sustainability action plan has been developed to encapsulate all the sustainability work carried out within the contract and includes actions to meet climate change adaptation, carbon and environmental impact, nature conservation and biodiversity recommendations.

2.6. In reviewing the requirements for this change, the project team have consulted with key stakeholders from the South East 7 authorities, to ensure collaboration, best-practice sharing and that a consistent approach is applied.

3 Financial Appraisal

3.1 There are no costs, other than officer time, associated with the adoption of the code and all policy and strategy changes will be carried out from within existing approved budgets.

3.2 Whilst the DfT has made no announcement, it is widely anticipated within the industry that the Department will link the recommendations of the Code to the Local Highways Maintenance Incentive Fund allocation, for which there are significant financial implications on funding grants.

3.3 The County Council has achieved a Band 3 (highest) status under the Local Highways Maintenance Incentive Fund and therefore receives 100% of its funding allocation. However, any changes to the highways maintenance revenue budgets may well impact on the authority's ability to maintain full compliance with both the Code of Practice and the Local Highways Maintenance Incentive Fund and the Council's ability to maintain its Band 3 status. This would have an adverse impact on the DfT funding allocation of the Incentive Fund, i.e. moving from a Band 3 to Band 1 in 2020/21 would mean a loss of over £1.7million.

4 Conclusion and Reasons for Recommendations

4.1 The implementation of the Code is well underway, with actions in place to ensure compliance by October 2018.

4.2 The Lead Member is recommended to adopt the code; endorse the progress and actions in place to comply with the code; and recognise the implications of the new Code on the County Council.

RUPERT CLUBB

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

The Well Managed Highways Infrastructure Code of Practice

The 36 recommendations of the Code**RECOMMENDATION 1 - USE OF THE CODE**

This Code, in conjunction with the UKRLG Highway Infrastructure Asset Management Guidance, should be used as the starting point against which to develop, review and formally approve highway infrastructure maintenance policy and to identify and formally approve the nature and extent of any variations.

RECOMMENDATION 2 – ASSET MANAGEMENT FRAMEWORK

An Asset Management Framework should be developed and endorsed by senior decision makers. All activities outlined in the Framework should be documented. (HIAMG Recommendation 1)

RECOMMENDATION 3 – ASSET MANAGEMENT POLICY AND STRATEGY

An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision. (HIAMG Recommendation 3)

RECOMMENDATION 4 – ENGAGING AND COMMUNICATING WITH STAKEHOLDERS

Relevant information should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance. (Taken from HIAMG Recommendation 2)

RECOMMENDATION 5 – CONSISTENCY WITH OTHER AUTHORITIES

To ensure that users' reasonable expectations for consistency are taken into account, the approach of other local and strategic highway and transport authorities, especially those with integrated or adjoining networks, should be considered when developing highway infrastructure maintenance policies.

RECOMMENDATION 6 – AN INTEGRATED NETWORK

The highway network should be considered as an integrated set of assets when developing highway infrastructure maintenance policies.

RECOMMENDATION 7 – RISK BASED APPROACH

A risk based approach should be adopted for all aspects of highway infrastructure maintenance, including setting levels of service, inspections, responses, resilience, priorities and programmes.

RECOMMENDATION 8 – INFORMATION MANAGEMENT

Information to support a risk based approach to highway maintenance should be collected, managed and made available in ways that are sustainable, secure, meet any statutory obligations, and, where appropriate, facilitate transparency for network users.

RECOMMENDATION 9 – NETWORK INVENTORY

A detailed inventory or register of highway assets, together with information on their scale, nature and use, should be maintained. The nature and extent of inventory collected should be fit for purpose and meet business needs. Where data or information held is considered sensitive, this should be managed in a security minded way.

RECOMMENDATION 10 – ASSET DATA MANAGEMENT

The quality, currency, appropriateness and completeness of all data supporting asset management should be regularly reviewed. An asset register should be maintained that stores, manages and reports all relevant asset data.

(HIAMG Recommendation 5)

RECOMMENDATION 11 – ASSET MANAGEMENT SYSTEMS

Asset management systems should be sustainable and able to support the information required to enable asset management. Systems should be accessible to relevant staff and, where appropriate, support the provision of information for stakeholders. (HIAMG Recommendation 12)

RECOMMENDATION 12 – NETWORK HIERARCHY

A network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling.

RECOMMENDATION 13 – WHOLE LIFE / DESIGNING FOR MAINTENANCE

Authorities should take whole life costs into consideration when assessing options for maintenance, new and improved highway schemes. The future maintenance costs of such new infrastructure are therefore a prime consideration.

RECOMMENDATION 14 – RISK MANAGEMENT

The management of current and future risks associated with assets should be embedded within the approach to asset management. Strategic, tactical and operational risks should be included as should appropriate mitigation measures.

(HIAMG Recommendation 11)

RECOMMENDATION 15 – COMPETENCIES AND TRAINING

The appropriate competencies for all staff should be identified. Training should be provided where necessary for directly employed staff, and contractors should be required to provide evidence of the appropriate competencies of their staff.

RECOMMENDATION 16 – INSPECTIONS

A risk-based inspection regime, including regular safety inspections, should be developed and implemented for all highway assets.

RECOMMENDATION 17 – CONDITION SURVEYS

An asset condition survey regime, based on asset management needs and any statutory reporting requirements, should be developed and implemented.

RECOMMENDATION 18 – MANAGEMENT SYSTEMS AND CLAIMS

Records should be kept of all activities, particularly safety and other inspections, including the time and nature of any response, and procedures established to ensure efficient management of claims whilst protecting the authority from unjustified or fraudulent claims.

RECOMMENDATION 19 – DEFECT REPAIR

A risk-based defect repair regime should be developed and implemented for all highway assets.

RECOMMENDATION 20 – RESILIENT NETWORK

Within the highway network hierarchy a 'Resilient Network' should be identified to which priority is given through maintenance and other measures to maintain economic activity and access to key services during extreme weather.

RECOMMENDATION 21 – CLIMATE CHANGE ADAPTATION

The effects of extreme weather events on highway infrastructure assets should be risk assessed and ways to mitigate the impacts of the highest risks identified.

RECOMMENDATION 22 – DRAINAGE MAINTENANCE

Drainage assets should be maintained in good working order to reduce the threat and scale of flooding. Particular attention should be paid to locations known to be prone to problems, so that drainage systems operate close to their designed efficiency.

RECOMMENDATION 23 – CIVIL EMERGENCIES AND SEVERE WEATHER EMERGENCIES PLANS

The role and responsibilities of the Highway Authority in responding to civil emergencies should be defined in the authority's Civil Emergency Plan. A Severe Weather Emergencies Plan should also be established in consultation with others, including emergency services, relevant authorities and agencies. It should include operational, resource and contingency plans and procedures to enable timely and effective action by the Highway Authority to mitigate the effects of severe weather on the network and provide the best practicable service in the circumstances.

RECOMMENDATION 24 – COMMUNICATIONS

Severe Weather and Civil Emergencies Plans should incorporate a communications plan to ensure that information including weather and flood forecasts are received through agreed channels and that information is disseminated to highway users through a range of media.

RECOMMENDATION 25 – LEARNING FROM EVENTS

Severe Weather and Civil Emergencies Plans should be regularly rehearsed and refined as necessary. The effectiveness of the Plans should be reviewed after actual events and the learning used to develop them as necessary.

RECOMMENDATION 26 – PERFORMANCE MANAGEMENT FRAMEWORK

A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy. (HIAMG Recommendation 4)

RECOMMENDATION 27 – PERFORMANCE MONITORING

The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision makers and when appropriate, improvement actions should be taken. (HIAMG Recommendation 13)

RECOMMENDATION 28 – FINANCIAL PLANS

Financial plans should be prepared for all highway maintenance activities covering short, medium and long term time horizons.

RECOMMENDATION 29 – LIFECYCLE PLANS

Lifecycle planning principles should be used to review the level of funding, support investment decisions and substantiate the need for appropriate and sustainable long term investment. (HIAMG Recommendation 6)

RECOMMENDATION 30 – CROSS ASSET PRIORITIES

In developing priorities and programmes, consideration should be given to prioritising across asset groups as well as within them.

RECOMMENDATION 31 – WORKS PROGRAMMING

A prioritised forward works programme for a rolling period of three to five years should be developed and updated regularly. (HIAMG Recommendation 7)

RECOMMENDATION 32 – CARBON

The impact of highway infrastructure maintenance activities in terms of whole life carbon costs should be taken into account when determining appropriate interventions, materials and treatments.

RECOMMENDATION 33 – CONSISTENCY WITH CHARACTER

Determination of materials, products and treatments for the highway network should take into account the character of the area as well as factoring in whole life costing and sustainability. The materials, products and treatments used for highway maintenance should meet requirements for effectiveness and durability.

RECOMMENDATION 34 – HERITAGE ASSETS

Authorities should identify a schedule of listed structures, ancient monuments and other relevant assets and work with relevant organisations to ensure that maintenance reflects planning requirements.

RECOMMENDATION 35 – ENVIRONMENTAL IMPACT, NATURE CONSERVATION AND BIODIVERSITY

Materials, products and treatments for highway infrastructure maintenance should be appraised for environmental impact and for wider issues of sustainability. Highway verges, trees and landscaped areas should be managed with regard to their nature conservation value and biodiversity principles as well as whole-life costing, highway safety and serviceability.

RECOMMENDATION 36 – MINIMISING CLUTTER

Opportunities to simplify signs and other street furniture and to remove redundant items should be taken into account when planning highway infrastructure maintenance activities.

Gap analysis and actions of the 36 recommendations

	Recommendation	Compliant/Partially Compliant/Not Compliant	Actions to bring up to/remains compliant
1.	Use of Code	Compliant	
2.	Asset Management Framework	Compliant	<ul style="list-style-type: none"> Revisions to Lead Member in September 2018
3.	Asset Management Policy & Strategy	Compliant	<ul style="list-style-type: none"> Revisions to Lead Member in September 2018
4.	Engaging & Communication with Stakeholders	Compliant	
5.	Consistency with Other Authorities	Partially Compliant	<ul style="list-style-type: none"> Network Hierarchy Review (NHR) will be shared with other SE7 LAs once complete Sharing of forward programme with neighbouring authorities
6.	An Integrated Network	Partially Compliant	<ul style="list-style-type: none"> NHR Project outcome ESRP Process Map being developed
7.	Risk Based Approach	Partially Compliant	<ul style="list-style-type: none"> NHR Project outcome Revision of Inspection guidance to more risk based approach and training Statement of risk developed
8.	Information Management	Compliant	
9.	Network Inventory	Compliant	
10.	Asset Data Management	Partially Compliant	<ul style="list-style-type: none"> Asset Data Strategy to be agreed
11.	Asset Management Systems	Compliant	
12.	Network Hierarchy	Partially Compliant	<ul style="list-style-type: none"> NHR Project outcome Formalised through Lead Member in September 2018
13.	Whole Life/Designing for Maintenance	Partially Compliant	<ul style="list-style-type: none"> Jacobs review of Life Cycle Plans
14.	Risk Management	Partially	<ul style="list-style-type: none"> Inspection guidance review

	Recommendation	Compliant/Partially Compliant/Not Compliant	Actions to bring up to/remain compliant
		Compliant	<ul style="list-style-type: none"> Statement of Risk developed
15.	Competencies and Training	Compliant	
16.	Inspections	Partially Compliant	<ul style="list-style-type: none"> Inspection guidance review Formalised through Lead Member in September 2018 Training and guidance as needed
17.	Condition Surveys	Compliant	
18.	Management Systems and Claims	Compliant	
19.	Defect Repair	Partially Compliant	<ul style="list-style-type: none"> Inspection guidance review and formalised
20.	Resilient Network	Partially compliant	<ul style="list-style-type: none"> NHR project outcome Formalised through LM
21.	Climate Change Adaption	Partially Compliant	<ul style="list-style-type: none"> Locations for potential adverse events on the resilient network to be identified Sustainability Action plan underway
22.	Drainage Maintenance	Compliant	
23.	Civil Emergencies and Severe Weather Emergencies Plans	Compliant	
24.	Communications	Compliant	
25.	Learning from Events	Compliant	
26.	Performance Management Framework	Compliant	
27.	Performance Monitoring	Compliant	
28.	Financial Plans	Compliant	
29.	Lifecycle Plans	Partially Compliant	<ul style="list-style-type: none"> Jacobs Review outcomes
30.	Cross Asset Priorities	Compliant	

	Recommendation	Compliant/Partially Compliant/Not Compliant	Actions to bring up to/remain compliant
31.	Works Programming	Compliant	
32.	Carbon	Compliant	<ul style="list-style-type: none"> • Sustainability action plan/ SPIs
33.	Consistency with Character	Partially Compliant	<ul style="list-style-type: none"> • New policy to Lead Member in September 2018 • Process updates where needed
34	Heritage Assets	Partially Compliant	<ul style="list-style-type: none"> • Links to 33
35.	Environmental Impact, Nature Conservation and Biodiversity	Compliant	
36.	Minimising Clutter	Partially Compliant	<ul style="list-style-type: none"> • Update of design process

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