



CABINET

THURSDAY, 30 SEPTEMBER 2021

10.00 AM COUNTY HALL, LEWES

MEMBERSHIP - Councillor Keith Glazier (Chair)
Councillors Nick Bennett (Vice Chair), Bob Bowdler, Claire Dowling,
Carl Maynard, Rupert Simmons and Bob Standley

AGENDA

- 1 Minutes of the meeting held on 13 July 2021 (*Pages 3 - 6*)
- 2 Apologies for absence
- 3 Disclosures of interests
Disclosures by all members present of personal interests in matters on the agenda, the nature of any interest and whether the member regards the interest as prejudicial under the terms of the Code of Conduct.
- 4 Urgent items
Notification of items which the Chair considers to be urgent and proposes to take at the appropriate part of the agenda. Any members who wish to raise urgent items are asked, wherever possible, to notify the Chair before the start of the meeting. In so doing, they must state the special circumstances which they consider justify the matter being considered urgent.
- 5 Reconciling Policy, Performance and Resources - Update (*Pages 7 - 30*)
Report by Chief Executive
- 6 Council Monitoring: Quarter 1 2021/22 (*Pages 31 - 86*)
Report by Chief Executive
- 7 Annual Progress Report on East Sussex County Council's Climate Emergency Plan (*Pages 87 - 104*)
Report by Director of Communities, Economy and Transport and the Chief Operating Officer
- 8 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Review (*Pages 105 - 190*)
Report by Director of Communities, Economy and Transport
- 9 Home Care and Extra Care Contract Re-tender (*Pages 191 - 196*)
Report by Director of Adult Social Care
- 10 Introduction of a Department for Transport approved Lane Rental Scheme in East Sussex (*Pages 197 - 204*)
Report by Director of Communities, Economy and Transport
- 11 Local Cycling and Walking Infrastructure Plan (*Pages 205 - 302*)
Report by Director of Communities, Economy and Transport

- 12 Any other items considered urgent by the Chair
- 13 To agree which items are to be reported to the County Council

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22 September 2021

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CABINET

MINUTES of a meeting of the Cabinet held on 13 July 2021 at Council Chamber, County Hall, Lewes

PRESENT Councillors Keith Glazier (Chair)
Councillors Nick Bennett (Vice Chair), Bob Bowdler, Claire Dowling,
Carl Maynard, Rupert Simmons and Bob Standley

Members spoke on the items indicated

Councillor Bennett	- item 5 (minute 9)
Councillor Denis	- Item 5 (minute 9)
Councillor Claire Dowling	- item 6 (minute 10)
Councillor Field	- item 5 (minute 9)
Councillor Holt	- item 6 (minute 10)
Councillor Maples	- items 5 and 6 (minutes 9 and 10)
Councillor Stephen Shing	- item 5 (minute 9)
Councillor Simmons	- item 5 (minute 9)
Councillor Standley	- item 5 (minute 9)
Councillor Swansborough	- item 5 (minute 9)
Councillor Georgia Taylor	- items 5 and 6 (minute 9 and 10)
Councillor Tutt	- item 5 (minute 9)
Councillor Ungar	- item 5 (minute 9)
Councillor Webb	- items 5 and 6 (minutes 9 and 10)

7 MINUTES OF THE MEETING HELD ON 29 JUNE 2021

7.1 The minutes of the Cabinet meeting held on 29 June 2021 were agreed as a correct record.

8 REPORTS

8.1 Copies of the reports referred to below are included in the minute book.

9 RECONCILING POLICY, PERFORMANCE AND RESOURCES - STATE OF THE COUNTY

9.1 The Cabinet considered a report by the Chief Executive.

9.2 It was RESOLVED to:

1) note the evidence base on demographics (appendix 1) and the national and local policy outlook (appendix 2);

2) agree the revised Medium Term Financial Plan as the basis for financial planning (appendix 3);

3) agree officers review the Capital Strategy and Programme as set out in appendix 4;

4) agree the priority outcomes and delivery outcomes (appendix 5) as the basis of the Council's business and financial planning, subject to the amendment set out in paragraph 4.4 of the report;

5) agree to receive reports on more detailed plans for 2022/23 and beyond in the autumn when there is greater certainty about future resources; and

6) request officers bring forward proposals in the autumn for a financial strategy that includes options for further investment in highways, infrastructure and climate change.

Reason

9.3 The State of the County report is part of the Council's Reconciling Policy, Performance and Resources (RPPR) process, its integrated business and financial planning cycle. The report sets out the current context and provides an overview of the latest position in preparation for more detailed planning for 2022/23 and beyond. It builds on our recent year-end monitoring report to reflect on our achievements over the last year, the challenges in the year ahead arising from both local and national factors and, in light of this, begins to refine our plans to guide our business planning and budget setting processes.

9.4 The report contained the normal elements included in the State of the County report: the demographic evidence base; the national and local policy context; Medium Term Financial Plan and Capital Programme. It gives our up to date understanding of how we will need to continue to respond to the wide range of policy, demographic and financial drivers which influence the outlook for the Council, including the implications of Covid-19, both in the short and longer-term.

10 HIGHWAY SERVICES RE-PROCUREMENT PROJECT

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

10.2 It was RESOLVED to:

1) note the findings of the Detailed Business Case;

2) agree Option 2, Integrated Contractor & Designer Contract as the preferred Service Delivery Model because it presents the best opportunity and the least risk to the Council to successfully deliver its statutory responsibilities for highways maintenance as well as the delivery of improvements to the County's transport networks in the most efficient, effective and economic manner;

3) agree the contract duration option of an initial term of 6 years 11 months + 7 years optional extension; and

4) agree that a contract is developed and prepared for tendering based on NEC4 form of contract that reflects the Council's requirements and clearly defines the service requirements and the Service Provider's responsibilities.

Reason

10.3 To inform Cabinet of the outcomes and recommendations from the Detailed Business Case for the Highway Services Re-procurement Project. The Cabinet has agreed the preferred Service Delivery Model and the contract duration option. A contract will now be developed for tendering that reflects the Council's requirements and clearly defines the service requirements and the Service Provider's responsibilities

11 INTERNAL AUDIT ANNUAL REPORT AND OPINION 2020/21

11.1 The Cabinet considered a report by the Chief Operating Officer.

11.2 It was RESOLVED to note the internal audit service's opinion on the Council's control environment.

Reason

11.3 The report gives an opinion on the adequacy of East Sussex County Council's control environment as a contribution to the proper, economic, efficient and effective use of resources. The report covers the audit work completed in the year from 1 April 2020 to 31 March 2021 in accordance with the Internal Audit Strategy for 2020/21. Reasonable assurance can be provided that East Sussex County Council had in place an adequate and effective framework of governance, risk management and internal control for the period 1 April 2020 to 31 March 2021.

12 ITEMS TO BE REPORTED TO THE COUNTY COUNCIL

12.1 It was agreed that item 5 should be reported to the County Council.

[Note: The item being reported to the County Council refers to minute number 9]

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Report to: Cabinet
Date: 30 September 2021
By: Chief Executive
Title of report: Reconciling Policy, Performance and Resources (RPPR) – Update
Purpose of report: To update Members on the latest policy context, financial context and progress with the development of a strategy for one-off investments.

RECOMMENDATIONS:

Cabinet is recommended to:

- i. note the updated policy context as set out in paragraph 2;**
 - ii. note the updated Medium Term Financial Plan as set out in paragraph 3 and appendix 1;**
 - iii. subject to Council agreeing the establishment of a reserve, agree to receive further reports in November setting out proposals for one-off investments in highways and climate change.**
 - iv. agree to continue lobbying for a sustainable funding regime to meet the needs of the residents of East Sussex.**
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1. Background

1.1. In July, Cabinet considered the State of the County report, a key milestone in the Council's Reconciling Policy, Performance and Resources (RPPR) process, its integrated business and financial planning cycle. The report set out the updated demographic, economic and service evidence base; the national and local policy context; and updates on our medium term financial planning position and capital programme. It gave our latest understanding of how we will need to continue to respond to the wide range of policy, demographic and financial drivers which influence the outlook for the Council, both in the short and longer-term.

1.2. The report highlighted the significant uncertainty that continues to dominate the context within which we are working. The ongoing impact of Covid-19 remains hard to predict, both in relation to further waves of infection in the short term, and in terms of the scale and nature of the undoubted far-reaching implications on our residents and businesses which will influence need, and therefore demand for our services, into the future. The financial outlook remains unclear with the outcome of a three year Spending Review awaited, key national funding reforms having been subject to further delay and the detailed impact of recent announcements on funding for Adult Social Care yet to be set out. The national policy context also continues to develop rapidly with a broad range of Government policy announcements and public service reforms, the implications of which are not yet fully clear.

1.3. The RPPR process, bringing together our policy, business and financial planning and risk management, continues to provide the vehicle for navigating this

uncertain environment, supporting planning for 2022/23 and beyond and maintaining focus on our four priority outcomes which were agreed by Cabinet for planning purposes as:

- Driving sustainable economic growth;
- Keeping vulnerable people safe;
- Helping people help themselves; and
- Making best use of resources, now and for the future.

The priority outcome that the Council makes the “best use of resources, now and for the future” is a test that is applied to all activities to ensure sustainability of our resources, both in terms of money and the environment. It ensures that the future impact of the choices we make about using resources is actively considered across all that we do, as well as the here and now.

1.4. As a result of managing our resources carefully over many years, and with additional Government Covid support, we have been able to maintain stability in service provision through the period of the pandemic and our current financial position is secure. However, the financial outlook in the medium term remains very challenging and uncertain. As reported in July, the impact of Covid-19 on service demand and the additional one-off funding we have received has provided the opportunity to reset the 2021/22 budget and release £8.855m as a one off reserve contribution. We have a limited window of opportunity now to consider how we could use the funding released to make any further preparations for future years, including any areas of one-off investment which would help us better manage future demand for services, and the costs of providing them.

1.5. This report provides Members with an update on the evolving policy and financial context that will continue to inform our planning for 2022/23, and includes:

- updates on key policy context developments since July;
- updates on the financial context and the Medium Term Financial Plan for 2022/23-2024/25; and
- progress on the development of proposals for one-off investments that include options for further investment in highways, infrastructure and climate change.

2. Policy context update

2.1. The context the Council is operating in continues to change rapidly. Key areas in which there have been developments since the State of the County report, or in which further developments are expected this autumn are detailed below.

- Adult Social Care Reform and Funding – the Government has long committed to national reform of the adult social care system, to ensure provision is sustainable, equitably funded and affordable to those who require it. In early September, Government announced its plans for Health and Social Care reform, to be funded by a Health and Social Care Levy (a 1.25% increase in national insurance for employees and employers and 1.25% increase in dividends rates). The majority of the funding to be raised through the levy (£36bn between 2022/23 and 2024/25) is to be used to aid recovery from the pandemic in the NHS by increasing hospital capacity and creating space for more appointments and

procedures. Government has committed to allocate more of the funding raised through the levy to social care beyond this period.

£5.4bn over the three years to 2024/25 has been set aside to deliver planned reforms to social care, which include:

- Reforms to care costs – introducing a £86k cap on personal care costs and equalisation of care costs between self-funding and local authority clients.
- Providing financial assistance to those without substantial assets – from October 2023, anyone with assets of less than £20k will not have to make any contribution for their care from their savings or the value of their home and those with assets between £20k and £100k will be eligible for some means-tested support.
- Wider reform of the social care system – including investing £500m in workforce development and workforce mental health and wellbeing support. There are also plans to introduce an assurance framework to ensure local authorities are delivering on their obligations to service users.
- Improving the integration of health and social care systems – producing a comprehensive national plan for supporting and enabling integration that builds on plans in the Health and Care Bill. This will identify a single set of system-based health and care outcomes that local systems will be asked to deliver.

Detail of these reforms will be set out in a White Paper for adult social care later this year. The expected impact of the planned reforms on ESCC, the local care market and our health partners is clearly significant. However, the detail, including the funding that will be provided to ESCC to deliver the reforms and new responsibilities, is uncertain. It is clear that the funding to be raised through the levy is not, particularly in the short term, intended to address existing pressures in the social care system. Government expects existing demographic and unit cost pressures to be met through Council Tax, the social care precept and long-term efficiencies and have confirmed that this funding will be determined at the Spending Review. ESCC will therefore need to continue to lobby with others in the sector for Government to address ongoing social care pressures in the Spending Review, in a sustainable way that reduces reliance on Council Tax.

- Spending Review 2021 – alongside announcements for funding health and social care reform, the Chancellor has launched the 2021 Spending Review to set UK Government departments' resource and capital budgets for 2022-23 to 2024-25. The outcome of the Spending Review will be published alongside the Autumn Budget on 27 October 2021. The launch confirmed that the Government's priorities for the review are ensuring delivery of strong and innovative public services; levelling up; leading the transition to net zero; advancing Britain's international standing and taking advantage of EU Exit; and delivering the 'Plan for Growth', Government's national strategy for economic growth and recovery.

The Office for Budget Responsibility (OBR) published an update on public sector finances earlier in September which reported that the position was better than previously expected, with public sector net borrowing in the first five months of this financial year lower than previously forecast and tax receipts higher,

reflecting the rebounding of the economy faster than expected. The Institute for Fiscal Studies has suggested that this may grant the Chancellor flexibility to make some short-term investment in public services in the Spending Review and there are strong calls for this to be made in a number of competing areas, including supporting education recovery and retention of the Universal Credit uplift implemented in the pandemic.

In the medium term, the Chancellor has set a target of a balanced national budget by 2024/25 – 2025/26, and the launch of the Spending Review confirmed Government remains committed to these plans. Delivery of this may require real-terms cuts to public spending and Government departments have been asked to identify savings and efficiencies in their day-to-day budgets to be reinvested in priorities, and to carefully prioritise bids in their submission. Therefore there remains pressure on the national finances. While the confirmation of a three year spending review is positive, and something ESCC has repeatedly lobbied for to provide greater certainty for planning, we will need to press with our partners for an adequate quantum of funding for local government that meets the needs of our residents and is not disproportionately reliant on Council Tax increases.

- Levelling Up White Paper, devolution and County Deals – in July, the Prime Minister delivered a speech on Levelling Up that confirmed that a White Paper will be published later this year to set out the Government’s plan for addressing the health, social and economic inequalities between, and within, places and regions of the UK, to improve opportunity for all, raise living standards and improve public services. The White Paper is expected to be published around the same time as this year’s Spending Review (see above) and given the breadth of policy areas covered, it is expected to have implications for the work of the Council, including in how we work to drive sustainable economic growth.

In the speech, the Prime Minister also announced that as part of delivering the Levelling Up agenda, Government plans to offer more devolution in England, particularly beyond metropolitan areas, with a ‘new deal for counties’. This devolution is intended to empower local leaders to deliver the Levelling Up outcomes outlined above. The then Secretary of State for Housing, Communities and Local Government wrote to councils in the summer confirming the Government’s commitment to extending devolution and encouraging councils to come forward with proposals for powers and flexibilities that would help deliver local priorities and could form the basis of new devolution arrangements, known as ‘County Deals’. Councils interested in being early adopters and shaping County Deal proposals were asked to submit proposals for their areas by Friday 13 August. ESCC will continue to monitor developments closely to understand the detail of the Government’s new devolution offer and any opportunities it presents.

Local government’s home department, the Ministry of Housing, Communities and Local Government, will take on a new responsibility for delivering the Levelling Up agenda and has been retitled the Department for Levelling Up, Housing and Communities. The Rt Hon Michael Gove MP has been appointed the Secretary of State for Levelling Up, Housing and Communities, has established a joint Levelling Up Taskforce with the Prime Minister and has a remit to work across Whitehall to deliver this policy agenda. We can expect the Department’s

broadened focus and the appointment of a new Secretary of State to have implications for a range of policy areas impacting local government and ESCC, including potentially the detail of the Levelling Up White Paper and 'County Deal' proposals.

- Climate Change – the UK will host the UN's Climate Change Conference – Conference of Parties (COP) 26 in November and we will continue to monitor announcements of Government funding and initiatives in advance of this to identify opportunities that could support ESCC's work to reduce our carbon emissions. In July the Government published its Transport Decarbonisation Plan, a foundational document to the broader Net Zero Strategy which Government has also committed to publish ahead of COP26. The Plan prioritised place-based solutions to reducing emissions from transport, committed to further publication of guidance for local authorities on decarbonising transport and committed to making quantifiable carbon reductions a part of local authorities' future local transport planning and funding. The Transport Decarbonisation Plan will inform our plans to refresh the East Sussex Local Transport Plan in the coming year to reflect the renewed national and local policy context and commitments to decarbonisation.
- Resettlement of Afghan nationals – the Government has committed to providing protection for vulnerable people fleeing Afghanistan, including a new Afghan Citizens' Resettlement Scheme (ACRS) aimed at accommodating up to 5,000 people in the first year and up to a total of 20,000 over the coming years. The new route is separate from, and in addition to, the Afghan Relocations and Assistance Policy (ARAP), which offers any current or former locally employed staff who are assessed to be under serious threat to life priority relocation to the UK. Government has sought assistance from local authorities to source accommodation and other support for those arriving in the UK. ESCC is liaising with district and borough councils and other partners to understand the likely need for support in East Sussex which is likely to include health, social care and education. For councils who support people through the above schemes, Government has provided a standard integration package supported by a core local authority tariff, plus funding for education, English language and health provision, and a housing fund to help authorities provide suitable accommodation.
- Brexit – full implementation of the new trade and border arrangements between the UK and EU will continue this winter and we will continue to prepare for the full implementation of border checks at Newhaven Port next summer.
- Public service reforms – as set out in the State of the County report, Government is progressing a range of public service reviews and reforms that will have implications for services delivered by the County Council. These include the national review of Special Educational Needs and Disability (SEND) services, plans to improve integration of health and social care through the Health and Care Bill and implementation of the proposals for planning reform set out in the Planning for the Future White Paper. Announcements and progress in each of these areas is expected in the coming months.

- Economic outlook – the latest assessment of the economic outlook for the UK economy by the OBR was published in March, which projected that vaccinations, easing of restrictions and increased consumer activity would drive a rapid recovery of the UK economy this year, with GDP returning to its pre-pandemic output by the middle of 2022. The percentage of East Sussex residents claiming unemployment benefits fell slightly between May and July, from 5.8% to 5.2%. For 18-24 year olds the rate fell from 10.2% to 8.6%. An updated assessment will be published in October. The end of the Coronavirus Job Retention Scheme (furlough) and grants for the self-employed, combined with the end of the £20 weekly uplift in Universal Credit at the end of September may result in increased hardship that has been prevented to some extent by these schemes during the pandemic. 15.1% of East Sussex working age residents were claiming Universal Credit in July.

2.2 We expect further detail of policy changes and the resulting implications for the County Council to become clearer in the coming months and will continue to factor these into planning for 2022/23 and beyond.

3. Medium Term Financial Plan

3.1 It remains difficult to plan for 2022/23 and beyond. The level of Government funding that ESCC will receive between 2022/23 – 2024/25 is yet to be confirmed; The Spending Review (SR) 2019 and 2020 were both for a single year and therefore funding for this planning period will be announced at SR21 in the autumn. On 7 September the Chancellor published the SR21 launch letter which confirmed that it will be a multi-year spending review covering the years 2022-23 to 2024-25. The Fair Funding Review and Business Rate Retention reform continue to be delayed and we await detail of the impact of health and social care reform also announced on 7 September (see above).

3.2 The Medium Term Financial Plan (MTFP) has been updated to provide a baseline position before further refinement of pressures. This includes ongoing work with our districts and boroughs to try to get a clear picture of the reduced income from Council Tax and Business Rates. A number of scenarios based on the potential for further funding announcements are set out in section 3.6.

3.3 The baseline position provided at appendix 1 includes: (1) Normal updates for regularly calculated adjustments; (2) Proposed updates following review by CMT via the Pressures Protocol.

3.4 These movements are summarised in the table below and provide a deficit budget position by 2024/25 of £22.089m.

Medium Term Financial Plan	2022/23 £m	2023/24 £m	2024/25 £m	Total £m
Cabinet 13 July 2021 DEFICIT/(SURPLUS)	1.734	9.486	7.195	18.415
Normal Updates	0.932	(0.690)	2.978	3.420
Pressures added / (removed)	0.538	0.030	(0.114)	0.254
Deficit / (Surplus) AFTER NORMAL UPDATES TO THE MTFP	3.204	8.826	10.059	22.089

3.5 A detailed MTFP after normal updates and proposed pressures is shown at appendix 1.

3.6 As set out above, our known deficit for 2022/23 is £3.2m with an aggregate deficit of £22.1m. However, we know there is uncertainty about future funding allocations. In resetting the MTFP and presenting the budget for 2022/23 and beyond, a number of scenarios have been considered that could impact the possible level of budget deficit that will need to be addressed and these are summarised in the table below, with further detail at appendix 1.

Scenarios	Estimate (£m)			
	2022/23	2023/24	2024/25	Total
DEFICIT/(SURPLUS) AFTER NORMAL UPDATES	3.204	8.826	10.059	22.089
<i>Local Considerations</i>	(1.630)	1.630		
DEFICIT/(SURPLUS) AFTER LOCAL CONSIDERATIONS	1.574	10.456	10.059	22.089
<i>Likely Updates</i>	(3.171)	(0.709)	(0.716)	(4.596)
DEFICIT/(SURPLUS) AFTER LIKELY UPDATES	(1.597)	9.747	9.343	17.493
<i>Less Likely Updates</i>	0.633	0.546	0.574	1.753
DEFICIT/(SURPLUS) AFTER LESS LIKELY UPDATES	(0.964)	10.293	9.917	19.246

3.7 Although at this point in the RPPR process it is not possible to present a balanced MTFP due to the considerable level of national funding uncertainty, there are no plans to seek to identify further savings. We continue to benchmark our services against other local authorities to ensure these provide best value for money and to learn from others. Over the coming months, we will work to refine the budget to update for the impact of the Local Government Settlement, in whatever form that takes, whilst reflecting updated assessments of budget pressures, including Council Tax and Business Rates. If there is a deficit on the 2022/23 budget, and in line with our robust financial management policies and procedures, the plan at this point will be to bring grant funding forward and/or use reserves to mitigate this position until the medium-to-longer term funding position is clarified.

4. One-off investment

4.1 As reported at State of the County in July, and further detailed in the Quarter 1 monitoring report elsewhere on this agenda, the impact of Covid-19 has provided the opportunity to review and reset the 2021/22 budget and release additional funding to reserves. The Quarter 1 report recommends that Cabinet recommends to County Council that a reserve of £8.855m be set up within the existing Priority Outcomes and Transformation Reserve, and that the Terms of Reference for this reserve be extended to include funding “programmes that meet the Council’s priority outcomes” which will include highways and climate change. Further reports will be brought to Cabinet in November that set out proposals to spend this one off funding on highways and climate change. Alongside this the RPPR process will be used to identify any other areas for one off investment.

5. Capital Programme

5.1 At State of the County in July 2021, areas of work were outlined that are being developed in priority basic need areas, including highways, Environmental and Social Governance (ESG), school places and Special Educational Needs and Disability (SEND) provision. The programme is already supported by borrowing of £227.9m to 2029/30 which has an associated revenue impact. These will be presented for consideration as part of the RPPR process together with their impact on the revenue budget.

6. Lobbying and Communications

6.1 Our track record of running our services effectively and efficiently, coupled with the impact of Covid-19 and additional one-off Government support during the pandemic, has given us a short-term opportunity to prepare for renewed challenges ahead and invest for the future.

6.2 However, the medium term outlook remains highly challenging. We face a significant financial gap, the uncertain impact of national reforms in major service areas and await clarity on long-term funding arrangements, particularly for existing pressures in Adult Social Care, which continues to make planning difficult. Fundamentally, without further Government support or sustainable reform of local government finances we will not have the funding we need for the future.

6.3 In the context of this ongoing uncertainty, and the current Spending Review which will underpin our financial position in the medium term, our lobbying will continue to call for sustainability of future funding for local government, and funding that is appropriately reflective of local need. This will be essential to ensuring we secure adequate resource to deliver what will be required to support East Sussex residents, communities and businesses with the core services they need. We will continue to work individually, with our partners across the region and with the sector nationally to make this case.

7. Next Steps

7.1. This report confirms the high level of uncertainty within which planning for 2022/23 is taking place. Much is to be determined around national spending allocations and priorities for 2022/23 onwards, the impact of national reforms, and the longer term impact of the coronavirus pandemic.

7.2. Thanks to our sound financial management and clear focus on priorities we are in a stable financial position for the current and next financial years. This provides a window of opportunity to invest now in areas that will help prepare us for challenges ahead. Further reports will be brought to Cabinet later in the autumn that set out plans for deploying one off funding on highways and climate change. Alongside this, the RPPR process will be used to identify any other areas for one off investment.

7.3. Work will continue throughout the autumn and winter to understand the detailed funding picture as it emerges and the implications of national policy

developments. This analysis will feed into our ongoing business and financial planning.

7.4. Members will continue to be involved in developing plans through Cabinet, County Council, Scrutiny Committees, and specific engagement sessions throughout the 2021/22 RPPR process.

BECKY SHAW
Chief Executive

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1. Medium Term Financial Plan (MTFP) Update

- 1.1 The MTFP has been updated for regularly calculated adjustments and pressures since last reported at State of the County in July 2021. These are summarised in table 1 below. The full MTFP is shown at Annex A.

Table 1 - MTFP Normal Updates	Ref	Estimate (£m)			
		2022/23	2023/24	2024/25	Total
Cabinet 13 July 2021 DEFICIT/(SURPLUS)		1.734	9.486	7.195	18.415
Normal Updates					
Collection Fund Receipts Update	A	(0.972)	1.321	(0.349)	0.000
2021/22 Local Council Tax Support and TIG Grants	B	0.000	(2.573)	2.573	0.000
General Contingency Update	C	0.010	0.020	(0.030)	0.000
Normal inflation for contracts	D	0.480	0.612	0.753	1.845
National Insurance 1.25% Increase	E	1.514	0.030	0.031	1.575
Efficiencies from Waste PFI	F	(0.100)	(0.100)		(0.200)
Pressures added to / (removed from) the MTFP					
Waste pressure due to housing growth	G	0.248	(0.070)	(0.114)	0.064
Treasury Management (increase for revised programme)	H	TBC	TBC	TBC	TBC
<i>Pressures Protocol:-</i>					
Remove Trading Standards savings targets	I	0.100	0.100		0.200
Bid for Trading Standards EU Exit related work		0.190			0.190
DEFICIT/(SURPLUS) AFTER NORMAL UPDATES		3.204	8.826	10.059	22.089

- 1.2 The assumption for Council Tax is an increase of 1.99% in all years; the current limit before referendum is triggered. The Adult Social Care Precept assumption has been maintained at 1.5% in 2022/23 as part of the approved spreading of the allowable 3% across two years as announced at Spending Review 2020 (SR20).
- 1.3 Scenario planning continues and will have a potential impact on this base position. Scenarios include items for local consideration, and 'likely' and 'less likely' updates relating to pressures and potential Government and other announcements:

Table 2 – Potential Scenarios	Ref	Estimate (£m)			
		2022/23	2023/24	2024/25	Total
DEFICIT/(SURPLUS) AFTER NORMAL UPDATES		3.204	8.826	10.059	22.089
Local Considerations					
Continuation of Business Rates Pooling 2022/23 <i>(subject to the continuation of Pool arrangements)</i>	J	(1.630)	1.630	0.000	0.000
DEFICIT/(SURPLUS) AFTER LOCAL CONSIDERATIONS		1.574	10.456	10.059	22.089
Likely Updates					
Social Care Grant	K	(2.432)			(2.432)
Revenue Support Grant – Maintained with inflation	L	(1.251)	(1.421)	(1.431)	(4.103)
Spending Review Equalisation	M	TBC	TBC	TBC	TBC
Pay Award @ 2.0% for 2021/22	N	0.476	0.023	0.024	0.523
Normal inflation for contracts – additional 0.25% sensitivity	O	0.749	0.719	0.722	2.190
Council Tax Reduction Scheme Changes (Lewes DC only)	P	0.801			0.801
Recompense for increase in National Insurance	Q	(1.514)	(0.030)	(0.031)	(1.575)
DEFICIT/(SURPLUS) AFTER LIKELY UPDATES		(1.597)	9.747	9.343	17.493
Less Likely Updates					
Pay Award @ 2.5% all years from 2022/23	R	0.633	0.664	0.687	1.984
Business Rates Growth	S	0.000	(0.118)	(0.113)	(0.231)
DEFICIT/(SURPLUS) AFTER LESS LIKELY UPDATES		(0.964)	10.293	9.917	19.246

Normal Updates:

A Collection Fund

Anticipated collection fund receipts relating to 2020/21 deficits (that will be received in 2022/23) have been updated based on District and Borough Councils' (Ds and Bs) Statement of Accounts where available (to date we have been able to review 3 of the 5). Changes largely relate to Council Tax, where increased collection in 2020/21 brings forward previously modelled post pandemic recovery from 2023/24 to 2022/23. Growth is also shown in 2024/25 as, in accordance with MHCLG guidance, the deficit spread is only allowable over the three years to 2023/24. The position will be further updated once the Q1 monitoring position of Business Rates is finalised by the Ds and Bs. Through the Autumn we will continue to work with Ds and Bs to improve certainty of receipts and, as normal, update for the latest Office of Budget Responsibility (OBR) inflation rates when published.

B 2021/22 Local Council Tax Support and TIG Grants

It was confirmed as part of a Government announcement in February 2021 that both these grants are unringfenced, and can be used as considered appropriate locally, and therefore a local decision can be made on when to apply these grants.

The Local Council Tax Support Grant provided to compensate for 2020/21 reduced collection and the reduction to the Council Tax base due to increased local Council Tax support caseload was £4.734m. In 2021/22 £2.621m was applied against losses. As part of Q1 monitoring no further requirement in 2021/22 has been identified, therefore, the remaining £2.113m can be applied in future years as well as the remaining Local Tax Income Guarantee (TIG) grant of £0.459m. Modelling suggests that continued and further reductions to the Council Tax base due to increases in Council Tax support caseload will continue; therefore these have now been profiled in 2023/24, but this will be reviewed as part of the ongoing RPPR process.

C General Contingency Update

This is calculated at an agreed formula of 1% of net budget less treasury management.

D Normal Inflation for Contracts

The service inflation model has been updated to reflect the latest base budgets specific updates that have been made for MBOS, Highways, Home to School Transport, Foster Care, and Insurance. The review of contracts will continue and inflation will be subject to normal updates for the latest Office of Budget Responsibility (OBR) inflation rates in the Autumn.

E National Insurance (NI) 1.25% Increase

On 7 September 2021 the Prime Minister announced that from April 2022 there will be a 1.25% increase in employers NI contributions (as well as on employees contributions). These contributions will fund a raft of measures intended to reform health and social care. In England, from 2022-23 receipts from the Levy will be added to the existing NHS allocation. From 2023, receipts from the Levy will go to the MHCLG, NHS England and Improvement and the Department of Health and Social Care (DHSC).

Specific funding allocations for each Local Authority will be communicated by MHCLG in the usual way through the Local Government Finance Settlement process. The document published on the 7th states "*The Government will ensure Local Authorities have access to sustainable funding for core budgets at the Spending Review. We expect demographic and unit cost pressures will be met through Council Tax, social care precept, and long-term efficiencies; the overall level of Local Government funding, including Council Tax and social care precept, will be determined in the round at the Spending Review in the normal way*". The details of any direct funding or added burdens for the Council are yet to be published.

F Efficiencies from Waste PFI

Following a number of changes over the past few years, the budget requirements for the Waste Disposal Service has been reviewed. There has been a general reduction in household waste over the last few years due to external factors (i.e. public awareness of environmental impacts of waste and consumer pressure resulting in reduced packaging, plastic bags etc). There have also been a number of service improvements to reduce contract costs (e.g. recycling of mechanical street sweepings, extended planned maintenance cycle at Newhaven Energy Recovery Facility,

maximisation of electricity income). As a consequence, there is scope to reduce the Waste budget by £200k without placing undue financial pressure on the service operation.

G Waste Pressure due to Housing Growth

The Waste Model has been updated for the latest inflation and housing growth estimates.

H Treasury Management (increase in capital funding)

At State of the County in July 2021, areas of work were outlined that are being developed in priority basic need areas, including highways, Environmental and Social Governance (ESG), school places and Special Educational Needs and Disability (SEND) provision. The programme is already supported by borrowing of £227.9m to 2029/30 which has an associated revenue impact. Revised targets and new need are likely to add to this and any revenue impact will also be presented for consideration.

I Pressures Protocol – Approved Bids

As is normal practice a number of bids were presented to CMT in line with the pressures protocol. The following proposals are now included in the MTFP:-

- Removal of Trading Standards savings target of £0.100m in both 2022/23 and 2023/24 due to service pressures.
- Additional ongoing resource of £0.190m for Trading Standards EU Exit related work, both at Newhaven and elsewhere in the county.

Local Considerations:

J Continuation of Business Rates Pooling 2022/23

Proceeds of pooling have been updated using published information from District and Borough Councils. It is considered possible that the Business Rates pooling arrangements will be allowable in 2022/23, however this will be a county wide decision and subject to the continuation of pools.

Likely Updates for Consideration:

K Social Care Grant

£300m additional grant for adult and children's social care for 2021/22 was announced at the last Spending Review (included in the 2021/22 MTFP position as £2.452m), alongside confirmation that the £1bn social care grant announced in 2020/21 would be rolled forward; (this is £14.6m included in our base budget for the life of the current parliament). It is considered likely that the Social Care Grant will be no less than that received in 2021/22, and that a multi-year settlement would see funding levels maintained at least in the short term. However this could be impacted by health and social care funding reform and the suggestion detailed above at paragraph E regarding access to sustainable funding via core budget.

L Revenue Support Grant (RSG) – Maintained with inflation

The current assumption for RSG is that there will be no Business Rates or Fair Funding reform for 2022/23. Ahead of any funding reform, the government have compensated for the current mechanism where it creates negative RSG in some authorities. Therefore within the likely scenarios we have assumed the government will compensate for negative RSG in the same way it has done in the last couple of years.

M Spending Review Equalisation

Due to the ongoing economic uncertainty related to Brexit and COVID-19 and the levelling up agenda it is increasingly likely that there will be some form of equalisation relating to funding. This could result in some loss of funding.

N Pay Award: 2.0% in 2021/22

The provision for pay award was 1.5% in 2021/22 and 2% thereafter. An assumption has been made for a 2% award in 2021/22 and its impact in future years given that 1.5% has been rejected by the Unions. Once the pay award for 2021/22 is agreed, a final review of the pay award model will be conducted.

O Normal Inflation for Contracts – additional 0.25% sensitivity

Further modelling has been carried out regarding inflation sensitivity and likely price increases as a result of Brexit and the Pandemic currently being experienced. Current inflation estimates are based on figures published by the OBR at the Budget Statement in March 2021 and will be

updated to reflect forecasts to be published as part of the Autumn Statement. It is therefore anticipated inflation will be greater than current assumptions. Increases of 0.25% to current assumptions would result in an increase of approx. £0.700m per annum.

P Council Tax Reduction Scheme Changes by District/Borough Councils

Council Tax billing authorities are required to review their Local Council Tax Reduction Schemes (LCTRS) annually and to consult publicly on any proposed changes. Both Lewes and Rother District Councils are consulting on changes to their LCTRS for 2022/23. The final decision to set or change the LCTRS rests solely with each billing authority, although as a major precepting authority, the greatest financial impact will fall on ESCC.

Lewes District Council’s Cabinet approved proposals for consultation at its meeting in June 2021. The estimated loss of income should the proposals be agreed is modelled to be £1.133m, of which the largest loss of income of £0.801m will fall on ESCC.

Rother District Council is also proposing to make changes to its LCTRS, although they are unable to accurately assess the number of potential claimants, but it is not expected to be significant, and the loss of income will be minor.

Q Recompense for National Insurance Increase

Within the *Build Back Better: Our Plan for Health and Social Care* policy paper published by the Government on 7 September 2021, it was stated that “the Government intends to compensate departments and other public sector employers in England at the Spending Review for the increased cost of the Levy”. Compensation for the additional cost of the 1.25% National Insurance increase has been included as a likely update until there is further clarity on the methodology for compensation or notification of specific funding allocations.

Less Likely Updates for Consideration:

R Pay Award: 2.5% in all years

The provision for pay award was 1.5% in 2021/22 and 2% thereafter. An additional assumption has been made for a 2.5% award in all years. Once the pay award for 2021/22 is agreed, a final review of the pay award model will be conducted.

S Business Rates Growth

Business Rates Growth has been assumed at 0% in all years due to the medium-term impact of the COVID-19 pandemic. A scenario has been presented that assumes some recovery with growth of 0.7% from 2023/24 based on historical normal growth figures.

2. Savings

2.1 Annex B shows the detailed savings. No new savings are proposed to be identified at this point in the RPPR process. For the period 2021/22 to 2023/24 there are savings targets of £4.361m with slipped savings from previous years of £1.014m. As detailed at paragraph I, there is an approved bid under the pressures protocol to remove the Trading Standards savings target.

3. Covid-19: Use of Grant Funding

3.1 The table below summarises the grants available with expected usage.

COVID-19 Grants 2021/22 (£m)				
	Carried forward	Expected in-year	Forecast usage	Forecast balance remaining
COVID-19 General Funding	15.132	11.999	(13.876)	13.255
COVID-19 Specific Funding	15.784	19.985	(24.113)	11.657
Total funding	30.917	31.984	(37.989)	24.912

Annex A Medium Term Financial Plan

Medium Term Financial Plan	2021/22	2022/23	2023/24	2024/25
	Approved Budget	Estimate	Estimate	Estimate
	£million	£million	£million	£million
TAXATION & GOVERNMENT FUNDING		(416.745)	(423.542)	(433.064)
Business Rates (Inclusive of BR Pooling in 2021/22)	(81.522)	(1.588)	(1.457)	(1.745)
Revenue Support Grant	(3.568)	1.212	1.440	1.461
Council Tax	(305.914)	(8.277)	(7.046)	(8.934)
Local Tax Income Guarantee for 2020/21	(1.047)	1.047	(0.459)	0.459
Local Council Tax Support Grant 2021/22	(2.621)	2.621	(2.114)	2.114
Adult Social Care Precept	(4.486)	(4.655)	0.000	0.000
New Homes Bonus	(0.505)	0.391	0.114	0.000
Social Care Grant	(17.082)	2.452	0.000	0.000
TOTAL TAXATION & GOVERNMENT FUNDING	(416.745)	(423.542)	(433.064)	(439.709)
SERVICE PLAN				
Service Expenditure	381.308	381.374	387.725	401.763
Investment of unallocated funding – Revenue	1.707	(1.707)		
Inflation				
Pay Award 2020/21	0.074			
Contractual inflation (contract specific)	0.539	1.199	2.379	0.774
Normal inflation for contracts	6.763	8.824	8.178	9.028
National Insurance 1.25% Increase		1.514	0.030	0.031
Adult Social Care				
Growth & Demography	3.413	(3.413)	3.413	3.917
Future demand modelling net of attrition (Covid-related)	1.133	(1.133)	1.133	(0.365)
Pressures approved via protocol	(0.743)			
Winter Pressures	0.000			
Improved Better Care Fund	(21.137)			
Children's Services				
Dedicated Schools Grant	0.000	0.422		
Growth & Demography	1.070	2.635	0.993	
Looked After Children	1.909	0.000		
Disabled Access Regulations for Buses/Coaches	0.043	0.098		
Home to School Transport	0.523	0.523		
Looked After Children Placements (Covid-related)	3.429	0.000	(0.795)	(0.789)
Pressures approved via protocol	0.184	(0.124)	(0.124)	0.124
SEND High Needs Block Additional funding	(0.814)	(2.138)		
Social Worker Pay		1.493		
Communities, Environment & Transport				
Waste PFI efficiencies		(0.100)	(0.100)	
Waste Housing Growth	0.236	0.280	0.208	0.185
Street lighting Electricity/Re-payment of Investment	(0.655)			
Pressures approved via protocol	0.262	0.204	0.015	
Business Services				
IT & Digital Licences	0.025	0.000		
Pressures approved via protocol	0.110	0.004	0.005	

Annex A Medium Term Financial Plan

Medium Term Financial Plan	2021/22	2022/23	2023/24	2024/25
	Approved Budget	Estimate	Estimate	Estimate
	£million	£million	£million	£million
Modernising Back Office Systems (MBOS)				0.386
Governance Services				
Additional resource to support Equalities and Diversity	0.060			
Additional capacity in Legal Services to support Children's Social Care	0.143			
Potential Investment Areas				
Voluntary Sector, Community Hubs, Shielded Group	0.880			
Support to economic development	0.100	0.025	(0.055)	
Savings				
Savings 2020/21 - 2021/22	(2.953)			
Temporary mitigations to savings	(0.298)	(0.388)	(0.100)	
Removal of CSD Safeguarding Savings		0.854		
Removal of CET Trading Standards Savings		0.100	0.100	
Savings Slippage	4.063	(2.821)	(1.242)	
NET SERVICE EXPENDITURE	381.374	387.725	401.763	415.054
Corporate Expenditure		35.371	39.021	43.331
Treasury Management	18.709	1.221	1.500	0.500
General Contingency	3.980	0.060	0.080	0.060
Contingency for Potential Pay Award	2.071	2.511	2.400	2.434
Contribution to balances and reserves	0.648	0.246	0.318	0.407
Pensions	8.423	(0.400)		
Apprenticeship Levy	0.600			
Levies & Grants	0.940	0.012	0.012	0.012
TOTAL CORPORATE EXPENDITURE	35.371	39.021	43.331	46.744
TOTAL PLANNED EXPENDITURE	416.745	426.746	445.094	461.798
CUMULATIVE DEFICIT/(SURPLUS)	0.000	3.204	12.030	22.089
ANNUAL DEFICIT/(SURPLUS)	0.000	3.204	8.826	10.059

Savings 2021/22 to 2023/24

	2021/22 £'000	2022/23 £'000	2023/24 £'000	Total £'000	Slippage c/f from prior year(s) £'000	Total Savings £'000
Communities, Economy & Transport	594	1,362		1,956	1,014	2,970
Children's Services	134	893	0	1,027	0	1,027
Business Services / Orbis	136	0	1,242	1,378	0	1,378
Total Departments	864	2,255	1,242	4,361	1,014	5,375

Communities, Economy & Transport

East Sussex County Council - Savings 2021/22 to 2023/24		Gross budget	Net budget	Savings				Slippage c/f from prior year(s) £'000
		2018/19	2018/19	2021/22	2022/23	2023/24	Total	
Activity	Savings Proposal and impact Assessment	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Community Services								
Archives and Records Service	The Keep Sustainability Plan has been agreed and is a three-part savings and income plan to ensure the financial sustainability of The Keep. It would ensure that the partners still deliver our statutory and legal duties, and maintain a good degree of public access.	1,042	1,074	104	14		118	14
Library Services	The increase in the proportion of our stock available online as eBooks means that we can reduce the stock fund as eBooks have a longer shelf life than physical stock, with no deterioration in condition. We have also reviewed our support services and ICT contracts to ensure maximum efficiency and value. Finally, we have been able to reduce premises costs for Libraries, following the merger of the Records Management and Registration functions. The warehouse in Hailsham used by both services is now jointly funded. Overall this will achieve savings of £240k. In addition, we will keep our Needs Assessment and Accessibility Analysis under review, and as a result we may in future provide a reduced library service.	4,214	3,595	240	288		528	

Communities, Economy & Transport (cont'd)

East Sussex County Council - Savings 2021/22 to 2023/24		Gross budget	Net budget	Savings				Slippage c/f from prior year(s) £'000
		2018/19	2018/19	2021/22	2022/23	2023/24	Total	
Activity	Savings Proposal and impact Assessment	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Trading Standards	Carry out food sampling and food inspection only where the risk is high; carry out reactive animal health disease control and take enforcement action where necessary. There will be a reduction in our preventative and support work, to business, to people vulnerable to scams and the reduction in routine inspection may increase public health risks. Target of £100k in both 2022/23 and 2023/24 removed	765	657				0	
Transport								
Parking: Civil Parking Enforcement	Increase on-street parking charges where possible. Surpluses to be used for transport related funding.	6,134	(910)		1,000		1,000	1,000
Waste Disposal								
Household Waste Disposal	Ongoing review of commercial saving opportunities, with possible reductions in the number of HWRSs	1,144	884	250			250	
Planning and Environment								
Environmental Advice Services	Income generation through traded services.	1,631	420		60		60	
TOTAL Communities, Economy & Transport				594	1,362	0	1,956	1,014

Children's Services

East Sussex County Council - Savings 2021/22 to 2023/24		Gross budget	Net budget	Savings				Slippage c/f from prior year(s) £'000
		2018/19	2018/19	2021/22	2022/23	2023/24	Total	
Activity	Savings Proposal and impact Assessment	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Children's Social Care								
Early Help	Following Lead Member decisions and remodelling the Early Help Service, there will be a reduction in the family key work service, which has been deferred until 2021/22 and 2022/23. Savings will be generated in 2021/22 as a result of ceasing to run services from 10 children's centres and 2 nurseries.	9,592	5,652	134	893		1,027	
TOTAL Children's Services				134	893	0	1,027	0

Business Services / Orbis

East Sussex County Council - Savings 2021/22 to 2023/24		Gross budget	Net budget	Savings				Slippage c/f from prior year(s) £'000
		2018/19	2018/19	2021/22	2022/23	2023/24	Total	
Activity	Savings Proposal and impact Assessment	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Business Services: Orbis and Managed on Behalf of (MOBO) services: Finance, IT&D, Procurement, Property Services, HR and OD and Business Operations	The Advisory and Change areas of support are being analysed and presented to the 3 partner Councils to determine which elements need to form part of the Core Offer as they are essential in supporting the partners deliver their priorities, and which elements will no longer be provided. The aim would be to reduce spending as set out in this table although the details of how this might be achieved is still being developed.	47,534	22,270	136		1,242	1,378	
TOTAL Business Services / Orbis				136	0	1,242	1,378	0

Communities, Economy & Transport

East Sussex County Council - Savings 2021/22 to 2023/24		Protected characteristics							
		Age	Disability	Gender / Transgender	Ethnicity	Marriage / Civil Partnership	Pregnancy /Maternity	Religion / Belief	Sexual Orientation
Activity	Savings Proposal and impact Assessment								
Community Services									
Archives and Records Service	The Keep Sustainability Plan has been agreed and is a three-part savings and income plan to ensure the financial sustainability of The Keep. It would ensure that the partners still deliver our statutory and legal duties, and maintain a good degree of public access.	-							
Library Services	The increase in the proportion of our stock available online as eBooks means that we can reduce the stock fund as eBooks have a longer shelf life than physical stock, with no deterioration in condition. We have also reviewed our support services and ICT contracts to ensure maximum efficiency and value. Finally, we have been able to reduce premises costs for Libraries, following the merger of the Records Management and Registration functions. The warehouse in Hailsham used by both services is now jointly funded. Overall this will achieve savings of £240k. In addition, we will keep our Needs Assessment and Accessibility Analysis under review, and as a result we may in future provide a reduced library service.	-	-	-					

Communities, Economy & Transport (cont'd)

East Sussex County Council - Savings 2021/22 to 2023/24		Protected characteristics								
Activity	Savings Proposal and impact Assessment	Age	Disability	Gender / Transgender	Ethnicity	Marriage / Civil Partnership	Pregnancy /Maternity	Religion / Belief	Sexual Orientation	No significant relevance
Trading Standards	Carry out food sampling and food inspection only where the risk is high; carry out reactive animal health disease control and take enforcement action where necessary. There will be a reduction in our preventative and support work, to business, to people vulnerable to scams and the reduction in routine inspection may increase public health risks. Target of £100k in both 2022/23 and 2023/24 removed	-	-							
Transport										
Parking: Civil Parking Enforcement	Increase on-street parking charges where possible. Surpluses to be used for transport related funding.									y
Waste Disposal										
Household Waste Disposal	Ongoing review of commercial saving opportunities, with possible reductions in the number of HWRSs									y
Planning and Environment										
Environmental Advice Services	Income generation through traded services.									y
TOTAL Communities, Economy & Transport										

Children's Services

East Sussex County Council - Savings 2021/22 to 2023/24		Protected characteristics							
		Age	Disability	Gender / Transgender	Ethnicity	Marriage / Civil Partnership	Pregnancy /Maternity	Religion / Belief	Sexual Orientation
Activity	Savings Proposal and impact Assessment								
Children's Social Care									
Early Help	Following Lead Member decisions and remodelling the Early Help Service, there will be a reduction in the family key work service, which has been deferred until 2021/22 and 2022/23. Savings will be generated in 2021/22 as a result of ceasing to run services from 10 children's centres and 2 nurseries.	-		-	-		-		
TOTAL Children's Services									

Business Services / Orbis

East Sussex County Council - Savings 2021/22 to 2023/24		Protected characteristics							
		Age	Disability	Gender / Transgender	Ethnicity	Marriage / Civil Partnership	Pregnancy /Maternity	Religion / Belief	Sexual Orientation
Activity	Savings Proposal and impact Assessment								
Business Services: Orbis and Managed on Behalf of (MOBO) services: Finance, IT&D, Procurement, Property Services, HR and OD and Business Operations	The Advisory and Change areas of support are being analysed and presented to the 3 partner Councils to determine which elements need to form part of the Core Offer as they are essential in supporting the partners deliver their priorities, and which elements will no longer be provided. The aim would be to reduce spending as set out in this table although the details of how this might be achieved is still being developed.								y
TOTAL Business Services / Orbis									

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Report to: Cabinet
Date: 30 September 2021
Report by: Chief Executive
Title: Council Monitoring Report – Q1 2021/22
Purpose: To report Council monitoring for quarter 1 2021/22

RECOMMENDATIONS

Cabinet is recommended to:

- 1) note the latest monitoring position for the Council
 - 2) approve the proposed amendments to performance measures set out in paragraph 3.1
 - 3) recommend the County Council approve the transfer of funding for one-off investment to reserves, and the amended reserves policy, as set out in paragraph 4.3 and Annex A
-

1. Introduction

1.1 This report sets out the Council's position and year-end projections for the Council Plan targets, Revenue Budget, Capital Programme, and Savings Plan, together with Risks at the end of June 2021.

1.2 Broad progress against the Council's four strategic priority outcomes is summarised in paragraph 3 and an overview of finance and performance data is provided in the Corporate Summary at Appendix 1. Strategic risks are reported at Appendix 7.

2. Carry over report for Council Plan 2020/21

2.1 Seven 2020/21 Council Plan measures were carried over from quarter 4. Measures are carried over, when action has been completed, but the outturn data was not available for reporting at year-end. Outturns for these measures are summarised in Appendix 2 Adult Social Care and Health, Appendix 3 Business Service Department and Appendix 5 Communities, Economy and Transport. The final outturn for 2020/21 shows that 83% (43 of the 52 Council Plan measures) were green, while 17% (nine measures) were red, exceeding the 80% target for the year.

3. Council Plan 2021/22 amendments and variations

3.1 The Council Plan 2021/22 and the Portfolio Plans 2021/22 – 2023/24 have been updated with available 2020/21 outturns and performance measure targets. All plans are published on the Council's website. The Corporate Summary (Appendix 1) contains a forecast of performance against targets. There are five education measures where no targets can be set this year because assessments or exams have been cancelled due to COVID-19. These are for the Early Year's Foundation Stage, Key Stage 2, and the Average Progress 8 scores and Attainment 8 scores at Key Stage 4. Targets remain for future years.

Targets for two Adult Social Care and Health performance measures are proposed for amendment:

- Proportion of working age adults and older people receiving direct payments

The target is recommended to be amended from $\geq 34.3\%$ to 31.5% to reflect how the NHS Hospital Discharge Covid-19 Funding for patients discharged from hospital to community care is continuing to affect the proportion of clients receiving direct payments (see Appendix 2, ref i).

- The proportion of people who use services who say that those services have made them feel safe and secure

The target is recommended to be amended from $\geq 87\%$ to $\geq 83.8\%$ to better reflect the experiences and expectations that people using services reported in the last survey held in 2019/20. People's responses to this question can also be influenced by wider factors beyond the Council's control, which limit our ability to fully ensure services make people feel safe and secure. The majority of respondents who said services did not make them feel safe and secure stated in their responses to a separate question that they felt as safe as they wanted or adequately safe (see Appendix 2, ref ii).

3.2 The Strategic Risk Register, Appendix 7, was reviewed and updated to reflect the Council's risk profile. Risk 14 (Post European Union (EU) Transition) has an updated risk definition and control. Risk 4 (Health), Risk 5 (Reconciling Policy, Performance & Resources), Risk 6 (Local Economic Growth), Risk 7 (Schools), Risk 8 (Capital Programme), Risk 9 (Workforce), Risk 15 (Climate) and Risk 16 (Covid-19) have updated risk controls.

4 Budget Outturn

4.1 The details of revenue over and underspends in each department are set out in the relevant appendices, and show a total forecast overspend of £2.7m. The main headlines are:

- In Children’s Services (CSD) there is a forecast overspend of £2.2m, of which £2.6m relates to Early Help and Social Care: £1.5m of which is Locality (the ‘front door’ social work service) and £1.1m is Care Leavers, but this has been mitigated somewhat by an increase in the leaving care rates for Asylum Seekers. Within Education and ISEND there continues to be pressure particularly on staffing to deliver Education Health and Care Plans with a forecast overspend in this area of £0.5m. Communication, Planning and Performance has a forecast overspend on Home to School Transport (HTST) of £0.2m. These overspends have been mitigated in part by a forecast underspend of £1.3m as a result of efficiencies and pay cost controls across a number of areas in the department which are being recorded in Central Resources.
- The Adult Social Care (ASC) budget is currently forecast to overspend by £0.4m. This comprises a small underspend of £0.2m in the Independent Sector and an overspend of £0.6m in Directly Provided Services, the latter mainly due to pressures in staffing budgets.

4.2 Within Treasury Management (TM) and other centrally held budgets there is an underspend of £6.1m:

- There is currently an estimated £2.1m underspend on TM, this is based on the position on the capital programme removing the need to borrow externally in 2021/22. In line with normal practice this will be transferred to reserve to offset capital borrowing needs in future years.
- The General Contingency of £4.0m will, in the first instance, be used to offset service overspend. The remaining £1.3m will be transferred to the Financial Management reserves in line with the Council’s Reserves Policy, to facilitate the management of financial risk in future years.

4.3 As a consequence of 2020/21 outturn and carry forward of COVID-19 funding, it was agreed as part of the State of the County discussion at Cabinet in July to review the 2021/22 approved budget. This review has identified £8.855m that is now shown in Centrally Held Budgets. It is recommended that a reserve of £8.855m be set up within the existing Priority Outcomes and Transformation Reserve and that the Terms of Reference for this reserve will be extended to reference that the reserve can be used to fund “programmes that meet the Council’s priority outcomes” which will include highways and climate change. Proposed changes to the reserves policy are shown at Annex A to this report.

4.4 COVID-19 related costs and income losses have been fully mitigated from general and specific funding. The table below shows the current forecast for use of this funding in 2021/22:

COVID-19 Funding 2021/22 (£m)				
	Carried forward	Expected in-year	Forecast usage in-year	Forecast balance remaining
COVID-19 General Funding	15.132	11.999	(12.627)	14.504
COVID-19 Specific Funding	15.325	19.584	(29.297)	5.612
Total funding	30.457	31.583	(41.924)	20.116

4.5 Planned Capital Programme expenditure for the year is projected to be £94.5m against a budget of £95.2m, a net variation of £0.7m. Of the net variation position, £0.2m relates to Local Enterprise Partnership (LEP) schemes being delivered by, or in partnership with, others, where those organisations control the timetable. In addition, there is £0.6m of projected COVID-19 related costs that will be funded from COVID-19 specific or tranche funding, thereby having a net nil impact on the Council’s capital programme.

5 Progress against Council Priorities

Driving sustainable economic growth

5.1 Six highway improvement schemes to maintain or improve the condition of the county’s roads were completed in quarter 1. 6,357 potholes were also repaired, 4,690 of these were carriageway potholes, with the remainder primarily footway potholes. The road condition statistics (where a lower outturn indicates a better performance) for 2020/21 have been published: the percentage of Principal roads requiring

maintenance reduced to 4%; the percentage of Non-Principal roads requiring maintenance has also reduced, again to 4%; and the percentage of Unclassified roads requiring maintenance has remained the same as the previous year, at 14%. The condition of all three road types met their target for 2020/21 (Appendix 5).

5.2 Eight virtual careers events were held in May, focussing on: construction; Science, Technology, Engineering and Maths (STEM); health and social care; and digital careers. The events were filmed and are now available through the Careers East Sussex website. The other resources available through the website have also been developed during quarter 1, including labour market information which can be used both by schools and adults looking to retrain (Appendix 5).

5.3 There are currently 85 new apprentices expected to start by the end of quarter 2, with a large number of these in schools. The new cohort of apprentices includes people starting training in Coaching and Mentoring, Social Work, and Occupational Therapy. The Apprenticeship team are supporting teams in Adult Social Care and Health to access the Government's apprenticeship incentive scheme, which offers £3,000 to employers taking on apprentices by the end of September 2021. The Council has 19 live vacancies through the Kickstart programme, which provides funding for six-month job placements for young people on universal credit at risk of long-term unemployment, and these are being advertised through Job Centre Plus, with Council managers also promoting them via online information sessions (Appendix 3).

5.4 Businesses were helped by business support programmes to create or safeguard 101 jobs in quarter 1. Locate East Sussex, the local commissioned Inward Investment service, also helped seven businesses to remain within, or relocate to, East Sussex (Appendix 5).

5.5 The Council has spent over £290m with 920 local suppliers over the last 12 months, which equates to 69.4% of total spend. The Procurement team continues to promote contract opportunities to local suppliers, as well as building local supply chain opportunities into our tendering process where possible. The emphasis on spending money within the local economy helps to support the East Sussex Economic Recovery Plan (Appendix 3).

5.6 13 contracts were awarded in quarter 1, of which six were in scope of the Social Value Measurement Charter, which quantifies the economic, social and environmental benefits of Council procurement. The six contracts had a total contract value of £1.3m and secured £322,000 in Social Value commitments, which equates to 25% (Appendix 3).

Keeping vulnerable people safe

5.7 In November 2020, the Government announced funding to provide holiday activities and food (HAF) to young people eligible for free school meals (FSM) over the Easter, summer and Christmas holidays in 2021. 34 providers ran provision across the county during Easter, with 1,378 young people attending. Make Good Trouble, a youth-led production company, [produced a short film celebrating the Easter provision](#). The provision was initially targeted in the areas of highest need across the county; however, it has subsequently been developed to support young people right across East Sussex. Provision for the summer holidays includes 70 providers; 7,000 HAF-funded places for young people eligible for FSM; more than 27,000 sessions; and over 85 different locations (Appendix 4).

5.8 The Foundations Project supports people who have had children removed by Children's Services, over the last four years (based on the 2017/18 cohort) 100% of the women who have engaged with the project have not gone on to have any subsequent children removed (Appendix 4).

5.9 The number of Children in Need reached a high of 1,000 open cases in quarter 3 2020/21, since then we have been undertaking careful audit work which has resulted in the closure of a number of cases, bringing the number down to 822 at quarter 1. There has not been a negative impact on the re-referral rate, which suggests that the process was carried out safely, and the cases were closed appropriately. The rate of children subject to a Child Protection plan has decreased in quarter 1, to 47.9 per 10,000 children (510 children). This reduction is due to targeted work on the safe ending of plans now that more children are in school, so more visible. The rate of Looked After Children (LAC) has increased in quarter 1 to 58.5 per 10,000 children (623 children). More children are being looked after by the Council for longer due to significant delays in the court system. It is currently taking 40 weeks as opposed to the previous 30 week timescale to complete care proceedings with children therefore remaining in care placements for longer (Appendix 4).

5.10 Trading Standards participated in the national Scams Awareness Fortnight in June, highlighting through the media, including social media, the risks associated with various financial scams; with a victim of a scam coming forward to tell her story and emphasise the risks. Trading Standards also attended three

locations around the county with displays and information on scams, speaking to a total of 173 people. The team also promoted the Friends Against Scams online training, (www.friendsagainstscams.org.uk), as well as the various call blocking facilities offered to protect residents from telephone scam calls (Appendix 5).

5.11 An East Sussex Violence Reduction Action Plan has been developed, covering current, planned, linked and completed projects and ideas for partnership activity. A presentation on the new Serious Violence Duty 2021 was presented at the Violence Reduction Partnership (VRP) in quarter 1, with partnership work focusing on high-harm hotspot areas to identify local issues and trends which can be addressed or disrupted through multi-agency action (Appendix 2).

5.12 The Domestic Abuse Act came into force in quarter 1, setting out a number of key obligations for the Council. Alongside West Sussex County Council we are setting up a statutory domestic abuse Local Partnership Board, discussions with Brighton and Hove City Council as to their involvement are ongoing. A pan-Sussex Project Team located in the Office of the Sussex Police and Crime Commissioner is leading on a Strategic Needs Assessment for accommodation-based support with help from local councils, specialist providers and people with lived experience (Appendix 2).

Helping people help themselves

5.13 Health and social care integration work has continued in quarter 1, with a focus on putting plans in place to respond to the requirements in the Health and Care Bill, and ensuring the proposed changes are implemented to positively impact and strengthen the Council's relationship with the local NHS. This includes how we best manage our collective resources under the new arrangements to deliver our shared priorities and objectives for health and social care integration, improving population health and wellbeing and reducing health inequalities, as well as meeting the new duty to collaborate. To support these objectives, the Council's relationship with, and role in, the Sussex-wide Integrated Care System (ICS), which brings together NHS commissioners and providers with upper tier Local Authorities in Sussex to enable a collaborative approach to the planning and delivery of health and care services has been agreed. We have also agreed the continuing roles and responsibilities of the existing East Sussex Health and Care Partnership within the ICS, which is where shared priorities between social care, public health and the NHS are agreed and delivered. A number of other plans have also been agreed in quarter 1, to: address health inequalities and deliver personalised, integrated and preventative care models; embed joint hospital discharge processes and the hospital discharge hub; and undertake capacity and demand modelling to inform a sustainable model for Discharge to Assess and Home First pathways, which seek to assess and support people at home or in nursing or residential care rather than in acute settings (Appendix 2).

5.14 Five road safety schemes to improve the road safety infrastructure in the county were completed in quarter 1. A further 13 schemes are currently waiting to be scheduled for implementation later in 2021/22. As part of the national Bikeability scheme, which helps to prepare people for cycling safely on today's roads, we delivered 144 Bikeability courses to 1,358 individuals at participating schools and the Cycling Centre at Eastbourne Sport Park. We also delivered 27 Wheels for All sessions at the sports park, which are aimed at adults and children with disabilities and differing needs and help them to cycle in a safe and structured environment (Appendix 5).

5.15 East Sussex Trailblazers, which includes the Safer East Sussex Team, the Probation Service, the Rough Sleepers Initiative and local housing authorities, has continued to develop resettlement opportunities for people leaving prison in quarter 1. Hastings Borough Council have submitted an application for funding to the Ministry of Housing, Communities & Local Government's Accommodation for ex-Offenders Scheme to further complement Trailblazers' work to improve ex-offenders' access to the private rented sector (Appendix 2).

5.16 A new project to provide skills and employability support those who are furthest from the workplace began in May 2021. The scheme was funded by the Control Outbreak Management Fund (COMF) and led by Public Health and supported ex-rough sleepers to re-plant lawns in Eastbourne to help them gain horticultural skills and experience the therapeutic benefits of gardening. Six attendees are now taking part in regular supported training sessions that can lead to them acquiring a City and Guilds Level 1 qualification in horticulture. There is also the possibility of some of the group taking on a paid apprenticeship. Similar schemes are now being developed for other parks and green spaces across the county, to support more people who have previously been rough sleepers or are homeless and living in temporary accommodation (Appendix 2).

5.17 Quarter 1 saw the first six schools in East Sussex achieve Healthy Schools status, since the launch of the Health Schools Programme in September 2020. The programme supports schools to adopt and embed an evidence-based approach to health and wellbeing, including healthy eating; physical activity; Personal,

Social, Health and Economic education; and emotional wellbeing. 80 schools have signed up to participate in the programme (Appendix 2).

Making best use of resources in the short and long term

5.18 Lobbying has continued in quarter 1, including the Leader meeting with local MPs to discuss local and national issues, including ambitions for use of the Levelling Up Fund in East Sussex. We also undertook lobbying through the County Councils Network (CCN), contributing to the development of an evidence base on Home to School Transport cost pressures and COVID-19 impacts. Through the CCN the Leader also discussed the national Bus Back Better Strategy with Baroness Vere, Minister in the Department for Transport, in quarter 1 (Appendix 6).

5.19 The grant funded Council Decarbonisation of Heat Plan was completed in quarter 1; the plan will underpin and inform our strategy to deliver decarbonisation of our corporate and school buildings. A list of all potential buildings in which decarbonisation works could take place was also compiled. Two Public Sector Decarbonisation Scheme grant funded projects are also being progressed to the procurement stage (Appendix 5).

5.20 The County Council elections were held on 6 May with 50 councillors elected to represent the 50 electoral divisions in the county. Election planning, undertaken in conjunction with the District and Borough Councils who administer the election on behalf of the County Council, had added complexity this year due to COVID-19. Election results were published as they were announced on our interactive results map and all candidates elected received a welcome pack from the Council on results day. A comprehensive Member induction programme was delivered in a COVID-19 secure way in quarter 1, to support new and returning Members (Appendix 6).

5.21 During quarter 1, in light of the expiry of temporary regulations which permitted virtual meetings, Governance Services made arrangements to resume physical meetings where legally required, whilst complying with COVID-19 restrictions, enabling Council business to continue in a transparent and open way. Use of video conferencing technology continued where legally permitted, including the use of new hybrid meeting technology in the Council Chamber, which has enabled physical attendance to be minimised during COVID-19 restrictions and for some of the benefits of remote attendance to be maintained (Appendix 6).

5.22 The Property team have been awarded the Outstanding Customer Satisfaction SECBE (South East Centre for the Built Environment) award for the building of Ropemakers' Academy in Hailsham. Property's Major Projects team managed the delivery of the £12.5m build to create a new 80 place social, emotional, and mental health facility for children. The team worked with the contractor to put customer engagement at the heart of their delivery (Appendix 3).

5.23 Strategic Property Asset Collaboration in East Sussex (SPACES) is a partnership of public bodies and third sector organisations which aims to improve sharing of the property estate between partners, to save property costs, and to release capital receipts. The SPACES Programme Board approved the first SPACES Strategy (2021 to 2024) in May. The strategy sets out six themes which the partnership will use to continue its work and develop new collaborations. SPACES also submitted a bid to the Brownfield Land Release Fund in June, the bid requested funding for five projects set to deliver a combined 100 homes (Appendix 3).

COVID-19 response

5.24 The Emergency Planning and Resilience Team have continued to support the multi-agency COVID-19 response and recovery in quarter 1, including supporting safe events and COVID-19 testing programmes, in particular the pan-Sussex Community Testing Programme. The Sussex Resilience Forum has now stood down its Strategic and Tactical Co-ordinating Groups with a view to handing over to the Recovery Co-ordinating Group (Appendix 5).

Becky Shaw, Chief Executive

Reserves and Balances Policy

1.0 Background

This policy sets out the Council's approach to reserves and balances. The policy has regard to Local Authority Accounting Panel (LAAP) Bulletin 77 "Local Authority Reserves and Balances", issued in November 2008.

- 1.1 In reviewing medium-term financial plans and preparing annual budgets, the Council will consider the establishment and maintenance of reserves for the general fund. The nature and level of reserves will be determined formally by the Council, informed by the judgement and advice of the Chief Finance Officer (CFO).

2.0 Types of Reserve

The Council will maintain the following reserves:

- A working balance to manage in-year risks, called the General Fund Balance.
- A means of building up funds to meet known or predicted requirements, called Earmarked Reserves.

- 2.1 Earmarked reserves will be maintained as follows:

- priority outcomes and transformation reserve: to fund the transformation programme to change, protect and improve Council services, and programmes that meet the Council's priority outcomes.
- financial management reserve: to manage the potential financial consequences of risks recognised in the Council's risk management arrangements and the CFO's robustness statement, and to enable the effective management of the medium-term financial strategy and investment strategy.
- named service reserves will be held specifically for the capital programme, waste contract risk and insurance risk.
- other reserves will be held on behalf of others (e.g. Schools) and/or statutorily ring-fenced (e.g. Public Health).

- 2.2 The Council will also maintain a number of other reserves that arise out of the interaction between legislation and proper accounting practices. These reserves, which are not resource-backed, are for accounting purposes and will be specified in the annual Statement of Accounts.

3.0 Principles to assess the adequacy of reserves

The CFO will advise the Council on the adequacy of reserves. In considering the general reserve, the CFO will have regard to:

- the strategic financial context within which the Council will be operating through the medium-term;
- the overall effectiveness of governance arrangements and the system of internal control;
- the robustness of the financial planning and budget-setting process;
- the effectiveness of the budget monitoring and management process

- 3.1 Having had regard to these matters, the CFO will advise the Council on the monetary value of the required general reserve.

- 3.2 In considering specific reserves, the CFO will have regard to matter relevant in respect of each reserve and will advise the Council accordingly.

4.0 Underspends

The process for determining the specific use of any underspend will be based upon the principles of effective financial management. Therefore underspends will not automatically be carried forward via reserves, nor will they only be available to the service that has identified the underspend.

- 4.1 Periodically during the year, Services will be asked to submit business cases for the use of underspend. Business cases will be determined by the CFO in conjunction with the Corporate Management Team. These will then be held in a Strategic Reserve.

5.0 Use of reserves

Members, as part of agreeing the budget, will agree the policy for drawdown of reserves on the advice of the CFO. Use of reserves will be approved by CMT and reported to Cabinet as part of the RPPR monitoring process.

- 5.1 The CFO will monitor the drawdown of specific reserves in accordance with the agreed policy, and keep Members advised.

How to read this report

This report integrates monitoring for finance, performance and risk. Contents are as follows:

- Cover report (includes how to read this report)
- Appendix 1 Corporate Summary
- Appendix 2 Adult Social Care and Health – (ASCH)
- Appendix 3 Business Services (Department) – (BSD)
- Appendix 4 Children’s Services (Department) – (CSD)
- Appendix 5 Communities, Economy and Transport – (CET)
- Appendix 6 Governance Services – (GS)
- Appendix 7 Strategic Risk Register

Cover report, Appendix 1

The cover report and Appendix 1 provide a concise corporate summary of progress against all our Council Plan Targets (full year outturns at quarter 4), Revenue Budget, Savings Targets, and Capital Programme.

The cover report highlights a selection of key topics from the departmental appendices, for the four Council priorities:

- driving sustainable economic growth;
- keeping vulnerable people safe;
- helping people help themselves; and
- making best use of resources in the short and long term.

More information on each of these topics is provided in the relevant departmental appendix referenced in brackets, e.g. (Appendix 2). More detailed performance and finance data is also available in the departmental appendices.

Departmental Appendices 2 - 6

The departmental appendices provide a single commentary covering issues and progress against key topics for the department (including all those mentioned in the cover report). This is followed by data tables showing progress against Council Plan Targets, Savings Targets, Revenue Budget, and Capital Programme for the department.

For each topic, the commentary references supporting data in the tables at the end of the appendix, e.g. (ref i). The tables include this reference in the ‘note ref’ column on the right hand side. Where the commentary refers to the Revenue Budget or Capital Programme, it may refer to all or part of the amount that is referenced in the table, or it may refer to several amounts added together. Performance exceptions follow these rules:

Quarter 1	All targets not expected to be achieved at year end i.e. not RAG rated Green, and any proposed amendments or deletions. Changes to targets early in Q1 should be made under delegated authority for the Council Plan refresh in June.
Quarter 2	Targets that have changed RAG rating since Q1 including changes to Green (except where target was amended at Q1), plus proposed amendments or deletions.
Quarter 3	Targets that have changed RAG rating since Q2 including changes to Green (except where target was amended at Q2), plus proposed amendments or deletions.
Quarter 4	Targets that have changed RAG rating since Q3 to Red or Green (except where target was amended at Q3). Outturns that are not available are reported as Carry Overs. All target outturns for the full year are reported in the year end summary at Appendix 1.

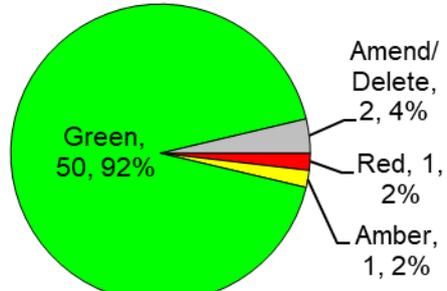
Strategic Risk Register Appendix 7

Appendix 7 contains commentary explaining mitigating actions for all Strategic Risks.

Council Monitoring Corporate Summary – Q1 2021/22

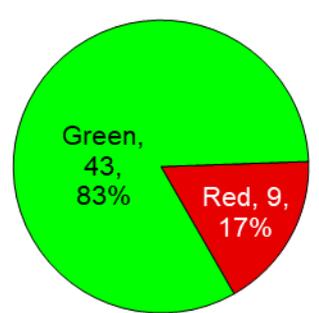
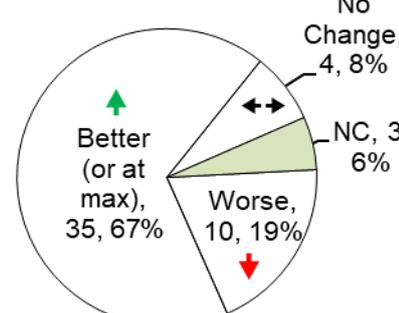
Council Plan performance targets

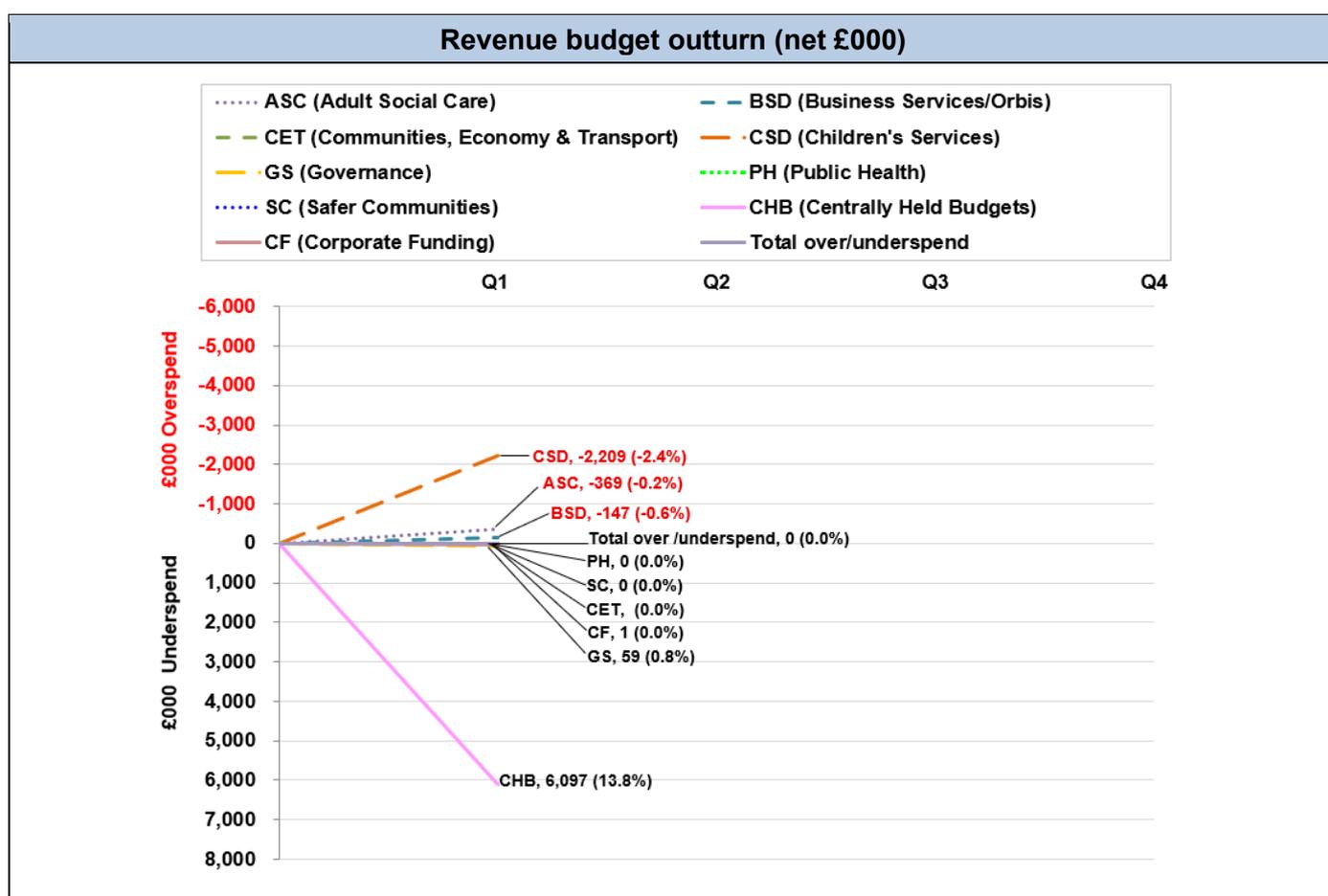
Priority	Red	Amber	Green	Amend / Delete
Driving sustainable economic growth	0	0	22	0
Keeping vulnerable people safe	1	0	8	1
Helping people help themselves	0	0	17	1
Making best use of resources in the short and long term	0	1	3	0
Total	1	1	50	2

Q1 2021/22	Q1 2021/22
<p>There are 54 individual targets in the Council Plan.</p> <ul style="list-style-type: none"> Appendix 2 ASC&H – 2 Amend/Delete Appendix 3 BSD – 1 Amber, Appendix 4 CS – 1 Red 	 <p>A pie chart illustrating the performance of 54 individual targets in the Council Plan for Q1 2021/22. The chart is divided into four segments: a large green segment representing 50 targets (92%), a small grey segment for Amend/Delete representing 2 targets (4%), a small red segment for Red representing 1 target (2%), and a small yellow segment for Amber representing 1 target (2%).</p>

Final Council Plan outturn summary for year ending 2020/21

7 measures were reported as carry overs at the end of Q4 2020/21. Outturns for these measures are now available and the charts below summarise the final year end position for the 52 council plan targets applicable in 2020/21. Where available, performance improvement relative to 2019/20 is summarised under Direction of Travel.

<p>2020/21 – Final</p>  <p>A pie chart showing the final performance for 2020/21. It is divided into two segments: a large green segment representing 43 targets (83%) and a smaller red segment representing 9 targets (17%).</p>	<p>Direction of travel since 2019/20</p>  <p>A pie chart showing the direction of travel for 52 targets since 2019/20. The segments are: Better (or at max) at 35 (67%), Worse at 10 (19%), No Change at 4 (8%), and Not Comparable (NC) at 3 (6%).</p>								
<p>Direction of Travel key</p> <table style="width: 100%; border-collapse: collapse; border: 1px solid black;"> <tr> <td style="width: 12.5%; padding: 5px;">No change:</td> <td style="width: 12.5%; text-align: center; padding: 5px;">↔</td> <td style="width: 12.5%; padding: 5px;">Not Comparable</td> <td style="width: 12.5%; text-align: center; padding: 5px;">NC</td> <td style="width: 12.5%; padding: 5px;">Worse:</td> <td style="width: 12.5%; text-align: center; padding: 5px;">↓</td> <td style="width: 12.5%; padding: 5px;">Improved (or at maximum):</td> <td style="width: 12.5%; text-align: center; padding: 5px;">↑</td> </tr> </table>		No change:	↔	Not Comparable	NC	Worse:	↓	Improved (or at maximum):	↑
No change:	↔	Not Comparable	NC	Worse:	↓	Improved (or at maximum):	↑		



Revenue budget summary (£000)									
Divisions	Q1 2021/22								
	Planned			Outturn			(Over) / under spend		
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net
Services									
Planned Budget									
Adult Social Care	287,762	(101,908)	185,854	285,251	(99,028)	186,223	2,511	(2,880)	(369)
Safer Communities	908	(450)	458	1,493	(1,035)	458	(585)	585	-
Public Health	30,960	(30,960)	-	30,218	(30,218)	-	742	(742)	-
Business Services / Orbis	54,041	(29,284)	24,757	54,571	(29,667)	24,904	(530)	383	(147)
Children's Services	364,283	(272,560)	91,723	369,591	(275,659)	93,932	(5,308)	3,099	(2,209)
Communities, Economy & Transport	124,247	(62,360)	61,887	127,276	(65,389)	61,887	(3,029)	3,029	-
Governance Services	8,595	(1,410)	7,185	8,535	(1,409)	7,126	60	(1)	59
Subtotal Planned Budget	870,796	(498,932)	371,864	876,935	(502,405)	374,530	(6,139)	3,473	(2,666)
Covid-19 related									
COVID-19 Related Costs	1,898	-	1,898	35,140	602	35,742	(33,242)	(602)	(33,844)
Covid-19 Specific Funding	-	(1,898)	(1,898)	-	(23,626)	(23,626)	-	21,728	21,728
Covid-19 General Funding	-	-	-	-	(12,116)	(12,116)	-	12,116	12,116
Subtotal Covid-19	1,898	(1,898)	0	35,140	(35,140)	0	(33,242)	33,242	0
Total Services	872,694	(500,830)	371,864	912,075	(537,545)	374,530	(39,381)	36,715	(2,666)

Revenue budget summary (£000)									
Divisions	Q1 2021/22								
	Planned			Outturn			(Over) / under spend		
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net
Centrally Held Budgets (CHB)									
Planned Budget									
Treasury Management	19,909	(1,200)	18,709	17,809	(1,200)	16,609	2,100	-	2,100
Capital Programme	-	-	-	-	-	-	-	-	-
Unfunded Pensions	8,423	-	8,423	8,488	-	8,488	(65)	-	(65)
General Contingency	3,980	-	3,980	-	-	-	3,980	-	3,980
Contrib. to Reserves	2,764	-	2,764	2,764	-	2,764	-	-	-
Removed from budgets for one-off use	8,855	-	8,855	8,855	-	8,855	-	-	-
Apprenticeship Levy	600	-	600	631	-	631	(31)	-	(31)
Levies, Grants and Other	965	(70)	895	923	(141)	782	42	71	113
Subtotal Planned Budget	45,496	(1,270)	44,226	39,470	(1,341)	38,129	6,026	71	6,097
COVID-19 related									
COVID-19 Related Costs	-	-	-	563	-	563	(563)	-	(563)
Covid-19 Specific Funding	-	-	-	-	(250)	(250)	-	250	250
Covid-19 General Funding	-	-	-	-	(313)	(313)	-	313	313
Subtotal Covid-19	0	0	0	563	(563)	0	(563)	563	0
Total Centrally Held Budgets	45,496	(1,270)	44,226	40,033	(1,904)	38,129	5,463	634	6,097
Corporate Funding									
Planned Budget									
Business Rates	-	(77,195)	(77,195)	-	(77,195)	(77,195)	-	-	-
Revenue Support Grant	-	(3,568)	(3,568)	-	(3,568)	(3,568)	-	-	-
Council Tax	-	(311,501)	(311,501)	-	(311,501)	(311,501)	-	-	-
Social Care Grant	-	(17,082)	(17,082)	-	(17,083)	(17,083)	-	1	1
New Homes Bonus	-	(505)	(505)	-	(505)	(505)	-	-	-
Subtotal Planned Budget	0	(409,851)	(409,851)	0	(409,852)	(409,852)	0	1	1
COVID-19 related									
COVID-19 Related Costs	-	-	-	-	(620)	(620)	-	620	620
Covid-19 Specific Funding	-	(6,239)	(6,239)	-	(5,421)	(5,421)	-	(818)	(818)
Covid-19 General Funding	-	-	-	-	(198)	(198)	-	198	198
Subtotal Covid-19	0	(6,239)	(6,239)	0	(6,239)	(6,239)	0	0	0
Total Corporate Funding	0	(416,090)	(416,090)	0	(416,091)	(416,091)	0	1	1
Total	918,190	(918,190)	0	952,108	(955,540)	(3,432)	(33,918)	37,350	3,432

Revenue budget summary (£000)									
Divisions	Q1 2021/22								
	Planned			Outturn			(Over) / under spend		
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net
Contribution of TM underspend to capital programme borrowing	-	-	-	2,100	-	2,100	(2,100)	-	(2,100)
Remainder of general contingency to FM reserve	-	-	-	1,332	-	1,332	(1,332)	-	(1,332)
FINAL TOTAL	918,190	(918,190)	0	955,540	(955,540)	0	(37,350)	37,350	0

Revenue Savings Summary 2021/22					
Service description	2021/22 (£'000) – Q1 Forecast				
	Original Target for 2021/22	Target including items c/f from previous year(s)	Achieved in-year	Will be achieved, but in future years	Cannot be achieved
Savings					
ASC	-	-	-	-	-
BSD/Orbis	136	136	136	-	-
CS	134	134	134	-	-
CET	594	1,608	1,608	-	-
GS	-	-	-	-	-
Total Savings	864	1,878	1,878	0	0
ASC			-	-	-
BSD / Orbis			-	-	-
CS			-	-	-
CET			-	-	-
GS			-	-	-
Subtotal Permanent Changes ¹			0	0	0
Total Savings & Permanent Changes	864	1,878	1,878	0	0

Memo: treatment of savings not achieved in the year (£'000)	Temporary Funding ²	Part of reported variance ³	Total
ASC	-	-	0
BSD / Orbis	-	-	0
CS	-	-	0
CET	-	-	0
GS	-	-	0
Total	0	0	0

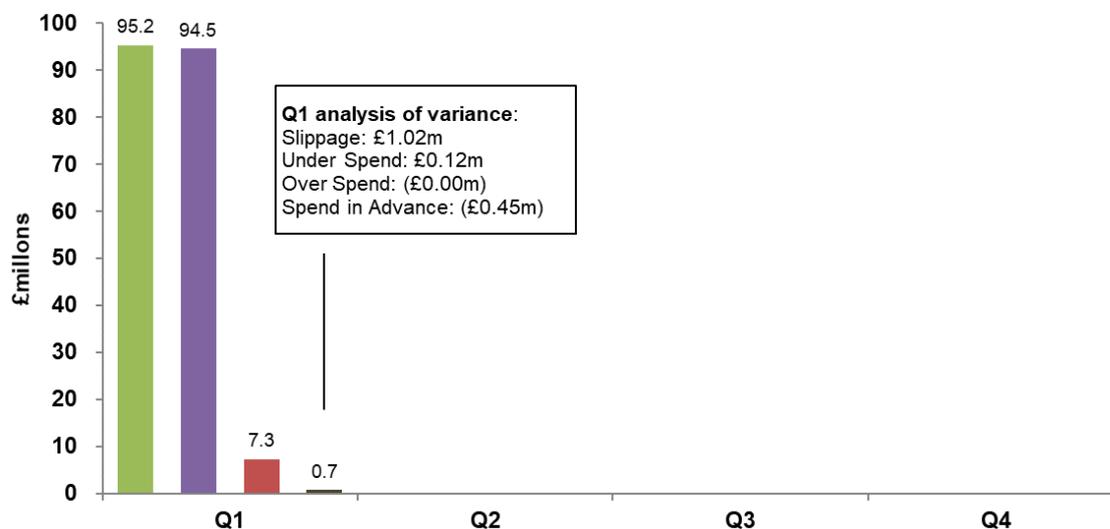
¹ Where agreed savings are reasonably unable to be achieved other permanent savings are required to be identified and approved via quarterly monitoring.

² Temporary funding will only replace a slipped or unachieved saving for one year; the saving will still need to be made in future years (or be replaced with something else).

³ The slipped or unachieved saving will form part of the department's overall variance - it will either increase an overspend or decrease an underspend. The saving will still need to be made in future years (or be replaced with something else).

Capital Programme (gross £ millions) – approved projects

Key: ■ Current budget ■ Forecast ■ Actuals ■ Variance



Capital Programme Summary (£000)

	2021/22						
	In year monitoring Q1				Analysis of Variation		
	Budget	Actual to Date	Projected 2021/22	Variation (Over) / Under	(Over) / under spend	Slippage to future years	Spend in advance
Planned Programme							
Adult Social Care	204	10	204	0	-	-	-
Business Services	37,043	5,210	36,221	822	122	700	-
Children's Services	967	315	967	0	-	-	-
Communities, Economy & Transport	56,998	1,727	57,132	(134)	-	316	(450)
Gross Expenditure (Planned Programme)	95,212	7,262	94,524	688	122	1,016	(450)
Section 106 and CIL	5,806	-	5,806	-	-	-	-
Other Specific Funding	14,000	-	14,000	-	-	-	-
Capital Receipts	8,676	-	8,676	-	-	-	-
Formula Grants	27,832	-	27,795	37	-	37	-
Reserves and Revenue Set Aside	5,697	-	5,691	6	-	6	-
Borrowing	33,201	-	32,556	645	122	973	(450)
Total Funding (Planned Programme)	95,212	0	94,524	688	122	1,016	(450)
Covid-19 Related							
Covid-19 Related Costs	250	313	563	(313)	(313)	-	-
Covid-19 Specific Funding	(250)	0	(250)	-	-	-	-
Covid-19 General Funding	-	(313)	(313)	313	313	-	-
Total (Covid-19 Related)	0	0	0	0	0	0	0

Centrally held budgets (CHB) and Corporate Funding

The Treasury Management Strategy (TMS), which provides the framework for managing the Council's cash balances and borrowing requirement, continues to reflect a policy of ensuring minimum risk, whilst aiming to deliver secure realistic investment income on the Council's cash balances.

The average level of Council funds available for investment purposes during the Q1 was £305m, with the total amount received in short term interest for the quarter to 30 June 2021 was £0.310m at an average rate of 0.40%, compared to £0.320m at an average rate of 0.52% for Q4 2020/21. Whilst the Bank of England base rate remained at 0.10%, market investment returns have proved minimal in nature, such that where possible a number of Local Authority investments have been made to secure a higher fixed return for periods up to 2 years. In seeking investment opportunities, as defined by the TMS, an opportunity has been explored to invest within a Fixed Term Bank Deposit that aligns to the United Nations' Sustainable Development Goals (SDGs) - up to £30m for investment has been identified. In the future, inflationary pressures may impact on interest rates, but our advisers are currently projecting flat-line with forecasts projecting that interest rates will remain at 0.10% (or lower) for the next 24 months.

The majority of the Council's external debt, totalling £230.7m at Q1, is held as long term loans. No long term borrowing was undertaken in the quarter and no further cost effective opportunities have arisen during Q1 to restructure the existing PWLB or wider debt portfolio.

The Treasury Management budget is currently forecasting to underspend by £2.1m. This is based on the position on the capital programme removing the need to borrow externally in 2021/22, together with the financial information presented above.

Reserves and Balances 2021/22 (£000)

Reserve / Balance	Balance at 1 Apr 2021	Planned net use at Q1	Forecast net use at Q1	Movt	Estimated balance at 31 Mar 2022
Statutorily ringfenced or held on behalf of others:					
Balances held by schools	20,512	-	-	-	20,512
Public Health	5,734	(578)	(578)	-	5,156
Other	6,043	406	406	-	6,449
Subtotal	32,289	(172)	(172)	0	32,117
Service Reserves:					
Capital Programme	12,417	(1,243)	(1,243) ¹	-	11,174
Corporate Waste	16,113	-	-	-	16,113
Insurance	7,400	(500)	(500)	-	6,900
Subtotal	35,930	(1,743)	(1,743)	0	34,187
Strategic Reserves:					
Priority / Transformation	8,026	(804)	(804)	-	7,222
Financial Management	50,114	(6,505)	(6,505) ²	-	43,609
Subtotal	58,140	(7,309)	(7,309)	0	50,831
Total Reserves	126,359	(9,224)	(9,224)	0	117,135
General Fund	10,000	-	-	-	10,000
Total Reserves and Balances	136,359	(9,224)	(9,224)	0	127,135

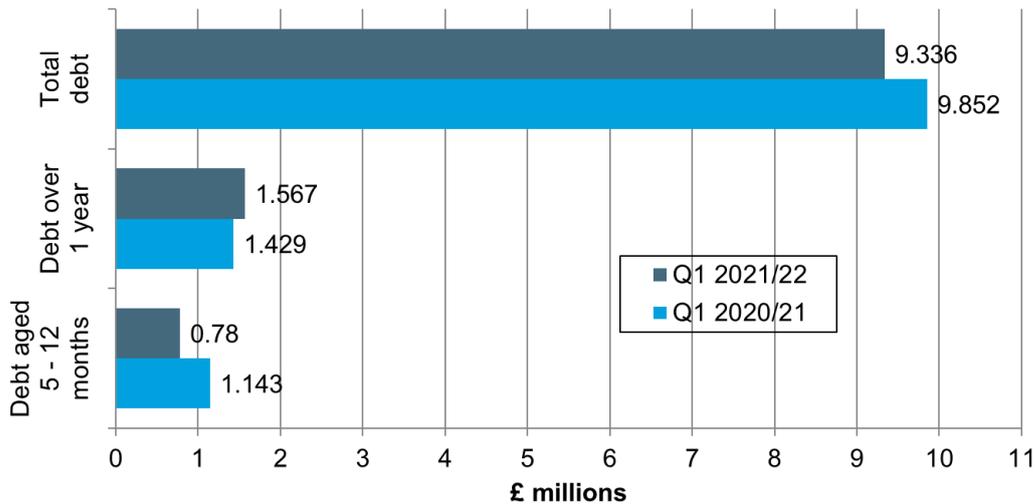
¹ currently excludes the Q1 Treasury Management underspend of £2.100m

² currently excludes the Q1 General Contingency transfer of £1.332m

Changes to Fees & Charges

A new fee has been approved for the East Sussex Registration Service. A new non-statutory Identity Photo service was created with effect from 1 July 2021 to coincide with the Council's Register Offices becoming 'Designated Register Offices', and the requirement for some customers to start providing photographs when they come to give Notice – it was considered likely that some customers will forget to do so or will not read the instructions properly and thus not arrive with the photos. Not offering this process for dealing with this issue would likely result in these appointments being abandoned and the time wasted, and a repeat appointment being needed when they return with their photos. The fee is £4.17 plus VAT (£5.00 inclusive).

Outstanding debt analysis (£ millions)



The value of debt over five months at Q1 has decreased by £0.330m to £2.347m compared to the 2020/21 outturn of £2.677m. The overall outstanding debt has also decreased from £15.549 to £9.336m. This is largely due to the settlement of some large Clinical Commissioning Group invoices, that remained outstanding at the end of 2020/21.

Adult Social Care and Health – Q1 2020/21

Summary of progress on Council Priorities, issues arising, and achievements

Adult Social Care (ASC)

Health and social care integration

The focus in Q1 has been putting in place plans to respond to the requirements in the Health and Care Bill, and ensure the proposed changes are implemented to positively impact and strengthen our relationship with the local NHS for the benefit of our population. This includes how we best manage our collective resources under the new arrangements to deliver our shared priorities and objectives for health and social care integration, improving population health and wellbeing and reducing health inequalities, as well as meeting the new duty to collaborate. The following specific agreements have been reached:

- The Council's relationship with, and role in, the Sussex-wide Integrated Care System (ICS) including membership of both the Sussex-wide NHS ICS body and the wider strategic engagement partnership.
- The role and responsibilities of our place-based partnership within the ICS where much of the interface between social care, public health and the NHS will be managed.

In addition, the following plans have been agreed and implemented in Q1 to enable progress to be made on our integration work and models in East Sussex:

- Further strengthening our East Sussex Health and Social Care Partnership through agreeing a set of underpinning principles that will support our collaboration and the way our teams work together on the ground, and the key actions in 2021/22 that will support this.
- A review and refresh of our shared transformation programme priorities across children and young people, mental health, integrated community health and social care, urgent care and planned care, to ensure they support the continued restoration and recovery of health and social care services in 2021/22. This has included a focus on addressing health inequalities and delivering personalised, integrated and preventative care models. This has contributed to the production of a place-based annual delivery plan to ensure alignment of our work across our organisations and partnership at place level within the Sussex ICS.
- Key workstreams for mental health integration have progressed and are strategically linked across primary care, specialist community services and supported housing and accommodation, and prevention. This has included:
 - Mapping needs and resources to Primary Care Networks and further development of an aligned model for emotional wellbeing services taking in shared resources across the system.
 - Progressing the overarching Personality Disorder service model and refreshing joint working arrangements between Sussex Partnership NHS Foundation Trust and Adult Social Care for rehabilitation services.
 - Reviewing the approach needed in East Sussex to the ICS-wide proposals for Complex Needs Housing.
 - Further implementation of the Mental Health Investment Standard to ensure recovery of dementia diagnosis rates, increasing provision of community support and enhanced support to care homes.
- Joint hospital discharge processes and the hospital discharge hub function has been further embedded, including for out of county acute pathways. Agreement has been reached to further support the models and pathways for Home First through developing a multi-disciplinary, integrated urgent response community health and social care team to support delivery of Home First Pathway 1 (hospital discharge to own home with a package of support).
- Capacity and demand modelling has been undertaken jointly to inform a sustainable model for Discharge to Assess (D2A) and Home First Pathways, that best meets the needs of local people within available collective system resources. To support this Home First Pathway 3 (discharge to temporary nursing or residential beds for assessment) has been reviewed across acute and community health and social care processes, to help shape a strategic approach to commissioning, procurement, and supplier management of beds.
- A joint programme to improve and streamline pathways for patients who are medically ready for discharge from hospital has also been successfully delivered.
- A strategic development framework has been agreed to coordinate and dovetail the discrete pieces of work that will deliver increased capability to improve and manage population health and wellbeing, and reduce health inequalities, across the full span of all our organisations' roles and services that contribute to this. The framework covers the physiological causes of health inequalities, increasing healthy behaviours and the psycho-social and wider economic determinants of health. As part of this an organisation has been appointed to engage with stakeholders fully to inform how we shape our shared vision and onward plans for:
 - Developing our long-term partnership approaches to community wellbeing building on the successful and rapid introduction of Community Hubs in East Sussex and enabling a joined-up offer across the wider services delivered in partnership with District and Borough Councils and the Voluntary Community and Social Enterprise (VCSE) sector.

- Developing a systems approach to tackling loneliness and social isolation; the first phase of which will be working with people and partners across East Sussex to launch a 'Connection Campaign' to bring people together to explore how communities across East Sussex can become more connected, and how partners can work better together to enable this.

Third Sector support – During Q1, activity has begun to focus on working with external partners to put in place support that will assist in adapting to the changes in Government COVID-19 guidance and identifying ways to ensure services and activities continue to address the identified local impacts of the pandemic.

The Sussex Crisis Fund – Support and Recovery Phase, managed by Sussex Community Foundation with a significant financial contribution from the Council, has made over 30 grant awards of up to £10k to organisations working to provide support to people and communities under the following themes:

- Mental health and well-being support.
- Advice and support services.
- Digital inclusion.
- Reconnecting people and communities.
- Costs associated with providing food and other vital support.

The Third Sector Support team worked with the East Sussex Voluntary Community and Social Enterprise Alliance, Adult Social Care, Public Health, and the Clinical Commissioning Group to submit an Expression of Interest (EOI) to the Institute for Voluntary Action Research (IVAR) to take part in their national programme – Connecting Health Communities. The East Sussex EOI was accepted by IVAR and we will be one of eight partnerships in England taking part in the 18-month long programme of support and peer learning funded by the National Lottery Community Fund, and supported by an advisory group with representation from NHS England.

Enabling people to live independently at home and delaying dependency:

- Frail adults across East Sussex can receive Technology Enabled Care Services (TECS), to help manage risks and maintain independence at home. TECS includes Telecare, which offers a range of sensors and detectors to meet different needs, such as wearable alert buttons, fall detectors or medication dispensers. At the end of May 2021, 8,437 people were receiving TECS. The decline seen at the end of 2020/21 has now stabilised as the restrictions in place during the pandemic are relaxed.

Adults are able to take control of the support they receive:

- At the end of Q1, 32.1% of adults and older clients were receiving Direct Payments, equating to 1,489 people. Whilst this figure represents only a small reduction in actual numbers of people receiving Direct Payments, the denominator has continued to increase as a result of the NHS Hospital Discharge CV19 Funding which has been in place since March 2020. This has resulted in a downward trajectory in the percentage indicator which is anticipated to continue until at least the beginning of Q3 when the Hospital Discharge Funding Scheme is due to end. This reduction has been experienced by other authorities in the region which means that our performance remains comparatively good and is projected to remain in the Upper Middle Quartile when compared nationally.
- Additionally, the number of people in receipt of Direct Payments is influenced by the availability of Personal Assistants (PA), which has become more challenging since the start of 2021. Despite a number of initiatives underway to attract new Personal Assistants into the market, it is anticipated that this shortage is likely to remain for some time. As such, it is proposed to amend the target back to the 2019/20 level of 31.5% (**ref i**).

Adults are supported to find and keep safe and affordable accommodation:

- 1,483 people were supported through housing related floating support across East Sussex in Q1 to maintain their independence, provided with advice and support on topics such as debt, welfare, and healthy lifestyles or to find and keep safe and affordable accommodation and to improve their health and wellbeing.

The proportion of people who use services who say that those services have made them feel safe and secure:

The outturn for this measure in 2019/20 was 83.6% which placed us in the lower quartile (there was no survey undertaken in 2020/21 due to COVID-19 pressures). However, of the people who said services did not make them feel safe and secure in 2019/20 over 80% stated (in the question as to how safe they felt – ASCOF 4A) that they feel as safe as they want or adequately safe, and performance in relation to ASCOF 4A was in the upper middle quartile in 2019/20.

Historical analysis of previous year's surveys has also indicated that a large proportion of adults supported by Adult Social Care feel safe regardless of the services they receive so their service provision is less likely to have an impact as there is no expectation for services to make them feel safer. People's responses to this question can also be

influenced by wider factors beyond the Council's control, which limit our ability to fully ensure services make people feel safe and secure.

Therefore, it is proposed to amend the target from 87.0% to >83.8%, which would aim to improve performance to the lower middle quartile based on 2019/20 thresholds (**ref ii**). The next survey will be undertaken in February 2022 and the outturn will be reported in Q4.

Safer Communities (Safer East Sussex Team (SEST), Substance Misuse and Recovery Services and Domestic Violence and Abuse, Sexual Violence and Abuse Services)

Working to address and prevent serious violent crime – An East Sussex Violence Reduction Action Plan has been developed covering current, planned, linked and completed projects and ideas for partnership activity. A presentation on the new Serious Violence Duty 2021 was shared at the Violence Reduction Partnership (VRP) outlining information on partnership working, data sharing and monitoring. Partnership work is developing around high-harm hotspot areas to identify local issues and trends which can be eased or disrupted through multi-agency action. The VRP continues to bring together partners from Policing, local authorities, Clinical Commissioning Groups and the Voluntary, Community and Social Enterprise sector to work with offenders directly and map out changes to local environments.

Tackling serious and organised crime – A series of online resources have been created for electively home educated pupils to help young people understand the types of exploitation used by criminals to control young people, the effects of illegal drugs and drug law. Workshops have been delivered alongside Victim Support as part of contextual safeguarding work in Uckfield; In My Shoes portrays the impact of certain crimes and behaviours on individuals and explains how people can be affected by harmful behaviours. Young people have reported a greater awareness of crime's impacts on others, greater empathy and understanding of how to help vulnerable people.

The University of Sussex received European funding alongside the development company Always Possible to develop an Anti-Modern Slavery Project. 'The Possibility Club' enables the sharing of research, business innovation, grassroots community practice and individual lived experience. The Safer East Sussex Team (SEST) are raising awareness of modern slavery's warning signs and how Sussex Anti-Slavery Network's partners support victims and has supported the delivery of the first of two Safeguarding Adults Board Multi-Agency Training workshops for modern slavery Single Point of Contacts (SPOCs) and first responders.

Reducing Reoffending – East Sussex Trailblazers, including the SEST, Probation, the Rough Sleepers Initiative and local housing authorities, continue to develop resettlement opportunities for prison-leavers through a whole-systems approach. In Q1 Trailblazers agreed, with the East Sussex Housing Officers Group, a Prison Housing Options Officer role and funding to offer prison-leavers specialist housing advice and support pre-release; recruitment for the role will take place in Q2. Hastings Borough Council have submitted an application for funding to the Ministry of Housing, Communities & Local Government's Accommodation for ex-Offenders Scheme to further complement Trailblazers' work to improve ex-offenders' access to the private rented sector.

Substance Misuse Services – SEST is continuing to develop its recreational cocaine campaign and is working with Corporate Communications to explore advertising site options and with Sussex Police to target licensed premises. An advertising campaign to promote Project ADDER and engagement within the Hastings community began on Monday 28 June and runs for eight weeks. The team have used multiple channels to communicate to residents including posters, bus advertising, billboards, telephone boxes, social media and e-newsletters with supporting press coverage.

Dependence on anxiety-based medication has increased locally and nationally in the past 12 months; in East Sussex more accidental deaths are occurring due to overdoses of pain medications. In April the East Sussex Dependence Forming Medication (DFM) Lead came to the Drug and Alcohol Related Death Working Group to discuss the DFM project and asked them to consider whether lessons could be learnt that would enable the focussing of resources on areas of work that could reduce the frequency and underlying causes of drug related deaths in the county.

Domestic Violence and Abuse, Sexual Violence and Abuse Services – The Domestic Abuse Act came into force in April 2021; the Council's key obligations are under Sections 57 and 58. Alongside West Sussex County Council we are setting up a statutory Domestic Abuse Local Partnership Board, discussions with Brighton and Hove City Council as to their involvement are ongoing. A pan-Sussex Project Team located in the Office of the Sussex Police and Crime Commissioner is leading on a Strategic Needs Assessment for accommodation-based support with help from local councils, specialist providers and people with lived experience. Initial headlines will be ready in Q2. The local commitments made to date are: three IDVAs (Domestic Abuse Advocates) to be co-located in Housing Options teams; the resourcing of a Lived Experience Board to feed into the Local Partnership Board and market engagement event to assess need and appetite for refuge for women with multiple complex need (MCNs).

A Domestic Homicide Review (DHR) protocol has been developed to be finalised with input from district and borough councils; five are currently ongoing in East Sussex. This protocol will be circulated around partner agencies to ensure a more consistent and clear approach to the DHR process in East Sussex based on Home Office guidance.

The Council is seeking re-accreditation from White Ribbon UK, with an action plan being finalised with input from partners and district and borough community safety partnerships to ensure consistency with the corporate wide action plan and second-tier action plans to ensure a co-ordinated and strategic approach.

Public Health

Starting in May 2021, ex-rough sleepers in Eastbourne have been supported to re-plant the Eastbourne Lawns, as part of skills and employability support for vulnerable people and those who are the furthest from the workplace. Funded by the Control Outbreak Management Fund (COMF) and led by Public Health, this is a partnership project with the Rough Sleeper Initiative, Skills East Sussex, Eastbourne Borough Council and Plumpton College. Ex-rough sleepers were supported and encouraged to firstly attend a 'taster session' to see if they would be interested in gaining horticultural skills as well as the therapeutic benefits that gardening brings. Many attended the taster sessions and a cohort of six are now taking part in regular supported training sessions that can lead to them acquiring a City and Guilds Level 1 qualification in horticulture. There is also the potential for one or more of the group to take on a paid apprentice role. Similar schemes are now being developed in other parks and green spaces across the whole county to support more people who have previously been rough sleepers and those who are homeless and living in temporary accommodation.

Following the launch of the Healthy Schools Programme in September 2020, Q1 has seen the first six schools achieve 'Healthy Schools' status. Delivered by the School Health Service, the Programme supports schools in adopting and embedding an evidence based, systematic approach to health and wellbeing, to include healthy eating; physical activity; Personal, Social, Health and Economic education; and emotional wellbeing. Achieving Healthy School status recognises achievements and an ongoing commitment to supporting the health and wellbeing of children, staff, and families. To date, 80 schools have signed up to participate in the programme.

Throughout Q1, the Wellbeing at Work team have been working with businesses in focus groups, and partners in workshops, to develop a workplace health accreditation scheme to recognise employers commitment to improving health and wellbeing; the final model has now been produced, with the scheme due to launch in the Autumn. In June, the Wellbeing at Work programme has launched its [new website](#), to provide health and wellbeing resources, guidance, training opportunities and best practice examples to employers in East Sussex, as well as information regarding the upcoming accreditation.

Public Health, Brighton and Sussex Medical School and Sussex Public Health Intelligence colleagues have successfully received National Institute of Health Research (NIHR) funding to identify and overcome barriers faced by local authority intelligence teams in using linked health and care datasets. The funding provides two part time linked dataset fellows (seconded from Sussex Public Health teams) who will be supported by data science academics to advance their programming and analytical skills through exploring questions relating to multimorbidity, service use and clustering of risk factors posed by Public Health. The end report to NIHR will identify development and resource needs for Public Health teams to enable best use of linked data. Public Health will gain a better understanding of population need along with new skills to continue turning data into insight and improvements.

Revenue Budget Summary

Public Health

The Public Health (PH) Budget of £32.858m comprises of the PH grant allocation of £28.073m, Test, Track and Contain grant allocation £1,868m, Pan Sussex Community mass testing funding £0.030m, ADDER Grant allocation £1,567m and £1,320m drawn from reserves to support in year spending. At the end of Q1 expenditure is less than anticipated by £0.742m due to delivery of services being restricted by COVID-19.

ASC

The net Adult social Care budget of £185.854m includes growth and demography funding and an inflationary uplift to support the independent sector care market. The budget now reflects the reduction in commitment due to the impact of COVID-19 related excess deaths of clients in local authority care during 2020/21.

The budget is currently forecast to overspend by £0.369m. This comprises a small underspend of £0.210m in the Independent Sector and an overspend of £0.579m in Directly Provided Services, the latter mainly due to pressures in staffing budgets.

Capital Programme Summary

The ASC Capital programme is £0.209m for 2021/22.

Performance exceptions (See How to read this report for definition)								
Performance measure	Outturn 20/21	Target 21/22	21/22 RAG				Q1 2021/22 outturn	Note ref
			Q1	Q2	Q3	Q4		
Priority – Helping people to help themselves								
Proportion of working age adults and older people receiving direct payments	33.9%	Amendment requested from ≥34.3% To 31.5%	AD				32.1%	i
The proportion of people who use services who say that those services have made them feel safe and secure'	Could not be implemented due to Covid-19	Amendment requested from ≥87.0% To ≥83.8%	AD				Next survey will be undertaken in February 2022. Outturn will be reported in Q4	ii

Measures marked carry over at year end 2020/21 Final outturn								
Performance measure	Outturn 19/20	Target 20/21	20/21 RAG				2020/21 final outturn	Note ref
			Q1	Q2	Q3	Q4		
Priority – Helping people to help themselves								
Number of new service user interventions started through One You East Sussex as part of the Integrated Lifestyle Service	6,432	4,500	G	A	AD	G	4,673	
The number of health and social care staff and voluntary sector organisations trained to deliver brief interventions and advice to promote, encourage and help people make healthier choices as part of the Making Every Contact Count (MECC) initiative	689	150	G	A	AD	G	158	
Priority – Keeping vulnerable people safe								
Percentage of Health and Social Care Connect contacts that are appropriate and effective (i.e. lead to the provision of necessary additional services)	98%	95%	G	G	G	G	98%	

Savings exceptions						
Service description	2021/22 (£'000) – Q1 Forecast					Note ref
	Original Target For 2021/22	Target including items c/f from previous year(s)	Achieved in-year	Will be achieved, but in future years	Cannot be achieved	
No savings target	-	-	-	-	-	-
Total Savings	0	0	0	0	0	
Subtotal Permanent Changes ¹			0	0	0	
Total Savings and Permanent Changes	0	0	0	0	0	

Memo: treatment of savings not achieved in the year (£'000)	Temporary Funding ²	Part of reported variance ³	Total	Note Ref
	-	-	-	
	-	-	-	
	-	-	-	
Total	0	0	0	

¹ Where agreed savings are reasonably unable to be achieved other permanent savings are required to be identified and approved via quarterly monitoring.

² Temporary funding will only replace a slipped or unachieved saving for one year; the saving will still need to be made in future years (or be replaced with something else).

³ The slipped or unachieved saving will form part of the department's overall variance - it will either increase an overspend or decrease an underspend. The saving will still need to be made in future years (or be replaced with something else).

Revenue Budget										
Divisions	Planned (£000)			2021/22 (£000)						Note ref
				Projected outturn			(Over) / under spend			
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net	
Adult Social Care										
Independent Sector										
Planned Budget										
IS - Physical Support, Sensory Support and Support for Memory & Cognition	121,251	(44,907)	76,344	113,212	(41,444)	71,768	8,039	(3,463)	4,576	
IS - Learning Disability Support	67,818	(4,878)	62,940	69,878	(6,036)	63,842	(2,060)	1,158	(902)	
IS - Mental Health Support	12,440	(5,890)	6,550	14,970	(4,956)	10,014	(2,530)	(934)	(3,464)	
Subtotal	201,509	(55,675)	145,834	198,060	(52,436)	145,624	3,449	(3,239)	210	
COVID-19 related										
Covid-19 Related Costs	-	-	-	13,049	-	13,049	(13,049)	-	(13,049)	
Covid-19 Specific Funding	-	-	-	-	(13,049)	(13,049)	-	13,049	13,049	
Covid-19 Tranche Funding	-	-	-	-	-	-	-	-	-	
Subtotal Covid	0	0	0	13,049	(13,049)	0	(13,049)	13,049	0	
Directly Provided Services and Assessment and Care Management										
Planned Budget										
Physical Support, Sensory Support and Support for Memory & Cognition	14,891	(4,669)	10,222	14,326	(4,494)	9,832	565	(175)	390	
Learning Disability Support	7,560	(595)	6,965	7,406	(714)	6,692	154	119	273	
Mental Health Support	3,008	(2,985)	23	3,008	(3,016)	(8)	-	31	31	
Substance Misuse Support	476	-	476	476	-	476	-	-	-	
Equipment & Assistive Technology	6,205	(3,707)	2,498	6,343	(3,542)	2,801	(138)	(165)	(303)	
Other	130	-	130	110	(4)	106	20	4	24	
Supporting People	6,434	(310)	6,124	6,434	(310)	6,124	-	-	-	
Assessment and Care Management	26,095	(2,323)	23,772	27,534	(2,727)	24,807	(1,439)	404	(1,035)	
Carers	3,296	(2,635)	661	3,105	(2,443)	662	191	(192)	(1)	
Management and Support	17,680	(28,811)	(11,131)	17,710	(28,883)	(11,173)	(30)	72	42	
Service Strategy	478	(198)	280	739	(459)	280	(261)	261	-	
Subtotal	86,253	(46,233)	40,020	87,191	(46,592)	40,599	(938)	359	(579)	
COVID-19 related										
Covid-19 Related Costs	-	-	-	4,504	49	4,553	(4,504)	(49)	(4,553)	
Covid-19 Specific Funding	-	-	-	-	(4,311)	(4,311)	-	4,311	4,311	
Covid-19 Tranche Funding	-	-	-	-	(242)	(242)	-	242	242	
Subtotal Covid	0	0	0	4,504	(4,504)	0	(4,504)	4,504	0	

Revenue Budget										
Divisions	Planned (£000)			2021/22 (£000)						Note ref
				Projected outturn			(Over) / under spend			
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net	
Total Adult Social Care	287,762	(101,908)	185,854	302,804	(116,581)	186,223	(15,042)	14,673	(369)	
Safer Communities										
Planned Budget										
Safer Communities	908	(450)	458	1,493	(1,035)	458	(585)	585	0	
Subtotal	908	(450)	458	1,493	(1,035)	458	(585)	585	0	
COVID-19 related										
Covid-19 Related Costs	-	-	-	27	-	27	(27)	-	(27)	
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	
Covid-19 Tranche Funding	-	-	-	-	(27)	(27)	-	27	27	
Subtotal Covid	0	0	0	27	(27)	0	(27)	27	0	
Total Safer Communities	908	(450)	458	1,520	(1,062)	458	(612)	612	0	
Public Health										
Core Services										
Planned Budget										
Mental Health & Best Start	11,419	-	11,419	10,927	-	10,927	492	-	492	
Risky Behaviours and Threats to Health	12,117	-	12,117	12,247	-	12,247	(130)	-	(130)	
Health Systems	2,776	-	2,776	2,780	-	2,780	(4)	-	(4)	
Communities	743	-	743	758	-	758	(15)	-	(15)	
Central Support	3,905	-	3,905	3,506	-	3,506	399	-	399	
Public Health Grant income	-	(28,073)	(28,073)	-	(28,073)	(28,073)	-	-	-	
Public Health CCG and Reimbursement income	-	-	-	-	-	-	-	-	-	
Contribution from General Reserves	-	(1,320)	(1,320)	-	(578)	(578)	-	(742)	(742)	
ADDER Grant	-	(1,567)	(1,567)	-	(1,567)	(1,567)	-	-	-	
Subtotal	30,960	(30,960)	0	30,218	(30,218)	0	742	(742)	0	
COVID-19 related										
Covid-19 Related Costs	1,898	-	1,898	1,898	-	1,898	-	-	-	
Covid-19 Specific Funding	-	(1,898)	(1,898)	-	(1,898)	(1,898)	-	-	-	
Covid-19 Tranche Funding	-	-	-	-	-	-	-	-	-	
Subtotal Covid	1,898	(1,898)	0	1,898	(1,898)	0	0	0	0	
Total Public Health	32,858	(32,858)	0	32,116	(32,116)	0	742	(742)	0	

Capital programme										
Approved project	Total project – all years (£000)		2021/22 (£000)							Note ref
			In year monitor Q1 (£000)			Analysis of variation				
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
Planned Programme										
Greenacres	2,598	2,598	154	10	154	-	-	-	-	-
House Adaptations for People with Disabilities	2,719	2,719	50	-	50	-	-	-	-	-
LD Service Opportunities	5,092	5,092	-	-	-	-	-	-	-	-
Total ASC Gross (Planned Programme)	10,409	10,409	204	10	204	0	0	0	0	0
Covid-19 Related										
Covid-19 Related Costs	-	-	-	-	-	-	-	-	-	-
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	-
Covid-19 Tranche Funding	-	-	-	-	-	-	-	-	-	-
Total ASC (Covid Related)	0	0	0	0	0	0	0	0	0	0

Business Services – Q1 2021/22

Summary of progress on Council Priorities, issues arising, and achievements

Summary of successes and achievements – The key role of the Business Services Department (BSD) is to provide support to the wider Council, enabling the organisation to deliver its services to residents and businesses. Q1 was a busy period as the Council transitions from pandemic response and “business as usual” workloads increase. BSD have worked collaboratively to support priority organisational projects, such as IT equipment for newly elected members, and have been adaptive in responding to changing service needs, whilst also progressing core activities including the closing of the council’s accounts.

Our Property team were awarded the ‘Outstanding Customer Satisfaction’ SECBE (South East Centre for the Built Environment) award for the new build of Ropemakers’ Academy in Hailsham. Property’s Major Projects team managed the delivery of the new build, which was a 2,210 sqm building costing £12.500m to create an 80-place social, emotional, and mental health facility for children. The team project-managed the new build and overcame significant challenges – budget, time and land constraints – working with the main contractor to put customer engagement at the heart of their delivery to ensure success, which has been recognised in winning this award.

KEY CROSS CUTTING PROGRAMMES

Carbon – Business Services are working closely with the Communities, Economy and Transport department on carbon reduction initiatives to ensure a holistic approach is taken across the Council. In Q1, this has meant joint working on delivering various procurements for the decarbonisation of our buildings based on the grants awarded to the Council earlier this year; including Solar PV installation, trial decarbonisation at Ninfield School and the overall Decarbonisation of Heat plan. The teams are working together to define a longer-term programme of projects to support further funding opportunities.

Energy demand has been affected by the temporary closure of some buildings, part utilisation of others and most having elevated energy demands at certain times due to increased heating to balance out the natural ventilation required to keep spaces COVID-19 secure during last year. For 2020/21, this meant a 14.6% reduction in carbon emissions from County Council operations, however this has had an adverse effect on the Q1 outturn for 2021/22 (**ref i**) as we compare with unusually low usage in Q1 last year due to the initial response to the pandemic. There is continued work being undertaken across different Council teams to improve energy efficiency and ensure we meet the 13% reduction target for 2021/22.

Modernising Systems – The Modernising Back Office Systems (MBOS) Programme was established to deliver the replacement of the Council’s financial, resource management and property asset management systems. The replacement of these systems will be supporting further developments to increase hybrid working. Evaluation of the three suppliers’ tender responses has been completed as planned and the preferred bidder has been selected and was approved by the Lead Member for Resources and Climate Change in Q1. During Q2, the team will be working with the preferred bidder to finalise and sign the contracts and plan the move into the discovery and design phases.

Workstyles – In response to the changes experienced over the last 16 months, Property, IT & Digital and Human Resources and Organisational Development (HROD) have worked collaboratively to undertake a review of our working practices to develop modern, flexible workspaces that enable hybrid ways of working, building on the success of existing flexible working options. Wide-scale engagement has taken place and the proposal for hybrid working arrangements was agreed during Q1. New working practices will be driven by business need and will support service delivery, drive efficiency and significantly reduce carbon emissions through a reduced requirement for staff travel.

HUMAN RESOURCES AND ORGANISATIONAL DEVELOPMENT

During Q1, HROD have supported Children’s Services on an assessment of the social worker pay market and the development of proposals to address the pay gap that has seen lower salaries for Council social workers versus surrounding counties. The work aims to improve recruitment and retention of key social worker staff. Work has also been ongoing on the development and implementation of new corporate policies, for example the recruitment and retention incentives policy to support workforce development, as well as a draft Workstyles policy to support hybrid ways of working as we return to the office.

Apprenticeships – A large number of new apprenticeships in schools are due to start in September 2021. Currently, for 2021/22, there are 85 new learners projected to be on programme by the end of Q2. This includes new cohorts of apprentices in areas as diverse as: Coaching and Mentoring, Social Work, Occupational Therapy, and Schools specific senior leader qualifications. The wide range of apprenticeships now on offer is contributing to the growth in new areas of the apprenticeship work.

The overall spend of the Council Apprenticeship Levy remains stable and the 25% element of funding per year that can be passed onto small local employers is almost at capacity. The Apprenticeship team are supporting teams within Adult Social Care and Health to access the government’s apprenticeship incentive scheme. This is a response to COVID-19 pressures on apprenticeship take up and offers £3,000 to employers taking on new apprentices by the end of September 2021. Both Joint Community Rehab (JCR) and Learning Disability (LD) services currently have

apprenticeship vacancies live and the team are working closely with Job Centre Plus to highlight these vacancies to their customers in order to increase engagement of these roles.

Work on the Kickstart programme, which provides funding for six-month job placements for young people on universal credit at risk of long-term unemployment, is continuing. Currently the Council has 19 live 'Kickstart' vacancies with Job Centre Plus and Council managers are promoting these vacancies by hosting online information sessions and holding interviews for young people in Eastbourne Job Centre.

Attendance Management and Wellbeing – The 2021/22 Q1 sickness absence figure for the whole authority (excluding schools) is 1.63 days lost per full-time equivalent (FTE) role, which represents a decrease of 8.3% since last year. The year end estimate for 2021/22 is 7.13 days lost per FTE, so the target of 9.24 days lost per FTE is predicted to be met.

It is positive to note that we have seen a reduction in all absence levels, including mental health related absence. Stress remains the primary reason for absences, with Coronavirus as the second highest reason.

In response to the COVID-19 situation we have continued to enhance our wellbeing offer by:

- Creating bespoke offers for front line teams most affected, including managers workshops, awareness sessions and compassionate leadership.
- Working with our external health providers to offer Long Covid support and signposting.
- Continuing to support employees with topical on-going health awareness campaigns including men's health and COVID-19 related anxiety.

More broadly we have:

- Enhanced support provided to managers on Return to Work (RTW) forms to enable effective signposting for conditions such as bereavement, mental health and cancer.
- Worked with Occupational Health provider TP Health to run a series of successful interactive workshops on pertinent health topics including Mental Fitness and Carers Awareness, with all respondents confirming these increased the likelihood for them to look after their own wellbeing.
- Launched a Menopause awareness campaign with guidance for employees and managers with supporting videos, which has been very well received.

PROCUREMENT

Savings achieved through procurement, contract and supplier management activities – The Council has spent £290.700m with 920 local suppliers over the past 12 months, which equates to 69.4% of our total spend. This figure includes our Tier 2 supplier data (i.e. the direct spend with the Council's suppliers that is then sub-contracted by them to a local supplier). The Procurement team continues to promote our contract opportunities to local suppliers, as well as building local supply chain opportunities into our tenders where possible. This focus on spending Council money within our local economy supports the East Sussex Economic Recovery Plan work.

At the end of Q1, £1.450m savings were signed off against our target of £2.000m. This breaks down into £0.766m cash-releasing savings (money saved that could be spent on other services) and £0.690m non-cash releasing savings (a financial saving, e.g. cost avoidance, that does not release cash).

Procurement are supporting large recommissioning projects for future Homecare provision across the county and for Extra Care Housing. In Children's Services, work has been taking place to contract for Post-Adoption Services, for which the Council contracts on behalf of the South East Regional Adoption Agency.

The team are supporting the significant Highways Services Re-procurement project. Work on the Detailed Business Case (DBC) has been completed and was presented to Cabinet in July. Extensive engagement with the supply chain provided valuable insight into the market and the market preferences, which has been reflected in the DBC.

The Commercial and Contract Advisory Team have identified a suite of bite sized e-learning packages and the first three are due to be published in Q2. These packages will focus on key aspects of contract management and will serve as an introduction to best practice for those outside of Procurement who have contract management responsibilities but may never have received any training on the discipline. These packages will also signpost customers to other resources such as the Contract Management Framework and its associated tools and templates.

Social Value (SV) – In Q1, a total of 13 contracts were awarded, of which seven were out of scope of the Social Value Measurement Charter, which quantifies the economic, social and environmental benefits of Council procurement, as we accessed existing pre-approved lists of suppliers (frameworks) with predefined contractual terms. The six in-scope contracts had a total contract value of £1.300m and secured £0.322m in Social Value commitments, which equates to an outturn of 25%.

Procurement have begun to draft a Social Value Policy to underpin the delivery of social value in the Council by ensuring it is a core consideration of good commissioning, good procurement and good contract management. The target is for the policy to be signed off and launched in Q2.

INTERNAL AUDIT – During Q1, the focus of internal audit activity was on completion of any outstanding work from 2020/21 and commencement of the new year's programme of audit and assurance activity, all of which continues to be delivered remotely. In addition to this, the Annual Internal Audit Report and Opinion for 2020/21 was prepared and presented to the Corporate Management Team, ready for presentation to Audit Committee at its July 2021 meeting. It is significant that, despite the impact of COVID-19, we were still able to deliver sufficient coverage in the year to enable us to continue to provide an overall opinion for the Council. It is also positive to report that reasonable assurance has once again been provided over the Council's governance, risk management and internal control arrangements.

PROPERTY

Property operations – Property have been developing a new data platform throughout 2020/21, which went live in Q1. A second phase of the system will be implemented in Q2. The new platform will provide robust property data on performance of the Council's assets.

Work to prepare for a phased return to the office environment in the Autumn continues, whilst continuing to support essential services to operate in a COVID-19 secure way in Council buildings.

Property Strategy – The Council's Asset Management Plan 2020-2025 outlines key activities and renewed focus on outcomes have re-commenced following the past year of responding to COVID-19 related requirements. Property continue to provide advice and support on an increasing number of service transformation needs to ensure efficient use of assets, balanced with strong service delivery. Work is being undertaken to ensure identified action plans in the Asset Management Plan have been completed.

Property Investment – Property have continued to work on reviewing our property assets, which has produced several projects. In Q1 we have been able to:

- Exchange contracts on disposal of the Grove school site. Legal completion is Autumn 2021.
- Exchange and complete the sale of land at Westfield Down, Westfield.
- Exchange contracts in respect of the disposal of the site of Moorhurst, Westfield.
- Complete the capital investment works at Priory School on time and under budget.
- Received a national award for customer engagement for Ropemaker Academy.
- Lead Member approval to renew leases on flexible rental terms for existing offices in Eastbourne and Hastings.
- Commence six projects with Salix* funding to deliver carbon reduction from property assets.
**an executive non-departmental public body, sponsored by the Department for Business, Energy & Industrial Strategy.*

Some site opportunities are still tied into outcomes of wider corporate and service transformation plan updates. The three-year Capital receipts programme otherwise remains on target and continues to make progress. All projects will be subject to a review and prioritisation assessment as part of the post COVID-19 activities.

Property Strategy (SPACES) – Strategic Property Asset Collaboration in East Sussex (SPACES) is a partnership of public bodies and third sector organisations which aims to improve sharing of the property estate between partners, to save property costs, and to release capital receipts. In May 2021, the SPACES Programme Board approved the first SPACES Strategy (2021 to 2024), which signals the partnership's ambition for future years. The Strategy sets out six themes under which the partnership will continue its work and develop new collaborative activities. The partnership aims to add value for partners and is flexible in how it can best achieve benefits under each theme, whether this is leading on an activity, or feeding into existing collaborative forums.

SPACES continues to deliver the One Public Estate (OPE) projects, having received £1.085m of Government funding across Phases 5, 6, 7 and 8. The projects are geographically spread across all East Sussex districts and boroughs, with activities including emergency services colocation, town centre regeneration, office accommodation utilisation across the public sector, provision of new training facilities and housing (including key worker accommodation).

Furthermore, SPACES submitted a bid to the Brownfield Land Release Fund in June (via OPE). The bid, which was developed in collaboration with relevant local authorities, requested funding for five projects set to deliver a combined total of over 100 homes.

Partners are working together to share information on their plans for new ways of working following the changes to work styles during the pandemic and proposed removal of all COVID-19 restrictions. This includes work to identify property collaboration opportunities where they will support future requirements.

IT & DIGITAL

During Q1, the refresh of monitors across Council buildings commenced and Members' devices were replaced following the local elections. As the laptop and desktop Device Refresh Project concludes, this period has seen IT & Digital focus on the social value aspect of the contract. Equipment leaving our organisation is always disposed of in a

secure and sustainable way and all of it is recycled in some way. Additionally, the contract in place ensures that the resale of this equipment in part generates income back into the Council. A total of £0.092m has been recovered from this exercise. Also, importantly, a social value contribution is being made – 27 laptops have been received back into the Council as a result of this project and these devices will be made available to support the council's digital inclusion initiatives.

BUSINESS OPERATIONS

The service has continued to target Purchase to Pay (P2P) performance, which is the percentage of commercial invoices paid within 30 days, with P2P prompt payment levels continuously exceeding the target of 93% with the performance being maintained at an average of 96% throughout Q1. During Q1, the service has continued to work with suppliers to increase the take up of e-invoicing which stands at 46% at the end of Q1, an increase of 2% since the end of 2020/21.

FINANCE

The establishment of the East Sussex Pension Administration Team was completed in April 2021 when a separate instance of the Altair pension administration system went live. This concluded a significant project that saw the TUPE of staff from Surrey County Council, the commissioning of new systems and integration within the Pension Team. The project was formally closed at the end of June 2021.

Revenue Budget Summary – The 2021/22 Business Services net revenue budget is £24.757m, which includes a £11.705m contribution to the Orbis budget. In respect of COVID-19, BSD has incurred additional costs and lost revenue, creating pressures of £0.335m. (ref iii). However, these pressures will be supported by the General COVID-19 grant and so the outturn reflects only the business as usual position. The full year estimated outturn is a net overspend of £0.147m (ref ii).

Service areas within the joint Orbis budgets are categorised as either “Fully integrated”, “Partially integrated” or “Centres of Expertise”. This is reflected within the Orbis financial tables. Categorisation is determined by the nature of the service and the participation of sovereign authorities. ESCC contribute to and operate within all Orbis areas.

With effect from 1 July 2021 the Finance and HR partially integrated services were disaggregated from Orbis and will now form part of the sovereign Business Services Department.

The total Orbis operating budget is forecast to overspend by £1.476m (ref viii). This consists of an overspend of £1.220m (ref iv) reported within Business Operations, arising from £0.750m unachieved savings carried forward from 2020/21 and a further £0.500m target for this year that is not expected to materialise. The overspend of £0.250m in IT&D (ref v) reflects the risk that the budgeted 4% vacancy factor may not be achieved, along with a forecast underachieved income on the traded services budget. The £0.261m underspend in Management is due to staff vacancies and a training budget that is not expected to be fully spent (ref vi). The £0.277m overspend within the Insurance Centres of Expertise (ref vii) relates to the issues underlining the overspends last year (unachievable income budget in Fund and Policy and insufficient budget for Claims Handling), which have yet to be resolved.

Capital Programme Summary – The 2021/22 capital budget is £37.043m and includes the £16.686m Schools Basic Need Programme and the £8.163m Building Improvements programme. The £0.122m underspend on the Property Agile Works (ref ix) is being reviewed and may be utilised to support the Workstyles Programme. There is £0.700m slippage on the Special Educational Needs programme (ref x). The original budget was based on a notional profile, and due to uncertainties around timing of works there is anticipated slippage on the programme. However, this continues to be an area of pressure for the Council and the slippage will therefore support future years requirements and be considered as part of the wider Reconciling Policy, Performance and Resources process.

Performance Exceptions (See How to read this report for definition)

Performance measure	Outturn 20/21	Target 21/22	21/22 RAG				Q1 21/22 outturn	Note Ref
			Q1	Q2	Q3	Q4		
Priority – Making best use of resources in the short and long term								
Reduce the amount of CO2 arising from County Council operations	14.6% reduction	13% reduction on 2020/21	A				Increase in carbon emissions of 7.1% for Q1	i

Measures marked carry over at year end 2020/21 Final outturn

Performance measure	Outturn 19/20	Target 20/21	20/21 RAG				2020/21 final outturn	Note ref
			Q1	Q2	Q3	Q4		
Priority – Driving sustainable economic growth								
The percentage of Council procurement spend with local suppliers	54%	54%	G	G	G	G	68%	

Savings exceptions						
Service description	2021/22 (£'000) – Q1 Forecast					Note ref
	Original Target For 2021/22	Target including items c/f from previous year(s)	Achieved in-year	Will be achieved, but in future years	Cannot be achieved	
Savings						
Planned savings - BSD	-	-	-	-	-	-
Planned savings - Orbis	136	136	136	-	-	-
	-	-	-	-	-	-
Total Savings	136	136	136	0	0	
Subtotal Permanent Changes ¹			0	0	0	
Total Savings and Permanent Changes	136	136	136	0	0	

Memo: treatment of savings not achieved in the year (£'000)	Temporary Funding ²	Part of reported variance ³	Total	Note Ref
Total	0	0	0	

¹ Permanent changes will replace a previously agreed saving that can no longer be achieved. It is done via approval of quarterly monitoring.

² Temporary funding will only replace a slipped or unachieved saving for one year; the saving will still need to be made in future years (or be replaced with something else).

³ The slipped or unachieved saving will form part of the department's overall variance - it will either increase an overspend or decrease an underspend. The saving will still need to be made in future years (or be replaced with something else).

Revenue Budget										
Divisions	Planned (£000)			Q1 2021/22 (£000)						Note ref
				Projected outturn			(Over) / under spend			
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net	
Planned Budget										
Business Operations	58	-	58	58	-	58	-	-	-	
Finance	2,162	(1,251)	911	2,907	(1,953)	954	(745)	702	(43)	
HR & OD	368	(369)	(1)	330	(310)	20	38	(59)	(21)	
IT & Digital	6,290	(2,629)	3,661	6,290	(2,629)	3,661	-	-	-	
Procurement	1,015	(548)	467	1,015	(548)	467	-	-	-	
Property	28,227	(20,271)	7,956	28,184	(20,214)	7,970	43	(57)	(14)	
Contribution to Orbis Partnership	15,921	(4,216)	11,705	15,787	(4,013)	11,774	134	(203)	(69)	
Subtotal	54,041	(29,284)	24,757	54,571	(29,667)	24,904	(530)	383	(147)	ii
Covid-19 related										
Covid-19 Related Costs	-	-	-	225	110	335	(225)	(110)	(335)	iii
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	
Covid-19 Tranche Funding	-	-	-	-	(335)	(335)	-	335	335	
Subtotal Covid	0	0	0	225	(225)	0	(225)	225	0	
Total BSD	54,041	(29,284)	24,757	54,796	(29,892)	24,904	(755)	608	(147)	

Revenue Budget											
Divisions	Planned (£000)			Q1 2021/22 (£000)						Note ref	
				Projected outturn			(Over) / under spend				
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net		
Planned Budget											
Fully Integrated	Business Operations	8,665	(3,598)	5,067	9,885	(3,598)	6,287	(1,220)	-	(1,220)	iv
	IT & Digital	22,903	(3,234)	19,669	22,914	(2,995)	19,919	(11)	(239)	(250)	v
	Orbis Internal Audit	1,854	(444)	1,410	1,842	(452)	1,390	12	8	20	
	Management	402	-	402	141	-	141	261	-	261	vi
	Procurement	4,632	(200)	4,432	4,632	(200)	4,432	-	-	-	
Partially Integrated	Finance	6,348	(2,877)	3,471	6,193	(2,734)	3,459	155	(143)	12	
	HR & OD	4,841	(1,509)	3,332	4,732	(1,360)	3,372	109	(149)	(40)	
	Management	103	-	103	90	-	90	13	-	13	
Centres of Expertise	Financial Accounting Systems	488	(128)	360	488	(128)	360	-	-	-	
	Insurance	483	(143)	340	767	(150)	617	(284)	7	(277)	vii
	Treasury & Tax	375	(49)	326	375	(49)	326	-	-	-	
	Orbis Finance Team	362	-	362	357	-	357	5	-	5	
	Total Orbis	51,456	(12,182)	39,274	52,416	(11,666)	40,750	(960)	(516)	(1,476)	viii
	ESCC Contribution			11,705			11,774			(69)	

Capital programme										
Approved project	Total project – all years (£000)		2021/22 (£000)							Note ref
			In year monitor Q1 (£000)			Analysis of variation				
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
Planned Programme										
SALIX Contract	3,590	3,590	428	70	428	-	-	-	-	
Property Agile Works	9,713	9,713	122	-	-	122	122	-	-	ix
Lansdowne Secure Unit - Phase 2	8,988	8,988	314	30	314	-	-	-	-	
Special Educational Needs	3,200	3,200	800	-	100	700	-	700	-	x
Special Provision in Secondary Schools	3,540	3,540	730	700	730	-	-	-	-	
Disability Children's Homes	242	242	242	-	242	-	-	-	-	
Westfield Lane (delivered on behalf of CSD)	1,200	1,200	466	85	466	-	-	-	-	
Core Programme - Schools Basic Need	135,524	135,524	16,686	2,621	16,686	-	-	-	-	
Core Programme - Capital Building Improvements	82,902	82,902	8,163	1,214	8,163	-	-	-	-	
Core Programme - IT & Digital Strategy Implementation	87,586	87,586	9,068	490	9,068	-	-	-	-	
IT & Digital Strategy implementation (utilising automation)	132	132	24	-	24	-	-	-	-	
Total BSD Gross (Planned Programme)	336,617	336,617	37,043	5,210	36,221	822	122	700	0	
Covid-19 Related										
Covid-19 Related Costs	-	-	-	298	298	(298)	-	-	-	
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	
Covid-19 Tranche Funding	-	-	-	(298)	(298)	298	-	-	-	
Total BSD (Covid Related)	0	0	0	0	0	0	0	0	0	

Children's Services – Q1 2021/22

Summary of progress on Council Priorities, issues arising, and achievements

Summary of successes and achievements

Attainment 2020/21 Academic Year

The disruption caused by the COVID-19 pandemic means that we are not able to report on outcomes for the 2020/21 academic year. This includes Key Stage 2 Standard Assessment Tests (SATs) results and GCSE results. The Standards and Learning Effectiveness Service maintains a clear picture of progress across all phases (early years, foundation, primary and secondary), through the work of external advisers, the Primary and Secondary Boards and their locality groups.

Primary and Secondary Boards

The Primary and Secondary Boards are at the heart of the school led improvement system, serving all the schools in East Sussex. This includes local authority schools, stand-alone academies, or members of a multi-academy trust.

Both Boards have played an important role throughout the last year in supporting schools through the COVID-19 pandemic. The Boards are currently working closely together on supporting pupil's transition between year 6 and year 7.

Careers support for children and young people with Special Educational Needs and Disabilities (SEND)

The Careers Hub has continued to be very creative and proactive in adapting their delivery, including with the creation of a virtual work experience package. This package allows pupils, who are unable to go on physical placements, to visit virtual workplaces, undertake tasks for employers and get feedback.

Virtual careers events took place in June. These included:

- ICAN online careers event for young people with SEND; and
- an online Apprenticeship Roadshow, including promoting live apprenticeship vacancies.

Several resources have been created for SEND pupils including:

- vocational profiles and a digital infographic on Employment Pathways;
- additional one-to-one career guidance interviews for 411 young people in Year 11 through the Youth Employability Service (YES); and
- after this, students are moved on to the regular commissioned support from the YES for the remainder of the academic year.

The students identified for this support had high anxiety about returning to school. They were also at risk of being not in education, training, or employment.

The percentage of Education Health and Care Plan (EHCP) annual review meetings where the child gave their view and/or participated

95% (656 out of 692) of children and young people gave their views and/or participated in their EHCP annual review in Q1.

Education Health and Care Plans (EHCPs)

Of all new EHCPs issued in Q1, 85.4% (82 out of 96) were within the statutory timescales of 20 weeks, above the national outturn of 55.6%.

Universally Available Provision

The Council has developed guidance on universally available provision. The guidance sets out the provision that should be available to all children and young people so they can thrive in their mainstream setting (nursery, school, further education college) by making sustained academic progress and developing socially and emotionally. This is a practical and easy to use guide. The guidance will:

- Support staff in settings to deliver inclusive, high quality teaching and learning. This will enable all children and young people to make good progress and encourage their confidence and independence.
- Provide a range of strategies that all mainstream settings should be able to offer to children with SEND.
- Provide helpful links for schools to access additional support and guidance through the Inclusion Special Educational Needs and Disability (ISEND) services.

The aspiration is that this will help give confidence to schools and parents in the support that is available through local mainstream schools for children with SEND.

Holiday Activity and Food (HAF) programme

In November 2020, the government announced funding to provide holiday activities and food to young people eligible for free school meals (FSM). The provision covers the Easter, summer, and Christmas holidays in 2021. In East Sussex, the Council is coordinating this project and commissioning individual providers to deliver the programme:

- 34 HAF providers ran provision across the county during Easter.
- 1,378 young people eligible for FSM attended.
- This represents just over 11% of the total East Sussex FSM cohort. This is in line with the Easter provision provided by other local authorities.
- Make Good Trouble, a youth-led production company, produced a short film celebrating the Easter provision. [A video is available.](#)

The provision initially targeted the highest areas of need across the county, including Hastings, Bexhill, Hailsham, Eastbourne, Newhaven and Peacehaven. It has now been developed to provide a geographical spread across the whole of East Sussex.

In total, across the summer provision there are:

- 70 providers approved to deliver activities.
- Around 7,000 HAF-funded places for FSM-eligible young people.
- More than 27,000 individual sessions scheduled to take place over the six weeks.
- More than 85 different locations.

Children and Young People's Trust webinars

In July the Children and Young People's Trust held webinars in five 'virtual' locations. Participants were from schools and public, voluntary, and private sector partner organisations. The webinars highlighted the importance of whole family and whole system working to improve outcomes for children and young people. A video from the East Sussex Youth Cabinet was shared at the start of each event, highlighting the role of youth voice in services. It also advocates for equality data monitoring to better understand the experience of different groups of people and is available [here](#).

Looked after Children (LAC) participating in education, training or employment with training

84% of LAC at academic age 16 (Year 12) are participating in education, training, or employment with training. With 75% of LAC at academic age 17 (year 13) participating.

Support provided includes:

- Ongoing support through the YES advisors.
- Drop in sessions for young people who are not in education, employment or training in Hastings and Eastbourne.
- Virtual schoolwork with Alternative Providers to offer interventions for any year 11 student who has become disengaged with school. The focus of this intervention is reengagement, securing a post 16 placement and functional skills in literacy and numeracy.
- Working with year 13 students and their educational providers to ensure appropriate pathways to adulthood, including into higher education.

Homefield Cottage Children's Residential Home rated outstanding

Homefield Cottage, an open residential children's home, has recently received an outstanding rating from Ofsted, joining Brodrick House (also rated outstanding), all other East Sussex Children's Homes are rated as good.

Number of households eligible under the government's Supporting Families programme receiving a family support intervention

This programme helps families facing multiple disadvantages, for example financial inclusion and employment and family health and wellbeing, to get the help they need from the Council and partners. 285 households received an intervention in Q1, putting us in line to achieve the target of 900 households supported by the programme during 2021/22.

The Foundations Project

100% of the women who have engaged with the Foundations Project (which supports people who have had children previously removed) have not gone on to have subsequent children removed in the last four years (based on the 2017/18 cohort).

Antenatal support

Working with a film production company, the Early Help team is creating 18 bitesize videos to support antenatal care. The videos cover the elements of the antenatal review for example feeding, crying babies, birth partner/fatherhood and safe sleep guidance. The videos will include parents and staff and will be launched for the end of August.

Children in Need

From a high point of 1,000 open cases of children in need at Q3 2020/21 careful audit work has resulted in the closure of a number of cases, bringing the number of open cases to a more manageable 822 at Q1. We have not seen a negative impact on our re-referral rate. This suggests this process was carried out safely and cases were closed appropriately.

Children subject to Child Protection (CP) plans and Looked after Children (LAC)

The rate of children subject to a CP plan at Q1 is 47.9 (510 children). This is below the 2020/21 outturn and our 2021/22 target of 49.4 (525 children). The reduction is a result of targeted work on the safe ending of plans now that more children are in school and so more visible. This will be kept under scrutiny.

The rate of LAC at Q1 is 58.5 (623 children). This is above the target of 57.6 (612 children) (**ref i**). More children are staying as LAC for longer due to significant delays in the court system. Currently timescales are at 40 weeks rather than the previous 30 weeks. This means that there are delays in moving children from LAC status, for example, to a special guardianship order¹.

Revenue Budget Summary – The net budget of £91.723m is currently forecast to be overspent by £2.209m by the year end (**ref ix**). We are forecasting £14.403m costs relating directly to COVID-19, which COVID-19 funding is forecast to offset (**ref viii**) and a non COVID-19 overspend of £2.209m (**ref vii**).

LAC budgets continue to be directly impacted by COVID-19, with both ongoing placements and an increase in new residential agency placements, related to a local and national lack of foster placements. The numbers of placements have increased rather than the average placement costs, although within this there have been a small number of children placed at substantial individual costs. This includes some children whose needs could have been met through a placement with a foster family, but who have had to be placed in a children's home. There have also been extra agency costs for staff employed at our own residential sites to support staff absences due to COVID-19 related sickness and isolation. In addition to these, Lansdowne Secure Unit has experienced build delays with a resultant and significant loss of income.

ISEND is also being impacted by COVID-19 on staff costs at Dorset Road and Sorrel Drive due to increased sickness cover and additional duties. The Schools and Learning Effectiveness Service has been affected by a reduction in income from services to schools, and additional capacity has also been required to support young people into Education, Employment and Training during this period of rising unemployment and economic downturn.

Of the **non COVID-19 related** forecast overspend, £2.637m relates to Early Help and Social Care (**ref iv**). Within this, Locality (the 'front door' social work service which provides support to children and young people aged 0-18 years when there are concerns about welfare or safety) forecast overspends of £1.510m are due to: 1) a small number of very complicated and risky young people (£0.635m), principally from 11 children aged 16-17 in intensive supported accommodation where weekly costs per child are up to £6k. A recent audit, which included input from the Director of Children's Services, reviewed all the children from the Locality teams that are currently living in supported housing. The audit concluded that although decision making was clear and purposeful, the need for this type of placement is unequivocally linked to decisions within the criminal justice system not to remand young people and to the pressures on the mental health system. 2) continued pressure on social work staffing budgets (£0.876m) to keep pace with required workloads and against a backdrop of increased sickness absence and staff turnover, the latter particularly connected to improved pay scales in West Sussex County Council. Newly qualified staff (and the first quarter of every year also sees major recruitment activity to replace staff who leave across the year and help the service to continue to avoid use of expensive agency staff) will have reduced caseloads (approximately 50% for the first 6 months), so there is a need to recruit more staff to manage the existing workloads. The Care Leavers service has been impacted by placement disruptions, a lack of providers willing to offer placements to very complex children and therefore a consequent need to 'build' bespoke packages of support and delayed moves, increasing forecast costs by £1.147m, but this has been mitigated somewhat by an increase in the leaving care rates for Unaccompanied Asylum Seekers.

Within Education and ISEND (**ref v**) there continues to be pressure particularly on staffing to deliver EHCPs with a forecast overspend in this area of £0.452m. This has been a growing and underlying pressure area against the backdrop of increasing demand that the department has been able to manage with short term solutions for a number of years, but for which there are limited strategies remaining. Within Communication, Planning and Performance (**ref vi**) we are forecasting an overspend on Home to School Transport (HTST) of £0.224m. This is due to the realisation above and beyond the pressure identified (and already part funded) as part of 2021/22 budget setting for statutory transport, due to proportionately more solo and twin occupancy than was forecast for Special Needs clients, as well as small increases in the number of Special Needs pupils requiring transport (13 (1.3%) extra on average per month). We are working with CET colleagues on identifying solutions to reduce costs – these include transport route reviews/

¹ An order appointing one or more individuals to be a child's 'special guardian'. It is a private law order made under the Children Act 1989 and is intended for those children who cannot live with their birth parents and who would benefit from a legally secure placement, usually with an extended family member such as a grandparent or aunt/uncle.

re-tendering, case by case review of over 40 solo routes and the reorganisation of the provision at 2 schools (over 5 sites).

These non COVID-19 overspends have been mitigated in part by a forecast underspend of £1.263m as a result of efficiencies and pay cost controls across a number of areas in the department which we are recording in Central Resources (ref iii). We are also pursuing a range of strategies to reduce the pressures, such as continued close oversight of planning for individual children, and working with CET colleagues on identifying solutions for HTST as described above.

Within the above outturn position, and in line with the Q1 forecast, the department forecasts to achieve all of its £0.134m (ref ii) of planned savings for 2021/22.

Capital Programme Summary – The Capital Programme for Children’s Services for 2021/22 is £0.967m (ref x) and we are forecasting spend to be in line with this.

Performance exceptions

(See How to read this report for definition)

Performance measure	Outturn 20/21	Target 21/22	21/22 RAG				Q1 2021/22 outturn	Note Ref
			Q1	Q2	Q3	Q4		
Priority – Keeping vulnerable people safe								
Rate of Looked After Children (per 10,000 children)	57.6 (612 children)	57.6 (612 children)	R				58.5 (623 children)	i

Savings exceptions

Service description	2021/22 (£'000) – Q1 Forecast					Note ref
	Original Target For 2021/22	Target including items c/f from previous year(s)	Achieved in-year	Will be achieved, but in future years	Cannot be achieved	
Savings						
Early Help	134	134	134	-	-	
Total Savings	134	134	134	0	0	
			-	-	-	
Subtotal Permanent Changes ¹			0	0	0	
Total Savings and Permanent Changes	134	134	134	0	0	ii

Memo: treatment of savings not achieved in the year (£'000)	Temporary Funding ²	Part of reported variance ³	Total	Note Ref
Total	0	0	0	

¹ Where agreed savings are reasonably unable to be achieved other permanent savings are required to be identified and approved via quarterly monitoring.

² Temporary funding will only replace a slipped or unachieved saving for one year; the saving will still need to be made in future years (or be replaced with something else).

³ The slipped or unachieved saving will form part of the department's overall variance - it will either increase an overspend or decrease an underspend. The saving will still need to be made in future years (or be replaced with something else).

Revenue Budget										
Divisions	Planned (£000)			Q1 2021/22 (£000)						Note ref
				Projected outturn			(Over) / under spend			
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net	
Planned Budget										
Central Resources	2,885	(1,412)	1,473	1,622	(1,412)	210	1,263	-	1,263	iii
Early Help and Social Care	71,323	(12,624)	58,699	72,812	(11,476)	61,336	(1,489)	(1,148)	(2,637)	iv
Education and ISEND	98,632	(5,261)	93,371	101,564	(7,678)	93,886	(2,932)	2,417	(515)	v
Communication, Planning and Performance	22,080	(3,560)	18,520	24,230	(5,390)	18,840	(2,150)	1,830	(321)	vi
DSG non Schools	-	(80,340)	(80,340)	-	(80,340)	(80,340)	-	-	-	
Schools	169,363	(169,363)	-	169,363	(169,363)	-	-	-	-	
Subtotal	364,283	(272,560)	91,723	369,591	(275,659)	93,932	(5,308)	3,099	(2,209)	vii
Covid-19 related										
Covid-19 Related Costs	-	-	-	14,403	-	14,403	(14,403)	-	(14,403)	
Covid-19 Specific Funding	-	-	-	-	(3,873)	(3,873)	-	3,873	3,873	
Covid-19 Tranche Funding	-	-	-	-	(10,530)	(10,530)	-	10,530	10,530	
Subtotal Covid	0	0	0	14,403	(14,403)	0	(14,403)	14,403	0	viii
Total CSD	364,283	(272,560)	91,723	383,994	(290,062)	93,933	(19,711)	17,502	(2,209)	ix

Capital programme										
Approved project	Total project – all years (£000)		2021/22 (£000)							Note ref
			In year monitor Q1 (£000)			Analysis of variation				
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
Planned Programme										
House Adaptations for Disabled Children's Carers	1,106	1,106	160	-	160	-	-	-	-	
Schools Delegated Capital	25,218	25,218	760	285	760	-	-	-	-	
Conquest Centre redevelopment	356	356	47	30	47	-	-	-	-	
Total CSD Gross (Planned Programme)	26,680	26,680	967	315	967	0	0	0	0	x
Covid-19 Related										
Covid-19 Related Costs	-	-	-	-	-	-	-	-	-	
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	
Covid-19 Tranche Funding	-	-	-	-	-	-	-	-	-	
Total CSD (Covid Related)	0	0	0	0	0	0	0	0	0	

Communities, Economy & Transport – Q1 2021/22

Summary of progress on Council Priorities, issues arising, and achievements

Summary of successes and achievements – Six highway improvement schemes were completed in Q1, to maintain and improve the condition of the county's roads. 6,357 potholes were repaired in Q1, with 4,690 of these being carriageway potholes; the remainder were primarily footway potholes. Amongst the carriageway potholes, 97.5% of these were completed within the required timescales.

Around £105m is being invested into East Sussex as a result of the East Sussex Economy Recovery Plan to support the survival, reset, recovery and growth of businesses in the county. Detailed updates on each of the six missions which make up the recovery plan can be found on the [Council's website](#).

The buoyancy of the housing market in East Sussex is being reflected in increased demand for searches and consultations. During Q1, Highway searches in respect of property transactions remained around 30% higher than pre-pandemic levels. The number of consultations received by our Transport Development Control and Flood Risk Management teams on applications for major development proposals also remain high, with numbers approximately 25% higher in Q1 than pre-pandemic rates.

The Emergency Planning and Resilience Team continued to support the multi-agency coronavirus response and recovery in Q1, including supporting safe events and COVID-19 testing programmes, in particular the pan-Sussex Community Testing Programme. The team has been instrumental in leading the Local Authority Resilience Partnership Events Working Group; aligning the approach across Sussex and creating similarly aligned guidance. The Sussex Resilience Forum has now stood down its Strategic and Tactical Co-ordinating Groups with a view to handing over to the Recovery Co-ordinating Group. This has enabled the Emergency Planning team to look at future delivery models and to further increase our focus on business as usual activities. While proposals are currently still being drafted for new ways of working and supporting our partner organisations, the new approach is likely to be based on an integrated risk, information and intelligence model; reducing and simplifying plans and processes and better supporting decision makers and supporting teams.

With COVID-19 restrictions easing, demand for ceremonies is growing. Prior to a ceremony taking place couples must sign a legal statement at the local register office to say they intend to get married or form a civil partnership. During Q1 the Registration Service has focused on these Notice of marriage appointments. In a normal year Registration staff would attest 10 to 12 notices per working day in Q1, but at present the team are managing 31 per day.

The final waste outturns for 2020/21 are now available. 56.35% of waste was re-used, recycled or composted, or used beneficially in 2020/21, exceeding the Portfolio Plan target for the year. There was an increase in kerbside recycling during 2020/21, largely due to increased home working and more people staying at home during lockdowns. There has also been an increase in material used beneficially after being recovered from the Energy Recovery Facility in Newhaven. However, the increase in home working and lockdowns also led to an increase in general household waste, to 972 kg per household in 2020/21, resulting in an extra 4,600 tonnes of household waste across the county and exceeding the target for the year. The Household Waste and Recycling Sites across East Sussex have been expanding their capacity and onsite parking during Q1, and since the wider reopening on 19 July 2021, whilst ensuring the service continues to operate in a COVID-19 secure way.

2,980 further premises were connected to improved broadband speeds in Q4 2020/21 as part of the Council's project to improve connectivity throughout the county. Data for the number of premises connected in Q1 will not be available until Q2 (reported a quarter in arrears). Amongst premises that had been connected to improved speeds at the end of May 2021, overall take-up was 75%.

Trading Standards participated in the national Scams Awareness Fortnight in June, using the two weeks to highlight through the media, including social media, the risks associated with various financial scams. A brave victim of a significant scam came forward and told her story to highlight the risks. Furthermore, we attended three locations around the county with displays and information on scams, speaking to a total of 173 people. We also promoted the Friends Against Scams online training (www.friendsagainstscams.org.uk) as well as the various call blocking facilities offered to protect residents from telephone scam calls.

Road condition – The road condition statistics (where a lower outturn indicates a better performance) for 2020/21 have been published: the percentage of Principal roads requiring maintenance reduced from 5% in 2019/20 to 4%, exceeding the target; the percentage of Non-Principal roads requiring maintenance also decreased, from 5% in 2019/20 to 4%, again exceeding the target. The percentage of Unclassified roads requiring maintenance remained the same as the previous year at 14%, meeting the target for the year.

Transport Hub – In response to the new Government bus strategy, the Lead Member for Transport & Environment has given approval for the Council to proceed with the development of an Enhanced Partnership for the whole of the East Sussex local transport authority area. During the autumn we will, in partnership with our bus companies, be

developing a Bus Service Improvement Plan which will outline our joint proposals for improving the bus service in East Sussex.

Employability and Skills – The Skills East Sussex Board, the county's strategic body for employment and skills, met in Q1 and discussed its priorities for the next five years. The CO2 Net Zero Task group had its first meeting in Q1, and identified a range of research needs, in order to develop a skills for net zero pathway for the county. Eight careers events were held virtually in May, focussing on construction; Science, Technology, Engineering and Maths (STEM); health and social care; and digital careers. The events were filmed, and these have been made available on the Careers East Sussex website for adult job-seekers. The Employability Passport, which asks young people to reflect on the skills they have and how these meet the needs of employers, is now available to all schools through Careers East Sussex. We have continued to develop the resources available on the Careers East Sussex website, including labour market information resources which can be used both by schools and by adults looking to retrain. The Careers Hub continued to support schools to achieve an average of 5 Gatsby benchmarks, which provide a framework for schools to improve their careers provision, in Q1.

Cultural investment and recovery – A report has been commissioned from consultancy company Blue Sail and is due to be agreed in Q2. The report will include priorities and recommendations to help the pan-Sussex tourism sector to recover from the impact of COVID-19. Consultants Cultural Associates Oxford have been appointed to undertake a governance review of Culture East Sussex and are investigating the structure and priorities of the Cultural Investment Framework, which sets out the priorities and investment needs in the county. A Cultural Development Fund bid is also being developed, and the process is also highlighting potential projects for the future.

Business Support and job creation – Businesses were helped by business support programmes to create or safeguard 101 jobs in Q1. Locate East Sussex, the local commissioned Inward Investment service, helped seven businesses to remain within, or relocate to, East Sussex in Q1.

Road Safety – During Q1 we have completed five safety schemes to improve the road safety infrastructure in the county. A Further 13 schemes have also been instructed and are currently waiting to be scheduled for implementation later this year. As part of the national Bikeability scheme, which helps to prepare people for cycling safely on today's roads, we delivered 144 Bikeability courses to 1,358 individuals at participating schools and the Cycling Centre at Eastbourne Sports Park in Q1. We also delivered 27 Wheels for All sessions at the sports park, which are aimed at adults and children with disabilities and differing needs and helps them to cycle in a safe and structured environment.

Trading Standards – Five Emergency Planning and Resilience training and exercise events were held in Q1, the team are currently investigating a return to business as usual, and as such there has been a slower start to the events as we seek to understand demand. Planning is underway to deliver five externally delivered courses, alongside the training which will be provided by the team. Planned events include business continuity learning, Rest Centre training and Emergency Co-ordination centre training among others.

Rights of Way (RoW) and Countryside Sites – The Rights of Way and Countryside team have worked with colleagues in Property and Legal Services to complete the transfer of Seven Sisters Country Park. The RoW team have also launched an updated online [interactive map](#) which allows the public to report problems with paths on the map itself. This helps to increase efficiency in managing the RoW network and provides condition information of the network to the public.

Environment Strategy and Corporate Climate Emergency Plan – In partnership with the Property and Procurement teams in the Business Services Department work in Q1 included:

- Completion of the grant funded Council Decarbonisation of Heat Plan, this will underpin and inform our strategy to deliver decarbonisation of our corporate and school buildings.
- Compilation of a list of potential buildings at which decarbonisation works could take place.
- Progression of two Public Sector Decarbonisation Scheme grant funded projects to the procurement stage.
- Providing feedback to Salix Finance and the Department for Business, Energy, & Industrial Strategy on how best to target, improve and organise future Government decarbonisation funding.

Libraries – 222 people enrolled on Family Learning programmes at East Sussex libraries in Q1, 36 of these enrolments were in Family English, Maths and Language (FEML), whilst 186 were in Wider Family Learning (WFL) programmes. 26 people completed online learning courses, including skills for life and ICT courses, in our libraries in Q1. To support the Summer Reading Challenge which started on 10 July 2021, librarians have attended 69 school assemblies in Q1, of which 27 were virtual. 22 events have also been arranged across the county, four of which are targeted at high need areas and are funded through the Contain Outbreak Management Fund (COMF). 176 IT for You sessions, which offers free 60 minute one-to-one computer sessions with volunteers, were completed in Q1 at Eastbourne and Hastings libraries. The process of inducting and training volunteers and making the necessary ICT adjustments for social distancing are being made at a further eight libraries to allow sessions to take place.

Revenue Budget Summary – The revenue budget is £61.887m and is projected to be on-line. There is £852k of COVID-19 costs and lost income, and £495k of COMF expenditure. Both are offset with COVID-19 tranche and

COMF funding. The largest area of underspend is in Transport and Operational Services. This is made up of the Waste Service underspend of £558k, mainly relating to reducing household waste disposal costs pre COVID-19, which will be partly offset in future years through an increase in household waste due to expected continuation of resident's homeworking. Some of the Waste Service underspend will be redirected to enable CET to develop economic pipeline projects. Concessionary Fares are also underspending based on the agreement to pay operators at pre COVID-19 levels and prices which are currently lower than budgeted for although the pending review of the concessionary fares process may change this position (ref i). The Department will continue to monitor the requirement for making planned reserve draws into revenue as there may be the opportunity to manage within current resources and avoid unnecessary drawdowns from the corporate reserves.

Capital Programme Summary – The CET capital programme has a gross budget of £56.998m. There is spend in advance of £450k and slippage of £316k. The most significant variance is on the Core Bridge programme, where additional retaining wall works were required to prevent the carriageway slipping into the adjacent watercourse (ref ii). There is £265k of COVID-19 and Contain Outbreak Management Fund (COMF) cost, which will be offset with COVID-19 tranche and COMF funding.

Performance exceptions
(See How to read this report for definition)

Performance measure	Outturn 20/21	Target 21/22	21/22 RAG				Q1 2021/22 outturn	Note Ref
			Q1	Q2	Q3	Q4		
N/A								

Measures marked carry over at year end 2020/21
Final outturn

Performance measure	Outturn 19/20	Target 20/21	20/21 RAG				2020/21 final outturn	Note ref
			Q1	Q2	Q3	Q4		
Priority – Driving sustainable economic growth								
Percentage of Principal roads requiring maintenance	5%	8%	G	G	G	G	4%	
Percentage of Non-Principal roads requiring maintenance	5%	9%	G	G	G	G	4%	
Percentage of Unclassified roads requiring maintenance	14%	15%	G	G	G	G	14%	

The full list of Council Plan and Portfolio Plan performance measures is attached in Appendix 1.

Savings exceptions

Service description	2021/22 (£'000) – Q1 Forecast					Note ref
	Original Target For 2021/22	Target including items c/f from previous year(s)	Achieved in-year	Will be achieved, but in future years	Cannot be achieved	
Savings						
Archives and Records	104	118	118	-	-	
Library Services	240	240	240	-	-	
Parking	-	1,000	1,000	-	-	
Household Waste	250	250	250	-	-	
Total Savings	594	1,608	1,608	-	0	
			-	-	-	
			-	-	-	
			-	-	-	
Subtotal Permanent Changes ¹			0	0	0	
Total Savings and Permanent Changes	594	1,608	1,608	-	0	

Memo: treatment of savings not achieved in the year (£'000)	Temporary Funding ²	Part of reported variance ³	Total	Note Ref
	-	-	-	
	-	-	-	
	-	-	-	
Total	0	0	0	

¹ Permanent changes will replace a previously agreed saving that can no longer be achieved. It is done via approval of quarterly monitoring.

² Temporary funding will only replace a slipped or unachieved saving for one year; the saving will still need to be made in future years (or be replaced with something else).

³ The slipped or unachieved saving will form part of the department's overall variance - it will either increase an overspend or decrease an underspend. The saving will still need to be made in future years (or be replaced with something else).

Revenue Budget										
Divisions	Planned (£000)			Q1 2021/22 (£000)						Note ref
				Projected outturn			(Over) / under spend			
	Gross	Income	Net	Gross	Income	Net	Gross	Income	Net	
Planned Budget										
Management and Support	6,181	(3,286)	2,895	6,182	(3,287)	2,895	(1)	1	-	
Customer and Library Services	7,130	(3,149)	3,981	7,107	(2,889)	4,218	23	(260)	(237)	
Communities	4,677	(2,315)	2,362	4,643	(2,383)	2,260	34	68	102	
Transport & Operational Services	84,520	(46,847)	37,673	87,029	(49,781)	37,248	(2,509)	2,934	425	i
Highways	15,450	(2,663)	12,787	15,474	(2,558)	12,916	(24)	(105)	(129)	
Economy	3,350	(2,074)	1,276	3,203	(1,754)	1,449	147	(320)	(173)	
Planning and Environment	2,939	(2,026)	913	3,638	(2,737)	901	(699)	711	12	
Subtotal Planned Budget	124,247	(62,360)	61,887	127,276	(65,389)	61,887	(3,029)	3,029	0	
Covid-19 related										
Covid-19 Related Costs	-	-	-	904	443	1,347	(904)	(443)	(1,347)	
Covid-19 Specific Funding	-	-	-	-	(495)	(495)	-	495	495	
Covid-19 Tranche Funding	-	-	-	-	(852)	(852)	-	852	852	
Subtotal Covid	0	0	0	904	(904)	0	(904)	904	0	
Total CET	124,247	(62,360)	61,887	128,180	(66,293)	61,887	(3,933)	3,933	0	

Capital Programme Summary (£000)										
Approved Programme	Total project – all years (£'000)		2021/22 (£'000)							Note Ref
			In year monitor Q1			Analysis of variation				
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
Planned Programme										
The Keep	1,091	1,091	97	-	97	-	-	-	-	-
Libraries	5,140	5,140	370	5	370	-	-	-	-	-
Broadband	33,800	33,800	2,364	(604)	2,364	-	-	-	-	-
Bexhill and Hastings Link Road	126,247	126,247	1,660	88	1,660	-	-	-	-	-

Capital Programme Summary (£000)										
Approved Programme	Total project – all years (£'000)		2021/22 (£'000)							Note Ref
			In year monitor Q1				Analysis of variation			
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
BHLR Complementary Measures	1,800	1,800	97	(98)	97	-	-	-	-	
Economic Intervention Fund	8,884	8,884	388	23	388	-	-	-	-	
Economic Intervention Fund - Loans	3,000	3,000	375	80	375	-	-	-	-	
Stalled Sites Fund	916	916	100	-	100	-	-	-	-	
EDS Upgrading Empty Commercial Properties	500	500	-	-	-	-	-	-	-	
Fast Track Business Solutions GBF	3,500	3,500	3,500	-	3,500	-	-	-	-	
Observer Building GBF	1,713	1,713	778	(304)	778	-	-	-	-	
Restoring Winter Garden GBF	1,600	1,600	1,324	10	1,324	-	-	-	-	
UTC Maritime and Sustainable Technology Hub GBF	1,300	1,300	1,300	-	1,300	-	-	-	-	
Charleton Access Road GBF	89	89	89	-	89	-	-	-	-	
Sussex Innovation Falmer, Covid Secure Adaptions GBF	200	200	200	59	200	-	-	-	-	
Creative Hub, 4 Fisher Street, Lewes GBF	250	250	107	(14)	107	-	-	-	-	
Riding Sunbeams Solar Railways GBF	2,527	2,527	2,527	-	2,527	-	-	-	-	
Bexhill Enterprise Park North	1,940	1,940	1,940	-	1,940	-	-	-	-	
Skills for Rural Businesses - Post Brexit	4,413	4,413	3,113	(1)	3,113	-	-	-	-	
Sidney Little Road Business Incubator Hub	500	500	381	-	381	-	-	-	-	
Bexhill Creative Workspace	960	960	369	(355)	369	-	-	-	-	
Eastbourne Fishermen Quayside and Infrastructure Development	1,440	1,440	1,440	-	1,440	-	-	-	-	
SALIX Decarbonisation	343	343	257	32	257	-	-	-	-	
Newhaven Port Access Road	23,271	23,271	459	128	459	-	-	-	-	
Real Time Passenger Information	2,963	2,963	139	(21)	139	-	-	-	-	
Hastings and Bexhill Movement & Access Package	9,488	9,488	2,325	81	2,342	(17)	-	-	(17)	
Eastbourne/South Wealden Walking & Cycling Package	7,150	7,150	525	22	545	(20)	-	-	(20)	
Hailsham/Polegate/Eastbourne Movement & Access Corridor	2,350	2,350	456	(1)	276	180	-	180	-	
Eastbourne Town Centre Movement & Access Package	3,486	3,486	1,637	119	1,544	93	-	93	-	
Other Integrated Transport Schemes	55,877	55,877	3,574	491	3,537	37	-	37	-	
Community Match Fund	1,500	1,500	106	(3)	100	6	-	6	-	

Capital Programme Summary (£000)										
Approved Programme	Total project – all years (£'000)		2021/22 (£'000)							Note Ref
			In year monitor Q1				Analysis of variation			
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
Emergency Active Travel Fund	177	177	6	14	6	-	-	-	-	
Emergency Active Travel Fund Tranche 2	1,456	1,456	1,443	66	1,443	-	-	-	-	
Exceat Bridge	2,633	2,633	551	(82)	551	-	-	-	-	
Queensway Depot Development	1,956	1,956	818	7	818	-	-	-	-	
Hailsham HWRS	150	150	146	-	146	-	-	-	-	
Core Programme - Highways Structural Maintenance	379,257	379,272	16,812	997	16,812	-	-	-	-	
Core Programme - Bridge Assessment Strengthening	26,103	26,103	1,249	255	1,662	(413)	-	-	(413)	ii
Core Programme - Street Lighting - Life Expired Equipment	24,759	24,759	1,713	132	1,713	-	-	-	-	
Core Programme - Street Lighting - SALIX scheme	2,961	2,961	1,636	465	1,636	-	-	-	-	
Core Programme - Rights of Way Bridge Replacement Programme	8,748	8,748	627	136	627	-	-	-	-	
Total CET Gross (Planned Programme)	756,438	756,453	56,998	1,727	57,132	(134)	0	316	(450)	
Covid-19 Related										
Covid-19 Related Costs	-	-	250	265	265	(15)	(15)	-	-	
Covid-19 Specific Funding	-	-	(250)	(250)	(250)	-	-	-	-	
Covid-19 Tranche Funding	-	-	-	(15)	(15)	15	15	-	-	
Total CET (Covid Related)	0	0	0	0	0	0	0	0	0	

Governance Services – Q1 2021/22

Summary of progress on Council Priorities, issues arising, and achievements

Reconciling Policy, Performance and Resources (RPPR) – The State of the County report, which was considered by Council in July, sets out the impacts COVID-19 has had on the Council and the county, and how we have started to recover and build towards new opportunities, through programmes such as the East Sussex Economy Recovery Plan, and utilising the partnerships which were fostered during the pandemic. The report also outlines the broader demographic and policy context which will form the backdrop for planning for 2022/23 and beyond. The impact of COVID-19 and the additional funding from Government provided an opportunity to reset the 2021/22 budget and make a one off contribution to reserves of almost £9m. Proposals will be brought forward in the autumn for potential further one-off investments, including in highways, infrastructure and climate change. The financial outlook remains unclear, with a further one-year financial settlement anticipated for 2022/23; and the ongoing need for a long-term funding solution for the Council remaining. The Council Plan and Portfolio Plans 2021/22 have been refreshed with completed outturns, and there have been some changes to the performance measures and targets based on the outturns now available. The updated plans are available on our website, all the plans meet the new accessibility criteria.

Transport for the South East (TfSE) – The Department for Transport has agreed TfSE's business plan for 2021/22, which will be supported by a Government grant of £1.225m. This will enable area studies and associated technical programme to be completed and a strategic investment plan to be developed, ahead of a public consultation in 2022. A significant amount of stakeholder engagement is under way to support the technical work, with a range of forums and steering groups helping provide insight and guidance.

Initial work on the procurement process for the strategic investment plan is underway, with a request for quotation to be issued in autumn 2021. Alongside this, a piece of work looking at TfSE's future role, powers, structure, and governance has been commissioned to inform the next stage of the partnership's development. It is being carried out by Arup and is due to report in October.

Following the local elections on 6 May there have been a number of changes to the make-up of the Partnership Board. The board did not meet during Q1 because of the pre-election period but an informal workshop was held in June ahead of the board's Annual General Meeting in July. A series of briefing sessions with District and Borough authority leaders and senior officers is also underway during June and July as part of ongoing stakeholder engagement activities.

Corporate Lobbying – In Q1, the Leader met with local MPs to discuss local and national issues, including ambitions for use of the Levelling Up Fund in East Sussex. We undertook lobbying through the County Councils Network (CCN), contributing to the development of an evidence base on Home to School Transport cost pressures and COVID-19 impacts to support the CCN's national advocacy. The Leader also continues to represent the Council on the CCN's Executive as spokesperson for Children's Social Care issues, and is temporarily also covering Adult Social Care issues. This work provided opportunities to discuss with Baroness Vere (Minister in the Department for Transport) the national Bus Back Better Strategy; and to feed in views on the CCN's national reports and advocacy on issues such as the continuation of virtual committee meetings.

Work has also continued with our South East 7 (SE7) partners to improve the region's influence. In Q1, this work involved joint data analysis to improve our understanding of the shared challenges and opportunities for the SE7 economy, communities and CO2 net-zero response. Work in Q2 will focus on how SE7 authorities can use all networks and opportunities available to raise awareness of these issues and opportunities in Government and ensure they are factored into the national policy agenda.

The Chief Executive continues to be involved in national policy development as representative for the South East region on a national grouping of local authority Chief Executives. In Q1, this work included providing opportunities for local authorities across the South East region to engage with senior Government officials on policy developments impacting local government; and for authorities across Sussex to host a virtual 2-day visit of the Cabinet Office COVID-19 Taskforce as part of their review of the COVID-19 response.

Supporting democracy – The County Council election was held successfully on 6 May with the election of 50 councillors to represent the 50 County Council electoral divisions for the next four years. Election planning, undertaken in conjunction with the District and Borough councils who administer the election on behalf of the County Council, had added complexity this year due to COVID-19 requirements. Election results were published as they were announced on our interactive results map and all candidates elected received a welcome pack from the Council on results day.

A comprehensive initial Member induction programme was delivered in Q1, including the refresh of councillor ICT equipment, which was undertaken in a COVID-19 secure way over two days immediately after the election. The remainder of the programme was delivered virtually with a range of sessions designed to assist new and returning councillors in undertaking their roles effectively. Sessions included topics such as the Member Code of Conduct and

equalities duties, Council meetings, the local councillor role, Highways issues and the Council's integrated business and financial planning process, Reconciling Policy, Performance and Resources. Following appointments to committees at the annual Council meeting, further training on specific roles and responsibilities was provided, covering areas such as Planning, Audit, Scrutiny, External Bodies and Pensions. The induction programme continues throughout 2021/22 and will develop in light of Member feedback and further training needs identified.

During Q1, in light of the expiry of temporary regulations which permitted virtual meetings, we made arrangements to resume physical meetings where legally required, whilst complying with ongoing COVID-19 restrictions, enabling Council business to continue in a transparent and open way. This included detailed planning for the holding of the annual Council meeting in May in liaison with Property Services and Public Health. Use of video conferencing technology continued where legally permitted, including the use of new hybrid meeting technology in the Council Chamber, which has enabled physical attendance to be minimised during COVID-19 restrictions and for some of the benefits of remote attendance to be maintained. We submitted a response to the Government call for evidence on the future of virtual meetings based on the motion agreed by Council in 2020 which requested that local authorities be given the option to decide on use of virtual attendance in future. During Q1 we supported 20 meetings including: one Council meeting; two Cabinet meetings; six Lead Member meetings; three Scrutiny Committees; and eight other committees and panels. We also published agendas for a further 14 meetings. The webcasts of Council meetings were viewed 2,342 times in Q1. The most viewed meeting was the Council meeting on 25 May 2021, which received 372 views.

The main round of school appeal hearings, families have a legal right to appeal against the Council's decision to refuse a place at their preferred school, began in Q1 and the East Sussex School Appeals Service continued to arrange for appeals to be considered through remote hearings developed in line with temporary national regulations, which have been extended to September 2021. The team has continued to provide significant support to independent volunteer panel members, parents and admission authorities to participate fully. We received 159 appeals during Q1 and conducted 19 virtual appeal hearings, some of which took place over multiple days. The secure online digital appeal management system, which was developed in-house, has continued to provide significant benefits in the context of remote working. Recent enhancements to the system, undertaken in conjunction with IT & Digital, have continued to improve its effectiveness for both parents and the service.

Legal Services – During Q1, Legal Services assisted Trading Standards to secure a successful prosecution in relation to possession for supply of counterfeit tobacco with a retail value of £279,000, which resulted in a three year custodial sentence. The service also assisted Children's Services to obtain an Injunction to Prevent Nuisance and Annoyance against a parent, who had threatened social workers. In addition, we assisted Children's Services to secure a six month community order against a parent for knowingly failing to ensure the regular attendance of their child at school. The service assisted Income Recovery in securing the recovery of debts totalling approximately £13,000.

In Q1, Legal Services also advised in relation to 68 Court of Protection cases (compared to 60 in Q4 2020/21) and 26 matters involving safeguarding vulnerable adults (compared to 31 in Q4 2020/21) and 36 Deprivation of Liberty Applications in the Court of Protection (compared to 34 in Q4 2020/21). Deprivation of Liberty Safeguards is the procedure prescribed in law to authorise a patient or resident's deprivation of liberty when they lack capacity to consent to their care and treatment and the arrangements are necessary to keep them safe from harm. The service also continued to provide advice and support to Adult Social Care and Public Health in relation to the Coronavirus Act 2020 and related legislation and guidance.

During Q1 Legal Services continued to advise and assist in pre-proceedings and court applications for care proceedings, with the priority always to keep children within their family, when it is safe to do so, and for public law applications to be a last resort where it is necessary and proportionate response to achieve the best outcome for the child. In Q1, the service advised in relation to 48 families involved in pre-proceedings (compared to 54 in Q4 2020/21). At the end of Q1, there were 76 care proceedings (compared to 75 at the end of Q4 2020/21). The service has also provided advice and assistance in relation to a wide range of other children's matters, such as private law applications, secure accommodation, deprivation of liberty, wardship and judicial reviews. In addition, we continue to provide training to Children's Services staff on relevant legal and practice issues.

During Q1, Legal Services completed 10 planning and highways agreements and secured financial contributions to the Council of £662,997 together with extensive additions and improvements to the highway network across the county. In Q1, we have continued to provide legal advice to secure substantial sums via grant agreements for South East Local Enterprise Projects, grants awards in respect of post-pandemic regeneration projects and new government funding initiatives post-Brexit. In Q1 the service advised on 48 new contract and procurement matters and on 19 new property transactions, including securing two substantial leases of Council property to the NHS, which will bring funds into the Council and assist the NHS with providing services.

Coroner Services – During Q1, 478 deaths were reported to the Coroner, averaging 166 deaths per month. This is lower than the Q4 2020/21 average monthly figure of 200 deaths. Of the 478 deaths reported, 97 went to inquest in Q1 compared to 73 in Q4 of 2020/21. In Q1, 89 inquests were closed compared to 70 in Q4 2020/21. Inquests

continue to be heard on either a paper basis or on a hybrid basis, with some family and witnesses attending court, whilst others attend remotely. Jury inquests have now resumed.

Regulation of Investigatory Powers Act (RIPA) – One application has been made under the Investigatory Powers Act (IPA) 2016 during Q1, via the National Anti-Fraud Network (NAFN). The application is pending and relates to door step crime. The application is for both Events and Entity data and it is hoped that it will prove the presence of a rogue trader at a private address during the commission of offences.

Local Government Ombudsman (LGO) complaints – 11 decisions were issued in Q1. Six cases were closed before a full Ombudsman investigation, for a variety of reasons including insufficient evidence of fault, complaints being out of the Ombudsman's jurisdiction and because the complaint had not been through our internal complaint processes. Of the five fully investigated, two cases related to Adult Social Care (ASC) and three to Children's Services (CS). Two were closed with no fault found and three were closed with the complaint partly or fully upheld as follows:

ASC – The client complained that the Council provided inaccurate and incorrect information about the way his mother's residential care would be paid for and failed to offer a care home, whose charges would have fallen within the personal budget set by the Council, and that there was a delay by the Council in setting up a Deferred Payments Agreement. The Ombudsman found the Council at fault for providing incorrect, confusing and conflicting information. Fault was also found because an appropriate third party top up was not in place, and the necessary paperwork had not been completed. The Council agreed to take action to avoid a reoccurrence, including a staff training session with finance colleagues to ensure they have a clear understanding of these issues. It also agreed to offer a Deferred Payments Agreement of £995 as a bridging loan until the property is sold and to pay £250 for any distress caused.

CS – The client complained that the Council did not award transport assistance for her daughter to attend college. She appealed the Council's decision and said the appeal panel did not properly consider the circumstances of the case. The Ombudsman found fault in the way the appeal panel considered the client's appeal because it made its decision based on assumptions, with insufficient information to support the view that a breakfast club was a viable solution to free up the client to accompany her child. Fault was also found that the appeal panel did not comment on the client's point that her daughter was too young to walk home alone. The LGO considered that the Panel did not address the subject of the appeal in full. The Council agreed to apologise to the client for the fault in the way the appeal panel considered her case and arrange for a fresh appeal panel to consider the case.

CS – The client complained that the Council delayed in issuing an Education, Health and Care plan (EHCP) for her son, that there was a lack of constructive communication between June and September 2018 and that there was a lack of consideration of her autism. The Ombudsman did find that the Council delayed issuing the EHCP but did not consider that this caused injustice. The Ombudsman also found that the Council delayed in resolving the matter of the costs of a placement for the client's son between October 2018 and March 2019. Whilst the delay was not significant enough to amount to fault, the Ombudsman did consider that it caused avoidable distress and time and trouble for the client. Finally, the Ombudsman found fault because the Council could have been more proactive in handling the client's condition from the point that officers were aware of her autism. The LGO considered that by not making a record of reasonable adjustments, the Council risks acting inconsistently towards people's disabilities, or placing them in an avoidable situation, where they have to re-state their preferred adjustments. The Council agreed to pay the client £200 to reflect the avoidable distress and time and trouble she suffered; and that the Council's Special Educational Needs team would review how it agrees and records reasonable adjustments for people with disabilities.

Effective publicity and campaigns – A majority of residents (56%) said they felt either fairly or very well-informed by the Council overall in a recently completed survey. Almost three-quarters of parents (72%), and a majority of all residents (57%) were aware of our school holidays food and activities clubs for children. This involved the Council working closely with schools and voluntary organisations to identify children, who are eligible for the scheme, and contacting families directly via school newsletters and digital flyers. New web pages were created, which included booking information for the more than 70 activity providers and enabled parents to see the full range of activities available under the programme. The project has been promoted through traditional media, social media and social media advertising.

Most residents (55%) said they had seen publicity about safety on cliff-tops in East Sussex. This follows a campaign with local partners, which includes new posters at tourist hotspots across our coastline, a press release, coverage in resident newsletters and, a successful social media campaign. Our paid Facebook ads have reached 28,258 people and our free posts have reached over 17,000 people on our social media channels. We also messaged IKEA UK on Instagram, after they posted an image of a man standing close to Beachy Head cliff edge. They subsequently removed the image and apologised. The story was picked up by The Daily Mail and The Argus who quoted the Council.

Media and information work – There were 363 media stories about the Council in Q4, of which 78 were positive and 221 were neutral (stories are classified as positive if they generally celebrate an aspect of the Council's work and neutral if they balance any criticism with positive comment from the Council or others). The press office issued 31

press releases and 126 media enquiries were handled. Q1 included the pre-election period, with constraints on publicity activity.

Web activity – The main Council website had almost 3.3 million page views during Q1, from almost 914,000 visits. This included almost 122,000 views of our coronavirus pages, more than 70,000 views on pages relating to teaching and leadership jobs and more than 40,000 views of the Council election pages. The intranet had 1.3 million page views from just over 500,000 visits during Q1.

South East 7 (SE7) – The Joint SE7 Leaders and Chief Executives Board met remotely in Q1. The Board was joined by Phil Eckersley, the South East Agent of the Bank of England to discuss the impact of COVID-19 and Brexit on the national and regional economy; and by Tony McArdle, an Independent Adviser to the Government’s Special Educational Needs and Disability (SEND) Review, to discuss some of the themes, priorities and reforms that were expected to be covered in the upcoming review publication. Both items gave authorities an opportunity to develop a shared understanding of priorities for economic recovery and SEND reform in the region and share these insights with the presenters to inform their work.

Preparation is on-going for the next Joint Leaders and Chief Executives Board taking place in October, which will consider priority next steps for SE7 authorities to deliver on our CO2 net-zero targets, facilitated by an expert external advisor. SE7 Chief Executives continue to meet regularly, including with senior civil servants to inform national policy development.

Partnership with West Sussex County Council (WSSCC) – We have continued to work with WSSCC in Q1 through partnerships such as the Sussex Resilience Forum to meet the needs of both our communities in response to COVID-19. The Leaders have continued to work closely together, particularly in relation to lobbying, strengthening our collective voice at a local, regional and national level, including within the County Councils Network, the Local Government Association and with Government.

Health and Wellbeing Board (HWB) – Since the HWB last met on 2 March 2021 progress has been made with planning for 2021/22 and our critical focus of preparing for the implementation of the Health and Care Bill in April 2022. An update report was prepared for the meeting on 13 July 2021 covering the specific agreements that have been reached by NHS and local government partners in Q1 to meet the requirements in the Bill, the plans to further strengthen our East Sussex Health and Social Care Partnership and the shared priorities for our system in 2021/22. The agenda for the July meeting also included reports on: the Healthwatch Annual Report; the health and wellbeing inequalities of residents at Kendal Court, Newhaven and homeless people accommodated by Brighton and Hove City Council in temporary accommodation in East Sussex; Improving Population Health and the refreshed East Sussex Alcohol Strategy and Healthy Weight Partnership; and the updated East Sussex Outbreak Control Plan.

Revenue budget summary – The GS budget is currently £7.185m and is projected to have a small underspend of £59k. The £130k additional cost of running the elections in a COVID-19 environment will be funded from general COVID-19 tranche funds.

Performance exceptions
(See How to read this report for definition)

Performance measure	Outturn 20/21	Target 21/22	21/22 RAG				2021/22 outturn	Note ref
			Q1	Q2	Q3	Q4		
There are no Council Plan targets								

Savings exceptions

Service description	2021/22 (£'000)					Note ref
	Original Target For 2021/22	Target including items c/f from previous year(s)	Achieved in-year	Will be achieved, but in future years	Cannot be achieved	
Savings						
There are no targeted savings in 2021/22	-	-	-	-	-	-
	-	-	-	-	-	-
Total Savings	0	0	0	0	0	
			-	-	-	
			-	-	-	
Subtotal Permanent Changes ¹			0	0	0	
Total Savings and Permanent Changes	0	0	0	0	0	

Memo: treatment of savings not achieved in the year (£'000)	Temporary Funding ²	Part of reported variance ³	Total	Note Ref
	-	-	-	
Total	0	0	0	

¹ Where agreed savings are reasonably unable to be achieved other permanent savings are required to be identified and approved via quarterly monitoring.

² Temporary funding will only replace a slipped or unachieved saving for one year; the saving will still need to be made in future years (or be replaced with something else).

³ The slipped or unachieved saving will form part of the department's overall variance - it will either increase an overspend or decrease an underspend. The saving will still need to be made in future years (or be replaced with something else).

Revenue Budget

Divisions	Planned (£000)			Q1 2021/22 (£000)						Note ref
	Gross	Income	Net	Projected outturn			(Over) / under spend			
				Gross	Income	Net	Gross	Income	Net	
Planned Budget										
Corporate Governance	5,219	(1,026)	4,193	5,162	(1,025)	4,137	57	(1)	56	
Corporate Support	3,376	(384)	2,992	3,373	(384)	2,989	3	-	3	
Subtotal	8,595	(1,410)	7,185	8,535	(1,409)	7,126	60	(1)	59	
Covid-19 related										
Covid-19 Related Costs	-	-	-	130	-	130	(130)	-	(130)	
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	
Covid-19 Tranche Funding	-	-	-	-	(130)	(130)	-	130	130	
Subtotal Covid	0	0	0	130	(130)	0	(130)	130	0	
Total Governance	8,595	(1,410)	7,185	8,665	(1,539)	7,126	(70)	129	59	

Capital programme										
Approved project	Total project – all years (£000)		2021/22 (£000)							Note ref
			In year monitor Q1 (£000)			Analysis of variation				
	Budget	Projected	Budget	Actual to date	Projected 2021/22	Variation (over) / under budget	(Over) / under spend	Slippage to future year	Spend in advance	
Planned Programme										
No current programme for Governance	-	-	-	-	-	-	-	-	-	-
Total GS Gross (Planned Programme)	0	0	0	0	0	0	0	0	0	0
Covid-19 Related										
Covid-19 Related Costs	-	-	-	-	-	-	-	-	-	-
Covid-19 Specific Funding	-	-	-	-	-	-	-	-	-	-
Covid-19 Tranche Funding	-	-	-	-	-	-	-	-	-	-
Total GS (Covid Related)	0	0	0	0	0	0	0	0	0	0

Strategic Risk Register – Q1 2021/22

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
16	<p>COVID-19 Adverse impact of COVID-19 sickness and restrictions on Council finances and services. Reduced ability to deliver services, priorities and long-term planning, impacting on e.g., protecting and supporting vulnerable adults and children, education and schools, roads and infrastructure, local economic growth, and the Council's workforce. Capacity to manage a response to a significant sustained increase in COVID-19 cases alongside other winter pressures. Adverse impact of COVID-19 on local health, wellbeing and economy, creating new long-term need for Council services.</p>	<p>Services have changed and adapted to the changing situation and Government guidance. We have reviewed and adjusted services in line with the removal of restrictions. Members of staff who can work remotely are continuing to do so and risk assessments have been undertaken for all staff working in buildings or with service users, with appropriate protective measures in place.</p> <p>Looking after the most vulnerable people in our community is our absolute priority and we continue to work with our Borough and District partners to support those who need additional help through the Community Hubs. We have received additional funding from the Government to undertake a range of new activities and support which is not expected to continue after the autumn. We are closely monitoring our COVID-19 spend. We are also monitoring impacts on the economy and wider community and implementing recovery plans with our partners. The medium and long-term impact of COVID-19 is being factored into our Reconciling Policy, Performance and Resource (RPPR) finance and business planning.</p> <p>We have a Local Outbreak Plan to prevent, where possible, and respond to and contain local outbreaks, with specific measures for high-risk areas. We are supporting NHS partners with delivery of the local vaccination programme and are also supporting community testing.</p> <p>The Corporate Management Team meets regularly to ensure our response and recovery is effectively co-ordinated and working well through our established partnerships and the new partnerships, which come into operation when we are operating under the Civil Contingencies Act, including the Sussex Resilience Forum and the Local Health Resilience Forum. Case numbers have fallen, however there may be additional pressures as we move into the autumn from flu and other viruses as people begin to mix more. We continue to plan for different scenarios.</p> <p>Extensive co-ordination and lobbying are taking place at Member and officer level through SE7, CCN and other arrangements.</p>	Red
12	<p>CYBER ATTACK The National Cyber Security Centre (NCSC) has highlighted the substantial risk to British web infrastructure, with elevated levels of Cyber Crime being reported against all areas of government. Cyber attacks are growing more frequent, sophisticated, and damaging when they succeed. The COVID-19 pandemic has increased the need to carry out many additional functions virtually and remotely. Changes in working practice give rise to more requests to relax security controls, with services more likely to take risks on the technology they procure and how they use it.</p>	<p>Most attacks leverage software flaws and gaps in boundary defences. IT&D use modern security tools to assure our security posture: Monitoring network activity and identifying security threats; Keeping software up to date with regular patching regimes; Continually monitoring evolving threats and re-evaluating the ability of our toolset to provide adequate defence against them; Ongoing communication with the Security industry to find the most suitable tools and systems to secure our infrastructure. IT&D continues to invest in new tools, which use pre-emptive technology to identify threats and patterns of abnormal behaviour.</p> <p>Enhancing user awareness: Expanding E-Learning and policy delivery mechanisms to cover Cyber threat; educating staff around the techniques and methods used by active threats; and providing General Data Protection Regulation (GDPR) training and workshops to cascade vital skills and increase awareness of responsibilities under GDPR legislation.</p> <p>Services hosted in ISO 27001 accredited Orbis Data Centres.</p>	Red

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
4	<p>HEALTH</p> <p>Failure to secure maximum value from partnership working with the National Health Service (NHS). If not achieved, there will be impact on social care, public health and health outcomes and increased social care cost pressures. This would add pressures on the Council's budget and/or risks to other Council objectives.</p>	<p>The focus in Q1 has been putting in place plans to respond to the requirements in the Health and Care Bill and ensure the proposed changes in the Bill do not negatively impact on our functional relationship with the local NHS across commissioning and delivery; and the risks are managed for the way the Council manages resources and delivers its statutory responsibilities, population health priorities and objectives. The following specific agreements have been reached in Q1:</p> <ul style="list-style-type: none"> •The Council's relationship and role in the Sussex-wide Integrated Care System (ICS) in order that we meet the new duty to collaborate, including membership of the Sussex-wide NHS ICS body and the wider strategic engagement partnership •The role of our place-based partnerships within the ICS, where much of the interface between the social care, public health and the NHS will be managed. <p>In addition, the following plans have been agreed for our integration work and models in East Sussex:</p> <ul style="list-style-type: none"> •Further strengthening our East Sussex Health and Social Care Partnership through agreeing a set of underpinning principles, that will support our collaboration and the way our teams work together on the ground, and the key actions in 2021/22 that will support this. •Review and refresh of our shared priorities for our transformation programme to ensure they support the continued restoration and recovery of health and social care services; and a clear focus on addressing health inequalities and delivering personalised, preventative care models. •Producing a place-based annual operating plan (an update of our long term shared East Sussex Health and Social Care Plan), with a strong focus on East Sussex shared integration delivery priorities (based on the above review and refresh), as well as core NHS/ICS delivery priorities. •Jointly agreeing a strategic development framework to coordinate delivering the key elements of increased system capability, that will support population health management approaches and improving population health and wellbeing and reducing health inequalities, across the full span of all our organisations' existing roles and services that contribute to this in East Sussex. 	Red
5	<p>RECONCILING POLICY, PERFORMANCE & RESOURCE</p> <p>Ongoing uncertainty in relation to future funding levels and the longer-term local government funding regime creates a risk of insufficient resources being available to sustain service delivery at the agreed Core Offer level to meet the changing needs of the local community.</p>	<p>We employ a robust Reconciling Policy, Performance and Resources (RPPR) process for business planning, which ensures a strategic corporate response to resource reductions, demographic change and regional economic challenges; and directs resources to priority areas. We take a commissioning approach to evaluating need and we consider all methods of service delivery. We work with partner organisations to deliver services and manage demand, making best use of our collective resources.</p> <p>We take a 'One Council' approach to delivering our priorities and set out our targets and objectives in the Council Plan. We monitor our progress and report it quarterly. Our plans take account of known risks and pressures, including social, economic and demographic changes and financial risks.</p> <p>The Coronavirus pandemic has had, and will continue to have for a long time, profound impacts on our communities and services. We continue to operate in changing and uncertain contexts. We will review and undertake research to track and understand the impacts. We will update and reset our performance targets, priorities, service offers and financial plans, as required, to reflect them.</p> <p>We lobby, individually and in conjunction with our networks and partners, for a sustainable funding regime for local government in general and adult social care specifically to meet the needs of the</p>	Red

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
		residents of East Sussex, and which recognises the likely long-term impact of COVID-19 on the Council's expenditure and income.	
15	<p>CLIMATE</p> <p>Failure to limit global warming to below 1.5°C above pre-industrialisation levels, which requires global net human-caused emissions of carbon dioxide (CO2) to be reduced by about 45 percent from 2010 levels by 2030, reaching 'net zero' by 2050 at the latest. The predicted impacts of climate change in East Sussex include more frequent and intense flooding, drought and episodes of extreme heat, as well as impacts from the effects of climate change overseas, such as on food supply. This will lead to an increase in heat-related deaths, particularly amongst the elderly, damage to essential infrastructure, increased cost of food, disruption to supply chains and service provision, and greater coastal erosion.</p>	<p>Climate change adaptation: we are following national adaptation advice, including working with partners on flood risk management plans, a heatwave plan and drought plans.</p> <p>Climate change mitigation: we must reduce our own operation carbon footprint by an average of 13% per year to stay within our 5-year carbon budget and to achieve net zero carbon emissions from the County Council's own activities as soon as possible, and by 2050 at the latest.</p> <p>Our Climate Emergency Officer continues to work with teams across East Sussex to deliver the corporate climate emergency plan covering 2020-22. The main focus is on buildings, which made up 79% of carbon emissions in 2020/21. Travel related emissions will be progressed once the Future Workstyles Review is complete.</p> <p>In quarter 1:</p> <ol style="list-style-type: none"> 1) Annual carbon reporting for 2021/22 shows that ESCC scope 1 and 2 carbon emissions from buildings, streetlighting and fleet fell by 13% in line with our target. Much of this achievement was due to grid electricity decarbonisation, as a greater portion of power is generated by renewables, and by buildings moving out of portfolio. Keeping within budget next year and beyond will be more challenging, particularly in relation to heating. 2) A Corporate Decarbonisation of Heat Plan will be completed in early quarter 2 and will inform our strategy in this key area. 3) Work continued on delivery of the Public Sector Decarbonisation Scheme grant funded projects but contractor capacity, building material shortages and supply chain issues have caused some delays. This has been flagged to Salix Funders with a request to carry over some heating related works into 2022/23. Feedback was provided to the Department for Business, Energy and Industrial Strategy and Salix Finance on how best to target, improve and organise future government funding. 4) In collaboration with Property Maintenance and Energy teams a pipeline of target sites for building decarbonisation works is being drawn up. 5) Ad-hoc communications have been done around national themed events such as Earth Day and Clean Air Day. Further staff newsletters and other communications are planned for quarter 2 and beyond. 	Red
1	<p>ROADS</p> <p>Wet winter weather, over recent years has caused significant damage to many of the county's roads, adding to the backlog of maintenance in the County Council's Asset Plan, and increasing the risk to the Council's ability to stem the rate of deterioration and maintain road condition.</p> <p>COVID-19 could lead to an increase in the level of staff sickness, as well as the need for staff to self-</p>	<p>The additional capital maintenance funding approved by Cabinet in recent years has enabled us to stabilise the rate of deterioration in the carriageway network and improve the condition of our principal road network. However, a large backlog of maintenance still exists and is addressed on a priority basis.</p> <p>The County Council's asset management approach to highway maintenance is maintaining the overall condition of roads, despite recent years' winter weather. However, severe winter weather continues to be a significant risk with the potential to have significant impact on the highway network. The winter of 2019/20 was one of the wettest on record and generated 4 times more potholes for example. The recently approved five-year capital programme for carriageways 2018/19 to 2022/23, and the six-year</p>	Amber

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
	<p>isolate/distance. It will lead to a change in our working approach and arrangements, even beyond the length of any Government imposed lockdown.</p>	<p>additional capital programme for drainage and footways 2017/18 to 2022/23 provide the ability to continue to manage condition and build resilience into the network for future winter events. Additional DfT money from 2018/2019 has supported this approach.</p> <p>Our contractor has adapted the service to ensure the workforce can work in a safe environment and has continued to successfully deliver the service on the ground or from home, with a full reactive service and capital programme delivered this year. Staff absence due to COVID related illness or self-isolation has remained very low and has had no significant impact on the service but clearly, in an ever-changing situation, the risk remains. As we move out of lockdown the risk is diminishing and we plan to deliver a full capital programme and service this year.</p> <p>East Sussex County Council staff managing the Highways contract have successfully worked from home with no impact.</p>	
<p>7</p>	<p>SCHOOLS</p> <p>Impact of weak leadership in schools on outcomes for children and young people</p> <p>Failure to secure adequate leadership within East Sussex Schools, leading to:</p> <ul style="list-style-type: none"> • reduced outcomes for children • poor Ofsted reports and reputational damage <p>Failure to accelerate progress and improve attainment for all key groups of pupils</p> <ul style="list-style-type: none"> • poor Ofsted reports • reputational damage <p>Resulting in:</p> <ul style="list-style-type: none"> • negative impacts on employability • undermining capacity for economic growth • increased pressures on services provided by social care and health. 	<p>Continuing to secure high-quality leadership and governance across all our schools, colleges and settings is a high priority for the Standards and Learning Effectiveness Service (SLES) performance improvement plan.</p> <p>We will:</p> <ul style="list-style-type: none"> • Work with partnership networks to provide support and challenge for the recruitment, development and performance of high-quality school leaders. • Work with the existing Academy Chains within East Sussex, to ensure appropriate solutions for schools in East Sussex. • Continue to support the East Sussex recruitment and retention strategy with a focus on leadership. • Accelerate the work to develop partnerships between schools that cannot secure adequate leadership alone and explore the options for closure of schools that are unable to deliver a high-quality education to their pupils. • Work with Primary Board, Secondary Board, East Sussex Learning Collaborative Network and Teaching School Hub to support the development of outstanding leaders. • Work with Teaching Schools Alliances and Education Improvement Partnerships to support the development of outstanding leaders. • Work with the primary and secondary board to implement the schools causing concern guidance. • Work with the primary board, secondary board and teaching schools to raise standards of provision, curriculum design and quality of teaching and learning in Key Stage 2 and improve outcomes in Key Stage 4. <p>These mitigations do not take account of COVID impacts/measures.</p>	<p>Amber</p>
<p>8</p>	<p>CAPITAL PROGRAMME</p> <p>Against a background of diminishing resources, the capital programme has been produced to support basic need only and as a result of this there is no resource for other investment that may benefit the</p>	<p>The Council maintains a 20-year capital strategy and 10-year capital programme (currently 9 years due to the increased uncertainty and risks to long term local government financing) to provide rigour and support strategic direction. The development and delivery of the capital programme is overseen by a Capital Strategic Asset Board (CSAB), a cross departmental group consisting of officers from each service department, finance, property and procurement. Governance arrangements continue to</p>	<p>Amber</p>

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
	<p>County e.g. that may generate economic growth. Additionally, there is a risk, due to the complexity of formulas and factors that impact upon them, or changes in these, that the estimated Government Grants, which fund part of the programme, are significantly reduced.</p> <p>There is also a risk that the move from S106 contributions to Community Infrastructure Levy will mean that Council has reduced funding from this source as bids have to be made to Districts and Boroughs. Slippage continues to occur within the programme, which has an impact on the effective use of limited resources.</p>	<p>be reviewed and developed in support of robust programme delivery of the basic need programme. The Schools (and capital maintenance) Sub Board, which in part focuses on future need for schools' places, continues to inform the CSAB of key risks and issues within the Basic Need Programme. Regular scrutiny by the CSAB of programme and project profiles (both in year and across the life of the programme) occurs on a quarterly basis.</p> <p>The CSAB also proactively supports the seeking and management of all sources of capital funding, including grants; capital receipts; S106; Community Infrastructure Levy (CIL); and, Local Growth Fund monies. A cross department sub board oversees the process for bidding for CIL and the use of S106 funds, and work continues with Districts and Boroughs to maximise the Council's receipt of these limited resources. Additionally, following review, CIL and S106 targets have been reduced.</p> <p>The impact of COVID-19 and EU Exit increases the risk to external funding and of excess inflation being incurred on materials. In addition, the one-year Spending Review (SR) on 25 November 2020 set government department's revenue and capital budgets for 2021/22 only, providing no certainty over future years capital grants. Officers will proactively monitor funding announcements and seek to minimise the impact on delivery of the capital programme, ensuring that there is sufficient liquidity to meet funding requirements.</p> <p>There are a number of risks and uncertainties regarding the capital programme over the current Medium-Term Financial Plan period and beyond. As part of the Reconciling Policy, Performance and Resources (RPPR) process at February 2021, an ongoing capital risk provision of £7.5m was approved, providing the flexibility to react to emerging risks. It represents the ability to borrow for these risks and is managed through ensuring there is Treasury Management capacity, rather than representing funds that are within the Council's accounts. Its utilisation, subject to CSAB approval and adherence to financial regulations, would therefore require additional borrowing and be reported through the RPPR and quarterly monitoring process.</p> <p>CSAB continue to look to manage down the historical levels of programme slippage. Following a review of the programme's annual ambition (against historical deliverability and project risk), in 2021/22 a risk factor has been applied to help mitigate slippage.</p>	
9	<p>WORKFORCE</p> <p>Stress and mental health are currently the top two reasons for sickness absence across the Council, potentially leading to reduced staff wellbeing, reduced service resilience, inability to deliver efficient service and/or reputational issues.</p> <p>An inability to attract high calibre candidates could lead to limited recruitment choices and therefore lack of the expertise, capacity, leadership and/or innovation required to deliver services and service transformation.</p>	<p>The 2021/22 Q1 sickness absence figure for the whole authority (excluding schools) is 1.63 days lost per FTE, a decrease of 8.3% since last year. The year-end estimate for 2021/22 is 7.13 days/FTE, so the target of 9.24 days/FTE is predicted to be met.</p> <p>It is positive to note that we have seen a reduction in all absence levels, including mental health related absence. Stress remains the primary driver with Coronavirus as the second highest reason.</p> <p>In response to this, we have continued to enhance our wellbeing offer by:</p> <ul style="list-style-type: none"> • Creating bespoke offers for front line teams most affected by Covid, including managers workshops, awareness sessions and compassionate leadership • Working with our external health providers to offer Long Covid support and signposting • Continue to support employees with topical on-going health awareness campaigns, including men's health and Covid related anxiety 	Amber

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
		<p>More broadly we have:</p> <ul style="list-style-type: none"> • Enhanced support provided to managers on Return to Work forms to enable effective signposting for conditions such as bereavement, mental health and cancer • Worked with TP Health to run a series of successful interactive workshops on pertinent health topics, including Mental Fitness and Carers Awareness, with all respondents confirming these increased the likelihood for them to look after their own wellbeing • Launched a Menopause awareness campaign with guidance for employees and managers with supporting videos, which has been very well received <p>Whilst it is too early to assess the full impact of Covid-19, some effects are already being felt. In the context of attraction and recruitment, the move to remote working and the opportunity for this to continue as we consider future new ways of working, has resulted in a much wider geographical pool of applicants being available to the Council. We are already seeing the effects of this with a number of our jobs receiving a high level of interest and significantly more completed applications.</p>	
14	<p>POST EUROPEAN UNION (EU) TRANSITION</p> <p>The United Kingdom has left the EU with a negotiated outcome. However, there are likely to be areas of disruption, when paperwork checks on imports begin on 1st October 2021 and physical checks on imported goods begin on 1st January 2022.</p> <p>Key areas at risk of disruption are:</p> <ul style="list-style-type: none"> •At Newhaven Port and on the surrounding road network due to new port checks. •In business and economic activity, due to import/export administrative complexities for Small and Medium-sized Enterprises, supply chain disruption, impact of trade tariffs on consumer purchasing power, and workforce supply. •The COVID-19 pandemic response and local outbreak management. E.G. through disrupting international supply chains for Personal Protective Equipment, and •Delivery of Council Services. 	<p>The risks have reduced until the revised implementation dates for import checks in October 2021 and January 2022. HGV traffic remains lower than usual at Newhaven and ESCC continue to monitor the situation at Newhaven and are ready to react, should disruption look likely.</p> <p>Many of the key areas at risk of disruption are already on the Strategic risk register (COVID-19 response, Local Economic Growth) or departmental risk registers and are subject to business as usual risk and business continuity management.</p> <p>The Trading Standards team are working with Environmental Health colleagues and UK Border Force to smooth the impact of Government border policy on the capacity required to support new border enforcement arrangements at Newhaven Port. Provision of facilities at the port is being arranged and memoranda of understanding drawn up to facilitate effective joint working. Planning will also be informed by the Government Protocol and Border Group, of which the Director of Communities, Economy and Transport is a member. These relationships will continue until the newly revised import check dates and will then be reviewed again.</p> <p>Close working with Sussex Chamber of Commerce to ensure clear advice is provided to Small and Medium Size enterprises engaged in import/export activity. Monitoring impacts on the local economy through Business East Sussex, although this is complex because it is challenging to disentangle COVID and Brexit impacts.</p> <p>The Sussex Resilience Forum has run exercises to support multi-agency emergency planning for the implications of additional border controls.</p> <p>The Chief Executive is a representative for the South East on the Ministry of Housing, Communities and Local Government group of nine regional chief executives, which provides a direct channel of communication into the Ministry, on local and regional issues emerging from the end of the transition period.</p>	Green

Ref	Strategic Risks	Risk Control / Response and Post Mitigation RAG score	RAG
6	<p>LOCAL ECONOMIC GROWTH</p> <p>Failure to deliver local economic growth, and failure to maximise opportunities afforded by Government proposal to allocate Local Growth Funding to South East Local Enterprise Partnership, creating adverse reputational and financial impacts.</p>	<p>The County Council and its partners have been successful in securing significant amounts of growth funding totalling £129m, via both the South East and Coast 2 Capital Local Enterprise Partnerships, to deliver a wide range of infrastructure projects in East Sussex. We have also secured outgoing European Funding (EU) for complementary economic development programmes supporting businesses to grow, including: South East Business Boost (SEBB); Low Carbon across the South East (LoCASE); TRANSFORM Apprenticeships; South East Creative, Cultural & Digital Support Programme (SECCADS); and inward investment services for the county. We have continued to bid for further EU funding on the above projects and have secured over £4m of investments to be delivered from April 2020 for a further 3 years.</p> <p>Government issued a funding call in mid-June through the Getting Building Fund programme for pipeline projects to create jobs and deliver over the next 18 months, with East Sussex securing £11.2m on 8 projects in late July. All 8 projects were approved by SELEP in October/November and we are now confirming their grant agreements, with several commencing delivery.</p> <p>We have been actively working with partners in developing projects and submitting proposals to a number of recent funds, including: the Green Homes Fund (secured a further £1m); Future High Streets (secured £5m); Stronger Towns Fund (Hastings awarded £24.3m and Lewes awaiting outcome); the SELEP COVID-19 Skills and Business Support Fund (secured £500k).</p> <p>The COVID-19 outbreak in early March 2020 is seemingly changing the funding landscape, and alongside the impacts of leaving the European Union, is having an impact on major funding decisions from Government.</p> <p>We officially launched in September 2020 the East Sussex Economy Recovery Plan, called 'East Sussex Reset'. The plan identifies deliverable actions in the short term, alongside more aspirational asks, and has already aligned and secured new monies totalling £105m investment into East Sussex. It has and will continue to be an important bidding document to Government and into the SELEP, with the new SELEP Recovery and Renewal Strategy approved in March 2021. Both documents will look at ways to address the recent Government policy and Budget announcements (3 March 2021), that have a clear focus on the green revolution (net zero carbon reduction); the new £4bn Levelling Up Fund (LUF); and the new one year £220m UK Community Renewal Fund pilot (UKCRF), which is a precursor to the larger UK Shared Prosperity Fund officially launching in 2022. The prospectuses for both were launched in March 2021.</p> <p>As a result, East Sussex County Council (ESCC) is the lead authority responsible for co-ordinating and appraising bids to the UKCRF and provided its submission on the 18 June deadline amounting to 11 x projects of circa £5m. On the LUF, ESCC submitted a transport package for Exceat Bridge of £8m, while four of the local Borough and District Councils (except Hastings) have submitted major capital funding bids under this first round for town centre/regeneration and cultural investment by the 18 June deadline.</p> <p>Outcomes on both programmes are expected in the summer, with ESCC then directly leading on overseeing the implementation of the UKCRF programme; and the LUF Exceat Bridge; whilst contributing to the development of business cases to secure resources towards the four Borough and District bids submitted to LUF.</p>	Green

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Report to: Cabinet

Date of meeting: 30 September 2021

By: Director of Communities, Economy and Transport & Chief Operating Officer

Title: Annual progress report to Full Council on the County Council's progress towards net zero

Purpose: To consider the progress report.

RECOMMENDATION: Cabinet is recommended to note the progress that has been achieved to date against the agreed Action plan and the Scrutiny Review Recommendations

1 Background

1.1 In October 2019 the County Council declared a climate emergency. It set a target of achieving carbon neutrality from its activities as soon as possible and in any event by 2050 and committed to reporting annually to Full Council on its progress towards meeting this target. Section 2 of this report sets out the draft progress report, which will be presented to Full Council on the 12 October.

2 Supporting Information

2.1 In October 2019 the County Council agreed the following Motion, that the County Council:

- (i) supports the aims and implementation of the UN Sustainable Development Goals.*
- (ii) recognises and declares a Climate Emergency.*
- (iii) will set a target of achieving carbon neutrality from its activities as soon as possible and in any event by 2050, in line with the new target for the UK agreed by Parliament in 2019.*
- (iv) will build upon the work we have undertaken to date, will commit resources where possible and will align our policies to address the Climate Emergency.*
- (v) will set out a clear plan of action to reduce our carbon emissions.*
- (vi) will report annually at the May County Council Meeting on its progress towards the target.*
- (vii) will investigate all possible sources of external funding and match funding to support this commitment, as well as writing to central government with respect to the emergency to request funding to implement swift appropriate actions.*
- (viii) will use our Environment Strategy to provide a strong unified voice in lobbying for support to address this emergency, sharing best practice across East Sussex and more widely through other partners.*

2.2 In line with the commitment made in the Motion agreed in 2019, the County Council developed a Climate Emergency Action Plan to set out how the organisation would go about

reducing its carbon emissions. The Action Plan was agreed by Cabinet in June 2020 and built on work undertaken since the first Carbon Management Plan was put in place in 2009. The Action Plan set out the scale of the carbon footprint, described the carbon budget that the Council will aim to keep within, and proposed an initial two-year delivery plan for 2020-22.

Assessing the Council's carbon emissions

2.3 A clear understanding of the carbon emissions generated by our activities is a key foundation for working towards carbon neutrality. The corporate Action Plan set out an initial assessment of the carbon emissions from the Council's activities using the Greenhouse Gas (GHG) Protocol, an accepted global standard for measuring and reporting on an organisation's GHG emissions. The Protocol divides GHG emissions into three categories, referred to as Scope 1, 2 and 3. Together, these represent the total GHG emissions related to an organisation and its activities. Each scope covers the following emissions:

- Scope 1 – emissions from the combustion of gas, oil, petrol, diesel, coal, or wood. For the Council this covers buildings and vehicles where the Council is responsible for paying for the fuel.
- Scope 2 – emissions from the electricity purchased by the Council.
- Scope 3 – emissions that result from all other activities of the Council. There are 15 different scope 3 categories defined in the Protocol, some of which do not apply to a local authority (e.g., emissions from manufactured goods). The categories that do apply include emissions from business travel, water usage, waste, procurement and staff commuting. In other words, the County Council's scope 3 emissions mostly comprise the scope 1 and 2 emissions of other organisations (e.g., contractors).

2.4 The County Council has measured scope 1, 2 and some scope 3 emissions since 2008-9. Data in relation to scope 1 and 2 is of higher quality whereas data in relation to most scope 3 emissions is much more varied in detail and quality. The Action Plan highlights that scope 3 emissions are by far the largest part of the Council's estimated carbon footprint, notably through the supply chain i.e., the goods and services that are purchased by the County Council in order to deliver its functions. This is typical for a local authority, as most of the Council's revenue and capital budgets are used to procure goods, services and works from third parties. For an upper tier authority this includes major services such as highways maintenance, waste disposal, and education, as well as social care provision commissioned from a myriad of relatively small independent providers. The Action Plan also highlights that the largest proportion of scope 1 and 2 emissions is from schools. Overall, this means that the majority of carbon emissions generated by the Council's activities are from sources over which the Council has influence but limited direct control.

2.5 The County Council therefore has a large and complex carbon footprint which is larger than that of all the East Sussex District and Borough Councils combined. Further work is required to quantify most scope 3 emissions before they can begin to be integrated reliably into the Council's carbon footprint and modelled for future emission reductions, notably from procurement. Consequently, the Action Plan focusses primarily on reducing scope 1 and 2 emissions first, for example carbon emissions from buildings, and investing in more renewable energy. This is a similar approach to that adopted by all the East Sussex District and Borough Councils that have a carbon action plan in place.

Working towards carbon neutrality from our activities

2.6 The approach adopted in the Action Plan is that, in order to make its fair contribution to reducing county-wide emissions, the County Council will aim to cut its own emissions by 13% per year. This is based on a recognised methodology developed by the UK's Tyndall

Centre for Climate Change Research for calculating the carbon budget by local authority area. A carbon budget represents the total quantity of greenhouse gases which can be released to the atmosphere if we are to contain temperature rises to a given level – this can be calculated globally and then broken down into national and sub-national budgets. The Tyndall model, based on current scientific understanding, indicates that to stay within a budget based on a rise of no more than 1.5 degrees centigrade above pre-industrial levels (as set out in the UN Paris Agreement on Climate Change) requires cutting emissions from East Sussex by an average of about 13% per year.

2.7 This 13% science-based annual reduction target is what the County Council is working towards, rather than a fixed end date by which it will become carbon neutral. This approach is in line with advice to Councils from the Local Government Association, which has stated that: *“There is no science to picking an end year where emissions are zero. Setting a target year by which emissions will be zero can be symbolically important. However, what counts is the trajectory of the commitments to carbon reduction between now and the target zero emissions year. This defines the actual level of emissions reduction being promised over the budget period. This is what matters to climate change”*.

2.8 Achieving a reduction target of 13% per year, every year, is extremely challenging. The County Council has had a significant programme of activity in place to cut carbon emissions for a number of years, during which time it has occasionally exceeded a 13% reduction per year in its scope 1 and 2 emissions. In 2020-21 The County Council achieved a 13% reduction in its carbon emissions. A summary of the data is included in appendix 1, including some of the planned work and how we track our progress against the 13% per year reduction target. Appendix 2 sets out the progress, more broadly, that has been made to date against the Action Plan and combines this with the recommendations from the 2020 Scrutiny Review of Becoming a Carbon Neutral Council (see paragraph 2.9). The Action Plan will be reviewed during 2021-22 and an updated 2-year plan will be developed to cover 2022-24.

2.9 It is likely to become more costly and complex to reach this target over time as the ‘quick wins’ – the more cost effective and simpler measures, and those which are within the Council’s direct control - are completed. Officers have successfully bid for additional external funding to increase the County Council’s ability to deliver greater carbon reduction (e.g., £480k in 2021-22 to deliver projects under the Public Sector Decarbonisation Fund). In addition, work is on-going to establish what further resources the County Council could allocate to meeting this ambitious target. This will include modelling of the different scenarios as to how the County Council might get to net zero, by when and the potential range of costs of each scenario. The modelling depends on a number of factors, including the size of the County Council’s buildings estate, and related transport emissions, post-COVID. The work to determine this is currently in progress.

2.10 In 2020-21 the Place Scrutiny Committee undertook a Scrutiny Review of Becoming a Carbon Neutral Council. The review looked at the work underway to progress towards net zero emissions from the Council’s activities and made a number of recommendations which were accepted and are being implemented in line with the agreed action plan. Appendix 2 includes a summary of progress to date against the agreed recommendations and the Climate Emergency Action Plan. Of the combined 37 actions, 5 (13%) have been completed, 28 (76%) are on-going and 4 (11%) have not yet started. This highlights that there is a need for additional resources to help drive the actions forward and that some of the actions will be delivered over a number of years (e.g., behavioural change programmes). Proposals for additional resource capacity are being developed and will be considered through the Reconciling Policy, Performance and Resources (RPPR) process.

2.11 Contracts with external providers make up the largest proportion of our carbon footprint, as part of Scope 3 emissions. The Council can influence emissions from our supply

chain by requiring carbon reduction targets when renewing relevant contracts, which is the approach adopted in the re-procurement of the current highway's maintenance contract. Many smaller contractors and suppliers will not have data on their emissions, or will have relatively small-scale emissions, or do not have the capital funding available to make the significant changes required to reduce their emissions. Addressing the emissions from our large and diverse supply chain is therefore a complex and significant task which will take time. Consequently, the Council will focus on contractors and suppliers where the likely scale of their emissions and the ability of the Council to influence these emissions are greatest, for instance where the Council is a major client.

2.12 Until we are able to measure and report on our scope 3 supply chain emissions more accurately (and therefore know where and how to better influence these emissions), we are measuring and reporting on our performance against a 13% p.a. reduction target for scope 1 and 2 emissions. This is monitored and reported quarterly to the Officer Climate Emergency Board, which has representatives from every department and is co-chaired by the Chief Operating Officer and the Director for Communities, Economy and Transport. Progress is also reported quarterly in the County Council's strategic risk register, as well as annually to Full Council.

3 Conclusion and Reasons for Recommendations

3.1 The Council has recognised the severity of the climate crisis by declaring a climate emergency and setting a clear and evidence-based trajectory towards net zero from its activities. The scale of the Council's functions and the diversity of providers the Council works with makes this a complex and substantial task. Significant work has already been undertaken to reduce emissions and this has been built upon by the Climate Emergency Action Plan which is driving the next phase and has been further informed by the recent Scrutiny Review. This progress report sets out what has been achieved to date against the agreed Action Plan and the Scrutiny review recommendations.

PHIL HALL
Chief Operating Officer

RUPERT CLUBB
Director of Communities, Economy and Transport

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LOCAL MEMBERS:

ALL

BACKGROUND PAPERS:

None

Appendix 1 – What ESCC has achieved so far and next steps (September 2021)

What ESCC has achieved so far

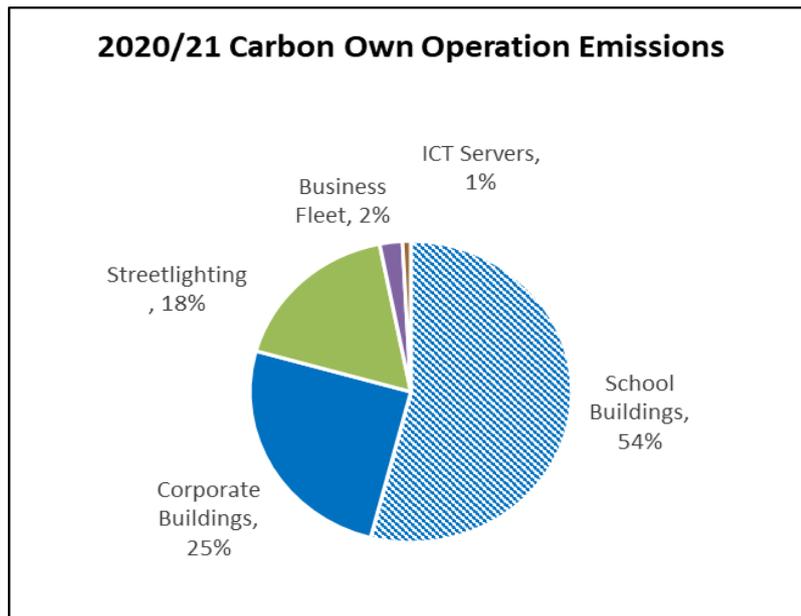
Between 2008-9 and 2020-21 the County Council has reduced its scope 1 and 2 emissions by 66%. This has been achieved through a number of measures, including:

1. Changes to the way we work, for example through the Agile and SPACES programmes. The Agile programme has enabled staff to work flexibly from a range of sites, including home, and so enable a reduced number, and more efficient use of, buildings which enable a reduction in travel through staff being able to be connected whilst working remotely, and enable a more efficient use of the organisation's buildings. The SPACES programme ("Strategic Property Asset Collaboration in East Sussex") is a partnership of public bodies and third sector organisations established in 2013 to seek better use of the public sector estate.
2. Improved and more energy efficient connectivity, for instance through moving to the Surrey Data Centre.
3. Encouraging behaviour change, for example by providing the ICT equipment, tools and support to enable Members and staff to work digitally and providing discounted bus travel and season-ticket loans to encourage the use of public transport.
4. Installing a number of energy efficiency measures in ESCC buildings and street lighting through the £1.025m Salix invest-to-save fund and County Council maintenance budgets, including replacing all the windows at County Hall. Salix has funded nearly 300 projects worth £3.8m, generating annual savings of over £850,000.
5. Installing 1.4MW of renewable energy generation on buildings, mostly on schools.
6. Requiring energy efficiency improvements in key contracts, for example including performance indicators for street lighting and business mileage within the current highways contract.
7. Changing our approach to procurement to enable more goods and services to be delivered by local businesses, which reduces the transport impact of our supply chain.
8. The Council has recently procured a new framework for the provision of electricity for corporate buildings, schools and street lighting. This allows electricity to be supplied from renewable sources, independently certified through the Renewable Energy Guarantees of Origin scheme (REGOs). This started from 1 April 2020 for an initial period of at least 12 months and is likely to continue, subject to availability and price. This applies to corporate sites and has been offered to schools. Please note that the purchase of green electricity is not counted towards ESCC's carbon reduction target, on the basis that it is recognised good practice to work to reduce energy usage first, followed by improving energy efficiency, then investing in renewable energy, and finally to procure green electricity.
9. Case study example: Buxted Primary School, energy efficient lighting:
 - Fluorescent lamps were replaced with energy efficient LED lamps, improved controls and emergency lighting across the school estate.
 - The changes cost £15,000 and led to a 17% reduction in electricity use, which saved £1,500 and 5 tonnes of CO₂ per year.
 - Feedback from the school: "We undertook the new lighting project throughout our school building and the results have been very good...overall we are very pleased with our new lighting." Bursar at Buxted C of E Primary, May 2020.

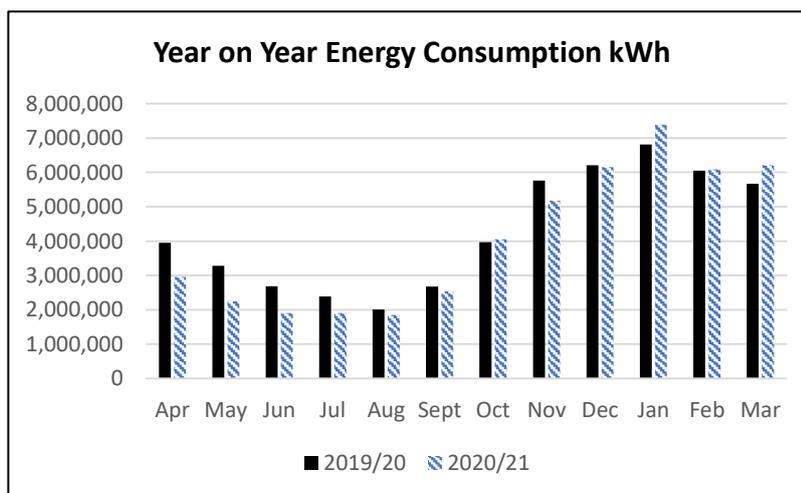
Carbon reduction in 2020/21

In 2020/21:

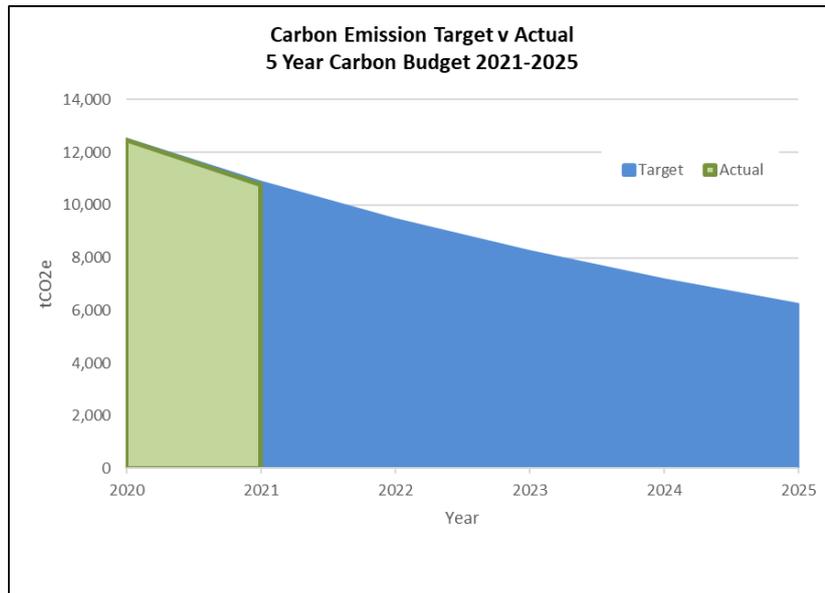
- Buildings accounted for 79% of scope 1 and 2 emissions, with schools being the largest share. Corporate buildings include all non-school buildings.
- Heating made up 60% of building emissions.
- ESCC's fleet CO₂ emissions were down 19% compared with 2019-20 due to reduced mileage.



- Covid 19 impact: April to September 2020 saw a 25% reduction in energy use compared with the previous year. October 2020 to March 2021 saw energy use increase by 3%, as schools re-opened and buildings were heated but required increased ventilation, in line with central government guidance, to provide Covid secure building environments. Overall total energy use was down 6%.



- Scope 1 & 2 CO₂ emissions: fell 13% in 2020-21 compared with 2019-20 (by 1,672 tonnes), keeping ESCC within its carbon budget.



Looking forward

As schools and staff gradually return to normal, we anticipate an increase in energy usage and carbon emissions compared with last year.

Projects underway in 2021/22 to reduce ESCC's carbon emissions include:

- Conversion of 14,000 streetlights to low energy LEDs.
- Completion of the delivery of the £480K of government-funded energy efficiency projects in 2022, including a whole building retrofit and pilot installation of heat pumps in a primary school.
- Installation of low energy LED lighting and solar panels in at least 6 sites.
- Implementation of the Council's Electric Vehicle Strategy.
- Continue to deliver the communications plan to Members and staff.
- Continue to embed carbon reduction into appropriate procurement contracts, for example the new highways contract.
- Update the staff travel plan alongside the Future Workstyles review.

Monitoring and reporting of progress

The target is to reduce emissions by an average of 13% per year. Until we are able to measure and report on our scope 3 emissions more accurately, and therefore know where and how to better influence these emissions, we are measuring and reporting on our performance against a 13% p.a. reduction target for scope 1 and 2 emissions. This is monitored and reported quarterly to the Officer Climate Emergency Board, which has representatives from every department and is co-chaired by the Chief Operating Officer and the Director for Communities, Economy and Transport. Progress is also reported quarterly in the County Council's strategic risk register and annually to Full Council.

Appendix 2 – Progress against the Action Plan and Scrutiny Review recommendations

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
Framework (governance, leadership, communications, data, policy & partnership working):				
1	Set up robust governance: Establish a senior Officer board to oversee delivery of this plan.	(no similar recommendation from the Scrutiny review)	Complete	Officer board set up in July 2020. Co-chaired by Chief Operating Officer and Director of CET, with representatives from every department.
2	Develop a communications plan: Set out clear messages and comms routes, Member and staff engagement, & integrate public engagement via the Environment Strategy	15 a) Develop an interactive communication/information platform, which includes details on what the Council itself is doing on climate change and to discuss opportunities where residents may take an active role in lowering community carbon emissions	Complete	A climate change communications plan was agreed by CMT in March 2021 and is being implemented (e.g. press releases, Yammer articles, staff newsletter, website updates, promotion of Solar Sussex Together to residents). This work is now part of business as usual.
3	Improve greenhouse gas (GHG) baseline data: a) Update ESCC's GHG data management plan and improve transparency by explaining the methods, data, processes, assumptions, estimates, changes and quality checks used. b) Obtain more accurate GHG data for staff commuting, priority suppliers and renewables already installed at schools.	(no similar recommendation from the Scrutiny review)	In progress	a) The Orbis Energy Team have developed a documented process on what detailed annual GHG data is collated, how and from where. b) Covid and the work on Future Work Styles has altered staff commuting, so data will be collated once a new 'normal' has become established. c) More accurate data is being requested from some large suppliers, notably as contracts are re-procured, and better quality data is in the process of being collected on renewable energy installations and to capture energy generation and export data.
4	Review ESCC's policies, strategies, programmes, projects and practice to align with the climate emergency: policy should provide clear and stable direction and a simple set of rules that	16a) Business case evaluation and procurement decisions should include an assessment of the carbon impact of the proposal.	In progress	Discussions have been had with other local authorities to see whether there are tried and tested examples of good practice that ESCC could learn from, and discussions are also being held with the University of Sussex and with the Carbon Trust. The outcome of this work will inform updated corporate report writing guidance to provide appropriate advice to report authors.

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
5	supports corporate climate change mitigation and adaptation	16 b) Reports that go to the Executive and Council should include an assessment or statement of the carbon emissions impact of the proposals/decision in the report where relevant and material.	In progress	As above
6	Work in partnership with other organisations to share resources & good practice: continue to work with all Sussex local authorities on developing organisational and area-wide carbon plans.	15b) The Council to use its convening power to co- ordinate the actions it is taking on climate change with its partners, and in particular with the District and Borough Councils in East Sussex.	In progress	The Council hosts the East Sussex Environment Board, which is one of the sub boards to Team East Sussex and leads on delivering the East Sussex Environment Strategy. The Strategy includes a commitment to develop a road map to net zero for the county, which is being developed with a range of partners, including through regular meetings with the District and Borough Councils.
7	Work with SE7 partners on climate change.	17) The Council lobbies Government at a national level via ADEPT and the South East 7 partnership, to amend the planning system and building regulations so that the carbon performance of new buildings, including school buildings, can be taken into account in planning decisions.	In progress	The Building Regulations are a separate regulatory framework to the planning system. The planning system allows local planning authorities to require energy efficiency standards that exceeds the minimum requirements of the Building Regulations where there are Local Plan policies in place to do so. Both the planning system and Building regulations are being reviewed by government. In October 2020 the Council responded to the Planning for the Future White Paper expressing the need for the planning reforms to complement climate change targets, and we continue to work with networks such as ADEPT to lobby government for change. New school project designs now reflect increased focus on climate change priorities and how this is informing the new 10 year capital programme.
8	Produce an annual progress report: report to County Council each September on progress and identify additional resources that may be required	(no similar recommendation from the Scrutiny review)	In progress	This is the first annual report to the Council on progress against the climate emergency declaration
Emissions from buildings:				

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
9	Behaviour change programme – corporate: develop an engagement plan to create an energy-aware culture amongst staff and Members & develop a network of climate emergency champions to accelerate change	15 a) Develop an interactive communication/information platform, which includes details on what the Council itself is doing on climate change and to discuss opportunities where residents may take an active role in lowering community carbon emissions	In progress	A climate change communications plan was agreed by CMT in March 2021 and is being implemented (e.g. press releases, Yammer articles, staff newsletter, website updates, promotion of Solar Sussex Together to residents). This work is now part of business as usual.
10	Behaviour change programme - schools: update & disseminate the energy saving guide for schools.	4 a) The Council, in conjunction with maintained schools, should publish comparative data on energy efficiency (e.g. league tables and energy performance), set a carbon reduction target and encourage engagement with pupils in learning projects and activities to reduce carbon emissions	In progress	The Council holds the relevant energy data, however the energy performance of schools varies for a number of reasons, which means that it would not be possible to compare schools on a like-for-like basis. It would also be complex and costly to try to set school-specific carbon reduction targets, therefore it's recommended that schools should be encouraged to aim for a 13% per year carbon reduction target, in line with the Council's overall target and the target for the county. There's long been engagement with schools on energy reduction, energy efficiency and renewables, for instance through the promotion of ESCC's energy fund and assisting the Youth Cabinet to develop a school energy auditing tool. The Council will facilitate sharing best practice amongst schools on carbon efficiency via various forums
11	(no similar recommendation from the climate emergency action plan)	3) a) The Council to consider through the RPPR process opportunities for capital funding within the core capital programme to carry out carbon reduction projects in its corporate buildings, notably building fabric improvements, and lobbies Government for additional funding in this area.	In progress	The Council has invested capital in carbon reduction projects for a number of years and is working on additional proposals through the RPP&R process this year. The Council has engaged with, and been encouraged to provide feedback to, BEIS and MHCLG on the need for consistent and long-term funding from government to enable local authorities to take further action.
12	Planned Maintenance & Capital programmes: 1) Establish a robust process for identifying, prioritising and delivering projects.	3b) In developing energy efficiency projects, the Council should take a whole building approach, which is based on whole life costings.	In progress	Updates to the County Council's Capital Strategy in February 2021 included the emerging relevance of Environment, Social and Governance (ESG) considerations. The Strategy will now be further updated to support the County Council's climate emergency

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
13	<p>2) Prepare an annual programme of energy efficiency projects linked to the maintenance and capital programmes.</p> <p>3) deliver a pipeline of whole-building energy efficiency projects.</p>	<p>6) The Council to review the payback periods used for major building refurbishment projects and adjusts the provision of capital funding for carbon reduction projects to enable more work in this area to be carried out based on whole life costings.</p>	In progress	<p>declaration. Work to tackle climate change has become a part of the Council's core business due to national legislation and is a key priority for the Council, therefore opportunities for investment will be considered as a basic need.</p>
14	<p>Install low carbon heating in buildings to replace gas and oil boilers: review boiler replacement programme and assess options for replacing with heat pumps</p>	<p>1) Priority consideration should be given to the implementation of low carbon heating systems, e.g. the use of ground source and air source heat pumps, in all newly commissioned buildings and when renewing systems in existing buildings. The most energy efficient type of heat pump currently available should be used where possible (e.g. ground source, then air source heat pumps).</p>	In progress	<p>To ensure that the costs and benefits of any potential project is balanced with the Environment, Social and Governance (ESG) implications of carbon reduction initiatives, the following will be considered as part of the Council's Capital Strategy:</p> <p>1) Energy efficiency measures at the start of any capital project and included in the whole project costs when establishing a business case. 2) Where possible, ESG schemes to be integrated within existing funded programmes, e.g. boiler replacement programme with low carbon replacements as part of the capital building maintenance programme. 3) The specific technology to be deployed (e.g. heat pumps etc) will be dependent on a range of factors including the age, type of building and its levels of insulation/heat retention. 4) A whole building approach to include whole life costings which will range from shorter to longer term pay back periods. It may be possible to use short term savings to subsidise longer term improvements. This will include building fabric improvements and also greater awareness of energy efficient use of buildings by end users.</p>
15		<p>4 b) The Council consider through the RPPR process providing capital funding for a pilot project to install heat pump technology in one of the County's maintained schools as a best practice case study.</p>	In progress	<p>Funding from the national Public Sector Decarbonisation Fund was secured in 2021 to carry out a whole-building energy retrofit to Ninfield primary school, including the installation of heat pumps. This work will be completed, largely in summer 2022.</p>

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
16		2) The Council should keep the use of hydrogen gas heating technology under review and ensure all new or replacement boilers are capable of being 'hydrogen ready'.	In progress	Currently, it is not possible to source "hydrogen ready" boilers. The government is due to publish a heat decarbonisation plan in the near future, which may help ESCC to plan for a transition to hydrogen boilers. In the meantime, ESCC is an active member of Hydrogen Sussex, which works with a range of partner organisations to understand and prepare for the emerging hydrogen economy.
17	New build: ensure the 2008 ESCC sustainable buildings policy is being implemented and report on its effectiveness.	(no similar recommendation from the Scrutiny review)	Not started	During 2020/21 there was no staff capacity to take this forward. However, given the policy and carbon incentives to decarbonise heat and, following a successful bid to the government's Low Carbon Skills fund, a consultant was appointed to produce a corporate decarbonisation of heat plan, including desktop studies for 24 sites to extrapolate and give estimated costs for our building portfolio to reach net zero.
18	(no similar recommendation from the climate emergency action plan)	5) The Council lobbies the Department for Education to provide sufficient funding for new schools to be built to a carbon neutral standard and provide funding for major improvements to retrofit energy efficiency and carbon reduction measures to all school buildings.	In progress	The Council has engaged with, and been encouraged to provide feedback to, BEIS and MHCLG on the need for consistent and long-term funding from government to enable local authorities to take further action.
Emissions from street lighting:				

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
19	<p>Improve energy efficiency – street lighting: a) Install energy efficient LED lights. b) Review dimming and switch-off policy.</p>	<p>7) The Council should: a) Explore the scope for further energy savings by reducing the amount of time street lights are on through ongoing maintenance and replacement programmes. b) Explore the use of alternative technologies such as solar and wind turbines for less essential lit signs and other street furniture. c) Keep the use of intelligent lighting systems for street lighting under review and install intelligent lighting in the car parks and campus at the County Hall campus as an example of best practice.</p>	In progress	<p>a) The Council is in an 18 month programme to replace the remaining 16,000 sodium lamps with very low energy LED lamps, which will reduce carbon emissions by a further 600 tonnes per year. We will continue to explore further reductions through part night lighting and we will work with communities to apply this where appropriate, though this needs to be balanced with public safety. b) The Council has installed a number of solar powered signs in the past but they have not proved to be reliable. However, as technology and reliability improve, we will continue to explore the use of these technologies for use across our lit network. c) A review of intelligent street lighting systems was undertaken by a consultant in summer 2020 and concluded that they would not provide carbon savings or a financial return. Savings were better achieved by programming the new lighting units to switch off at night as they are installed and where this is approved. As intelligent lighting technology matures so the costs are likely to decrease, so the use of intelligent lighting systems will be reviewed again in 2022-23. County Hall campus lighting was upgraded in 2016. The lamps have in-built daylight sensors and the main car park lights have lamps that are programmed to dim overnight between midnight and 5am. A data logger was used in November 2020 to confirm that dimming is taking place, which brings a saving of about 45%.</p>
Emissions from transport, including commuting:				
20	<p>Grey fleet review: commission review by the Energy Savings Trust.</p>	<p>(no similar recommendation from the Scrutiny review)</p>	Complete	<p>A grey fleet review was completed by the Energy Savings Trust in 2020 and is being used to inform the development of the staff travel plan (see below).</p>

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
21	Develop and implement a staff travel plan: to cover both business mileage and commuting.	8 a) explore more varied patterns of working to determine what is the best level of remote working from a staff perspective and for the Council to meet its business needs and reduce carbon emissions. b) Work is undertaken to support cultural change to embed changes in working practices that reduce the need to travel, or encourages less travel, such as the use of technology to hold meetings remotely and provide training using remote meeting technology. c) The Council explores the provision of more capacity for drop-in centres / hot desking and collaboration space in regional offices so staff do not always need to travel into the main office buildings, including County Hall, as part of the future workplace planning arrangements. d) The Council investigate the introduction of hybrid committee meetings where councillors can either attend remotely or in person.	In progress	The development of a staff travel plan is being commissioned from a specialist consultancy. This will be informed by the review of Future Workstyles that was completed during the summer. The staff travel plan work will review the policies and incentives currently in place (e.g. existing flexible working arrangements) and put forward costed recommendations for addressing the points raised in the Scrutiny review, alongside other staff travel items (e.g. electric vehicles).
22		9 a) The Staff Travel Plan is revised to encourage, and where appropriate consideration is given to the potential for incentivising, the use of other travel modes (e.g. walking, cycling and public transport) and the uptake of Electric Vehicles to reduce carbon emissions.	In progress	
23	(no similar recommendation from the climate emergency action plan)	9 b) The Council considers lobbying the Department for Transport to make changes to season tickets for train and bus travel so they can be used flexibly by staff commuting to work	Complete	The Flexi Season ticket was introduced nationally in June 2021. It offers 8 days of travel in 28 days, any time, between two stations.

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
24	Install EV charge points: Identify where to locate which types & number of chargers, and delivery mechanism, for staff & visitor use	10) Electric Vehicle (EV) charging points are installed at the main office buildings, or at least County Hall, with a plan agreed by the end of March 2021.	In progress	In March 2021 Cabinet agreed for the Council to explore options for procuring EV charge points on the corporate estate and the highway network. An internal team has been established to take this forward, including looking at our own fleet and the car lease scheme, and a new post of EV officer has been agreed and the recruitment has started. The Council is part of a network of transport authorities (KCC, BHCC, WSCC and SCC) that share information on their respective approaches to EVs. SPACES are also inputting to the process.
25		11a) Smaller own fleet vehicles should be replaced by EVs in the short term when the leases expire. 11b) Review the car lease scheme to encourage staff to select low emission or zero emission vehicles.	In progress	
26	(no similar recommendation from the climate emergency action plan)	12) The Council should keep the market for larger hydrogen powered vehicles under review, with a view to undertaking early pilot schemes and eventually phasing out the diesel-powered larger vehicles in its fleet in line with Government policy.	In progress	The Council is an active member of Hydrogen Sussex, which works with a range of partner organisations to understand and prepare for the emerging hydrogen economy. The Council submitted a joint bid for £12.8m to DfT's Zero Emission Bus Regional Areas Scheme to help purchase 37 hydrogen buses with BHCC and Brighton & Hove Buses but was unsuccessful.
Emissions from water & waste:				
27	Reduce waste: consider requiring all sites to sign up to the same waste contract & set up food waste collections from all kitchen areas.	(no similar recommendation from the Scrutiny review)	In progress	These actions will deliver relatively modest carbon savings and there is currently limited staff capacity to take these forward. The Property Contracts team have made some progress, working with waste contractors to widen provision of recycling and food waste services to schools.
28	Reduce water usage: Install water efficient fittings in all appropriate toilets, urinals, taps & showers	(no similar recommendation from the Scrutiny review)	Not started	These actions will deliver relatively modest carbon savings and there is currently not the staff capacity to take these forward. Scope has been identified for awareness raising amongst Property FM managers and controllers of premises to enable low/no cost actions.
Emissions from procurement:				

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
29	Engage priority suppliers: a) obtain scope 1 & 2 GHG footprints of transport & construction contracts above >£1m p.a. b) embed low carbon outcomes into new contracts including low/zero emission vehicles.	11 c) The Council to consider specifying the early use of low emission vehicles in the procurement of major contracts (e.g. the Highways maintenance contract), where feasible	In progress	The Council is working with a few suppliers to gauge the ability of different markets to measure their greenhouse gas footprints and is working on requiring low carbon outcomes from high value contracts with large carbon footprints (e.g. from the new highways contract). This includes considering whether to specify the early use of low emission vehicles.
30	Offer practical support to all other suppliers: Provide energy audits and grants to local SMEs in the supply chain (e.g. via LoCASE) and eco-driver training for transport providers	(no similar recommendation from the Scrutiny review)	Complete	The Council has promoted take up of the LoCASE offer of free energy audits and access to grant funding to SMEs within its supply chain.
Renewables:				
31	Identify opportunities to install PV and other renewables plus battery storage on buildings & land: commission viability assessment of renewables on buildings & land	3c) The Council should explore installing solar panels on its buildings and energy storage where this is possible. In particular, the Council should explore the feasibility of installing solar panel canopies over the car parks at County Hall and use the resultant energy in the building and to power Electric Vehicle/electric bike charge points in the car parks.	In progress	The Council secured funding in 2021 from the national Public Sector Decarbonisation Fund to install solar PV and storage batteries at 6 sites. The installation of solar panel canopies in the car parks at County Hall will be considered as part of the work on staff travel, for which consultancy support is currently being procured.
Off-setting:				
32	Explore carbon off-setting: work with the Sussex Local Nature Partnership to explore options and costs for off-setting with natural capital benefits	13) The Council to keep opportunities for investing in natural habitats under review for inclusion in a carbon off-setting plan at the appropriate time when the science has been developed.	In progress	The Council hosts the Sussex Local Nature Partnership, which has developed a Natural Capital Investment Strategy, which identifies carbon storage and sequestration as a key area for natural capital investment. The LNP has secured funding from Natural England to map where in Rother, Wealden and Eastbourne carbon sequestration could take place, for instance through habitat management and/or tree planting. The Council is also leading a SELEP-funded project to better understand the potential scale of

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
				supply and demand in the voluntary carbon off-set market and to determine how it could encourage the development of the market.
33		14a) The Council to develop a carbon off-setting plan which includes investment in woodland creation, natural habitats and renewable energy generation.	Not started	A plan will be developed once it's clear, for example from the action above, what the local market is able to deliver and at what cost, so that the costs, benefits and risks can be assessed with greater certainty.
34		14 b) Review the Property Asset Disposal and Investment Strategy to identify land availability and opportunities for carbon off-setting habitats and investment in the development of solar farms.	Not started	The Council has a database of land holdings already used to identify key sites for investment. This can be used to complete a systematic review of sites to determine whether they might be viable for investment in off-setting, though ESCC is not a large landowner. A set of criteria will need to be developed to sieve sites in line with Council priorities. 14b) In addition to the response to 14 a), the Council's asset management plan 2020- 2025 will consider land sites availability and suitability for solar farms. A business case will need to be formulated to understand the capital investment and ongoing management/expenditure requirements.
35	(no similar recommendation from the climate emergency action plan)	18 a) ESCC to build on the existing Dutch Elm Disease Strategy to develop a Strategic Tree Policy and action plan to manage Ash Dieback, Dutch Elm Disease and other tree diseases/pests which includes a programme to replace lost trees where possible (subject to safety issues) to mitigate the impact on carbon absorption.	In progress	East Sussex Highways have a tree inspection policy which forms part of the current Highways contract. This is supported by a Tree Inspection Manual, which deals with how inspections and remedial work are prioritised on a risk-based approach. Schools and Property are creating a strategy via Orbis in conjunction with Surrey County Council. In May 2021, the Council applied to the Defra Treescapes fund, which would be used to replace highway trees lost to disease. We await to hear if this bid has been successful.

No.	Climate Action Plan 2020-22	Scrutiny Review recommendations 2021	Status	Progress update
36	(no similar recommendation from the climate emergency action plan)	18 b) Both County and District/Borough Planning teams should be encouraged to attend the master class training provided by the Forestry Commission on the retention and protection of woodlands and trees.	In progress	Discussions are being held with the Forestry Commission to determine what appropriate training they could deliver to planners. This will then be raised through the East Sussex Planning Liaison Group (attended by Heads of Planning), the Local Plan Managers Group and the development Management Forum.
	Grid flexibility:			
37	Assist integration of low carbon technologies into the national grid: Review ESCC estate for opportunities to provide Grid Flexibility services such as Demand Side Response and Battery Storage	(no similar recommendation from the Scrutiny review)	In progress	The Council secured funding in 2021 from the national Public Sector Decarbonisation Fund to install solar PV and storage batteries at 6 sites. This work will be completed in 2022.

Report to: Cabinet

Date of meeting: 30 September 2021

By: Director of Communities, Economy and Transport

Title: East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan Review – Regulation 19 Consultation

Purpose: To report to Cabinet on progress with the Review of the Waste and Minerals Local Plan and seek approval for the public consultation on the Proposed Submission Consultation Document and the submission of the Plan to Government for Public Examination

RECOMMENDATIONS

Cabinet is recommended to:

- (1) note progress on the Review of the Waste and Minerals Local Plan;**
 - (2) agree, subject to the approval of Brighton & Hove City Council and the South Downs National Park Authority, that the proposed Submission Draft Revised Policies document and its supporting Sustainability Appraisal, attached as Appendix 1, is published for a representation period in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012;**
 - (3) authorise the Director of Communities, Economy and Transport to make, if necessary, minor modifications to the Revised Policies document and Sustainability Appraisal prior to publication and any subsequent minor changes arising from the consultation; and**
 - (4) recommend the County Council to authorise the subsequent submission of the Revised Policies document and Sustainability Appraisal to the Secretary of State under Regulation 22 of the Town & Country Planning (Local Planning) (England) Regulations 2012, following the competition of actions under recommendations 2 and 3;**
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1 Background

1.1 East Sussex County Council work in partnership with the South Downs National Park Authority and Brighton & Hove City Council (the Authorities) in the preparation of minerals and waste planning policy for East Sussex, Brighton & Hove and the area of the National Park within the County and City (the Plan Area). Together, the Authorities have prepared the Waste and Minerals Plan (WMP, 2013), and the Waste and Minerals Sites Plan (WMSP, 2017). These adopted plans form the Waste and Minerals Local Plan (WMLP) which is used by each of the Authorities in the determination of planning applications for waste management activities, and minerals extraction and infrastructure in the Plan Area. The WMLP forms part of the Development Plan and is, therefore, also applicable to the District and Borough Councils as local planning authorities.

1.2 The Authorities are now reviewing parts of the WMLP. The purpose of the review is to update a limited number of policies within the WMLP that are considered out-of-date or require amendments to their wording to ensure their effectiveness. The original need for a review stems from the conclusions of the examining Inspector of the WMSP in 2016, who concluded in his report that a review of the minerals policies within the 2013 WMP would be required, in particular as the supply of aggregate from existing permitted extraction sites is likely to be exhausted prior to the end of the Plan period in 2026. Maintaining a reliable supply of aggregate is important to facilitate construction and economic growth.

1.3 A review of the WMLP commenced with consultation on a Scoping document for the Review along with a 'Call for Mineral Sites' in late 2017. Since that time the Authorities have reviewed the responses to that consultation and produced a draft Revised Policies document (DRP) which contained proposed amendments to the WMP and WMSP. The DRP was subject to a twelve week

public consultation between 11 May – 3 August 2020. An Equality Impact Assessment has been completed on the Plan and has found no significant disproportionate impacts. This report is now seeking approval for the publication of the Submission version of the DRP to allow for a representation period under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, prior to submission to the Government for Public Examination. It is this version of the DRP that the Authorities consider to be the most appropriate strategy to take forward, defend at Public Examination and subsequently adopt. It is for this reason, why the decision is to be taken by way of recommendation to Full Council on 12 October 2021.

2 Supporting information

2.1 The consultation on the DRP in 2020 received a total sixty nine responses and a petition containing 221 names. The consultation responses have been considered and, where appropriate, the DRP has been amended to accommodate the views submitted. The Authorities' responses to all comments made have been summarised in a separate document. Full copies of the consultation responses and the Authorities' responses are available in the Members Room.

2.2 The main area of focus in the DRP has been aggregate provision. The Plan Area has always been a low producer of aggregates due to the geology and environmental constraints as well as internationally protected sites. There are currently two permitted quarries located within the Plan Area: Lydd quarry near the Kent border which produces sharp sand and gravel; and Novington Sandpit in the National Park which is permitted to produce soft (builder's) sand, although there has not been any extraction from this site in recent years.

2.3 In terms of aggregate provision and specific responses to the 2020 consultation on the DRP, the operator of the quarry at Lydd submitted proposals for an extension to the quarry, as it is anticipated that the permitted resource will be exhausted within the next twelve months. However, due to National and International environmental designations, further working to extend the quarry is not considered to be feasible or supportable due to the irreversible harm that would be caused to the interests of the designated sites. Following consideration of advice from Natural England and the known availability of suitable alternative materials, no additional areas for future extraction are therefore proposed at Lydd Quarry.

2.4 Overall, the proposed amendments and revisions to the WMLP seek to improve and strengthen the Policies, but do not change the existing strategy or thrust of the WMLP. The Review identifies a number of matters, and these relate to: (i) clarifying/improving the wording of a small number of policies so that they can more easily/appropriately applied to decisions on planning applications; (ii) the provision of aggregates to the Plan Area; (iii) sustainable use of aggregates; (iv) the safeguarding of minerals resources and minerals infrastructure; (v) adding reference to net-gain in biodiversity to the Environment and Environmental Enhancement policy; (vi) updating the protected landscapes policy to include specific references to the High Weald AONB; and (vii) the future continued provision of specialist clay for Aldershaw Tiles. Full details of the proposed revisions are contained within the DRP in Appendix 1.

2.5 The current Review sets out proposed revisions for specific policies and is not a review of all policies within the WMLP. It is acknowledged that after the Review has been completed, there will be a future, more in depth review of the WMLP, which will look at the WMLP in its entirety.

3 Conclusion and recommendations

3.1 Progress on the review of the WMLP should be noted. The review is not seeking to amend or update all Policies in the WMLP, and those Policies which are not part of the review will remain part of the adopted WMLP and will therefore still be part of the Development Plan as they are considered to be in conformity with national policy, primarily in the form of the National Planning Policy Framework (NPPF). The DRP updates, clarifies and strengthens certain existing Policies, including in relation to the future provision and supply of aggregates and their sustainable use.

3.2 The responses received to the 2020 consultation have been considered and changes made to the DRP where considered appropriate. The completed Equality Impact Assessment requires no further changes. The next stage will be publishing the DRP and inviting representations to be made on it under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations

2012, following which the draft Revised Policies will be submitted to Government for Public Examination. It is envisaged that the DRP will be published in late Autumn 2021.

3.3 The DRP may, prior to publication, be subject to minor amendments as a result of possible requests by Brighton & Hove City Council and the South Downs National Park Authority. The Director of Communities, Economy and Transport should be authorised to agree any minor amendments to the DRP and publish the document in accordance with Regulation 19 and Submission in accordance with Regulation 22 of the aforementioned Regulations.

CHIEF OFFICER NAME: Rupert Clubb

Chief Officer Role: Director of Communities, Economy and Transport

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BACKGROUND DOCUMENTS

East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2013)

East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (2017)

Summary of Responses

Sustainability Appraisal

Habitats Regulation Assessment

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East Sussex, South Downs and Brighton & Hove
Waste and Minerals Local Plan

Waste and Minerals Local Plan
Revised Policies

Proposed Submission Consultation Document

September 2021



Draft Revised Policies Consultation 2021

Draft Revised Policies Consultation 2021

East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council (the Authorities) are undertaking a review of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan. In 2020, the Authorities published and held a public consultation on a proposed Draft Revised Policies document. This is a Local Plan document that seeks to alter and update parts of the existing minerals and waste local plan documents. Since then, the Authorities have considered the response to that consultation and drafted a second version of the Draft Revised Policies (this document). It has now been published for a second public consultation known as a Pre-Submission or Regulation 19 Consultation.

What is a Pre-submission / Regulation 19 Consultation?

Before a Local Plan can be adopted as policy, it must be subject to a Public Examination by an independent Inspector. The Inspector examines whether the plan has met certain legal requirements and is 'Sound'. For a plan to be sound, it must be positively prepared, justified, effective and consistent with national policy. The Pre-submission / Regulation 19 Consultation seeks your views on whether the draft Plan has met the required legal requirements, whether it is sound or not, and if it is not sound, how it should be altered to make it sound.

How do I respond?

Responses may be made by email or post using the addresses below, or using the online form. Please include your name and your address in any response. For more information on how we will use your data, please see our [privacy notice](#).

Your response should clearly state:

1. if your comment relates to the legal compliance and / or soundness of the plan;
2. the issue(s) that you wish to raise;
3. and in the case of comments relating to soundness, how the plan should be altered to make it sound.

Comments may be submitted:

Online - <http://consult.eastsussex.gov.uk>

Email - wasteandmineralsdf@eastsussex.gov.uk

Post - RPD Consultation 2021, Planning Policy and Development Management - Communities, Economy and Transport, East Sussex County Council, County Hall, St Anne's Crescent, Lewes, BN7 1UE.

The deadline for comments is **[TBC].**

Draft Revised Policies Consultation 2021

Can I respond anonymously?

Responses without a name or address, or indicating that they do not wish their name or address to be published will be treated as anonymous responses, these will be published as such and may not carry the same weight as other responses. Further information can be found in the [privacy notice](#).

What happens next?

All responses will be collated and these, along with the Plan and its supporting evidence, will then be re-published and submitted to the Government to start a Public Examination into the Plan. An independent inspector will then consider the responses to this consultation and examine the legal compliance and soundness of the Plan. If the Inspector finds the Plan to be sound and legally compliant the Authorities will then seek to adopt it as policy.

Questions?

If you have any questions please do contact us using the email above or by phone on 01273 481846 (East Sussex) or email planningpolicy@brighton-hove.gov.uk (Brighton & Hove).

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1 Introduction

1.1 East Sussex County Council, Brighton & Hove City Council and the South Downs National Park Authority (the Authorities) have responsibility for planning the future management of waste and production of minerals. To guide those decisions the Authorities are required to prepare Minerals and Waste Local Plans which contain policies that guide where minerals and waste developments should go. These policies are then used to make decisions on planning applications for waste management and minerals activities.

1.2 The Waste and Minerals Local Plan (WMLP) is currently comprised of the:

- Waste and Minerals Plan 2013 (WMP), and
- Waste and Minerals Sites Plan 2017 (WMSP).

1.3 The purpose of the review principally focuses on minerals provision, as well as updating and clarifying certain other policies, it is not a complete review of the WMLP. This document therefore sets out proposed revisions to specific policies within the WMLP. The Plan Area for this and the other WMLP documents is the administrative areas of East Sussex and Brighton & Hove including part of the South Downs National Park and the Plan period for the policies within this document is 2019-2034 inclusive (15 years). This period differs from the period covered by the existing WMLP. However, at the completion of this review, a full plan review of the entire WMLP will be undertaken which will provide an opportunity to align the Plan period. The revised policies include two key changes:

- East Sussex and Brighton & Hove to become more reliant on aggregates from the marine sources and other sources outside of the Plan Area.
- Providing increased protection for minerals and minerals related infrastructure against inappropriate development being located nearby,

1.4 A number of updates to clarify and consolidate existing policies are also proposed, along with an additional policy for the provision of an additional area of clay extraction at Aldershaw Farm. No other alterations to the existing strategy are being proposed at this time.

1.5 This document, if adopted, will join the other WMLP documents in forming part of the Development Plan for the administrative areas set out in Paragraph 1.3. This means that relevant policies within the WMLP documents apply to all development within this area, not just proposals for waste and minerals development, and that other local authorities within this area will need to consider relevant WMLP policies when determining planning applications. Similarly, other relevant Development Plan documents besides the WMLP will need to be considered when determining applications for waste and minerals development.

1 Introduction

1.6 Once this review has been completed, a composite version of the Waste and Minerals Local Plan comprising of the Waste and Minerals Plan and the Waste and Minerals Sites Plan, incorporating the changes proposed in this document will be published.

How to read this document

1.7 As the Authorities are proposing to make amendments to specific parts of the WMP and WMSP this document is written in the style of an amendment document. On the following pages there is a table which lists all the policies in the WMLP and their status.

1.8 Over the remainder of the document, to help show and explain these the amendments, the following special notations are used:

Explanation

Commentary text explaining the proposed changes can be found in these grey bordered boxes. This does not form part of the revised policies and will not be included in the final Plan.

Text in bold explains what alterations are being proposed, for example if sections are proposed to be deleted or added.

Text in italics is proposed text on which comments are being sought.

The Authorities intend to publish a document that consolidates all three documents in due course.

Summary of Policy Review 2

2 Summary of Policy Review

2.1 Below is a complete list of adopted and draft policies of the Waste and Minerals Local Plan from the WMP, WMSP and this document, the Revised Policies Document (RPD). Policies proposed for deletion are ~~struck out~~ with a red background, whilst proposed policies are shown underlined with a green background. All relevant policies should be applied in the determination of planning applications.

Policy Number	Policy Title	Document	Page	Status
Overarching Strategy				
WMP1	Presumption in Favour of Sustainable Development	WMP	33	Adopted
WMP2	Minerals and Waste Development affecting the South Downs National Park	WMP	36	Adopted
<u>RV1</u>	<u>Minerals and Waste Development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty</u>	<u>RPD</u>	<u>17</u>	<u>Draft</u>
WMP3a	Promoting Waste Prevention, Re-use and Waste Awareness	WMP	40	Adopted
WMP3b	Turning Waste into a Resource	WMP	42	Adopted
WMP3c	Production of Energy from Waste (EFW)	WMP	45	Adopted
WMP3d	Minimising and Managing Waste During Construction, Demolition and Excavation	WMP	46	Adopted
WMP3e	Waste Management In New Development in the Plan Area	WMP	48	Adopted
WMP4	Sustainable Provision and Use of Minerals	WMP	50	Adopted
Providing for Waste				
WMP5	Provision of Built Waste Facilities	WMP	53	Adopted
WMP7a	Sustainable Locations for Waste Development (Excluding Land Disposal)	WMP	64	Adopted
WMP7b	More Detailed Criteria for Waste Development	WMP	62	Adopted
<u>RW1</u>	<u>Sustainable Locations for Waste Development (Excluding Land Disposal)</u>	<u>RPD</u>	<u>21</u>	<u>Draft</u>
SP1	Waste Site Allocations	WMSP	14	Adopted
SP2	Areas of Opportunity on Previously Developed Land	WMSP	15	Adopted
SP3	Areas of Search	WMSP	16	Adopted
SP4	Physical Extension of Existing Waste Site	WMSP	17	Adopted
SP5	Existing Industrial Estates	WMSP	19	Adopted
WMP8a	Land Disposal of Non-Inert Waste	WMP	67	Adopted
WMP8b	Deposit of Inert Waste on Land for Beneficial Uses	WMP	69	Adopted
WMP8c	Management of Landfill Gas	WMP	70	Adopted
WMP9a	Hazardous Waste	WMP	72	Adopted
WMP9b	Low Level Radioactive Waste	WMP	75	Adopted
WMP10	Management of Waste Water and Sewage Sludge	WMP	77	Adopted
WMP6	Safeguarding Waste Sites	WMP	58	Adopted

2 Summary of Policy Review

Policy Number	Policy Title	Document	Page	Status
SP6	Safeguarding Waste Sites	WMSP	22	Adopted
SP7	Waste Consultation Areas	WMSP	23	Adopted
Providing for Minerals				
WMP11	Provision of Aggregates	WMP	81	Adopted
RM0	Sustainable Use of Aggregates	RPD	24	Draft
RM1	Provision of Aggregates	RPD	31	Draft
WMP12	Provision of Gypsum	WMP	83	Adopted
WMP13	Provision of Clay	WMP	85	Adopted
RM2	Provision for an additional extraction area at Aldershaw Farm	RPD	34	Draft
WMP14	Safeguarding Mineral Resources	WMP	88	Adopted
SP8	Mineral Safeguarding Areas for land-won minerals resources within the Plan Area	WMSP	25	Adopted
RM3	Safeguarding Mineral Resources	RPD	38	Draft
RM4	Prior Extraction of Minerals	RPD	40	Draft
WMP15	Safeguarding Wharves and Railheads	WMP	90	Adopted
SP9	Safeguarding wharves and railheads within the Plan Area	WMSP	27	Adopted
RM5	Safeguarding Minerals Infrastructure	RPD	43	Draft
SP10	Safeguarding facilities for concrete batching, coated materials...	WMSP	28	Adopted
RM6	Safeguarding facilities for concrete batching (etc)	RPD	46	Draft
SP11	Minerals Consultation Areas	WMSP	29	Adopted
RM7	Minerals Consultation Areas	RPD	47	Draft
WMP16	Exploration for Oil and Gas	WMP	92	Adopted
Overarching Policies				
WMP17	Restoration	WMP	94	Adopted
WMP18	Transport - Road, Rail and Water	WMP	97	Adopted
WMP19	Co-location of Complementary Facilities	WMP	98	Adopted
WMP20	Community Involvement and Benefits	WMP	100	Adopted
WMP21	Opportunities for Sustainable Waste Management and Minerals Production in Other Development	WMP	102	Adopted
WMP22	Expansion and Alterations Within Existing Waste Facilities	WMP	103	Adopted
Development Management policies				
WMP23a	Design Principles for Built Waste Facilities	WMP	106	Adopted
WMP23b	Operation of Sites	WMP	107	Adopted
WMP24a	Climate Change	WMP	109	Adopted
WMP24b	Resource and Energy Use	WMP	109	Adopted
WMP25	General Amenity	WMP	110	Adopted
WMP26	Traffic Impacts	WMP	112	Adopted

Summary of Policy Review 2

Policy Number	Policy Title	Document	Page	Status
WMP27	Environment and Environmental Enhancement	WMP	113	Adopted
RD1	Environment and Environmental Enhancement	RPD	51	Draft
WMP28a	Flood risk	WMP	117	Adopted
WMP28b	Water Resources and Water Quality	WMP	118	Adopted
Diagrams				
	Waste Key Diagram	WMP	156	
	Minerals Key Diagram	WMP	157	

Notes:

1. All policies within the WMLP are considered to be strategic policies. See paragraphs 20-23 of the NPPF for further information.
2. Some policies appear out of document order above so that they appear correctly grouped in the table.

3 Context

3 Context

Explanation

This section does not contain any Policy changes, and instead serves as an update to the factual information provided in the WMP, and gives an overview of the minerals produced and imported into the Plan Area which are subject to the review.

Background to the Review

3.1 *The Authorities monitor the success of the WMLP and its policies through their Annual Monitoring Reports (AMRs) and Local Aggregate Assessments (LAAs). Through this process, three areas of the Plan have been identified which the Authorities consider should be reviewed. These are:*

- *The provision of sand and gravel (aggregates);*
- *the safeguarding of minerals resources and infrastructure; and*
- *improving the effectiveness of specific policies.*

3.2 *The Authorities have also checked current WMLP policies against the latest iteration of the NPPF, proposing changes where necessary, and have factored in updated evidence, changes in relevant policy and emerging policy. The Authorities have also monitored the effectiveness of the policies in the WMLP in the determination of planning applications, and this has in turn formed part of the consideration when identifying the topics of the review.*

3.3 *The Authorities remain committed to the concept of net self-sufficiency for the management of non-hazardous waste, meaning that they plan for the management of an amount of waste which is equivalent to the amount arising in the Plan Area. The overall approach to waste policies in the WMLP is not considered to require review at this time.*

3.4 *The Authorities are committed to ensuring that the WMLP minimises and mitigates against contributory causes of climate change, as well as adapting to the changes to our climate that are likely to occur. This is especially pertinent given the Climate Emergency declared by each of the three Authorities, and emerging legislation and documents including the Government's 25 Year Environment Plan. The existing WMLP has policies concerning climate change, particularly WMP24a and WMP24b, which are considered to be still relevant and in accordance with higher level planning policy (i.e. the NPPF). The scope of the current review is largely limited to minerals provision, however the Authorities acknowledge that a review of the whole Plan in terms of climate change implications will be necessary in the future. For this reason the Authorities will commit to a future*

Context 3

full plan review in order to reassess the entire plan in the context of climate change and key legislative changes, such as the Environment Bill (once enacted) and secondary legislation, policy changes and further guidance.

Policy Context

3.5 Local Plans, including minerals and waste plans, must be prepared in the context of national policy and other relevant documents. Since the adoption of the WMP in February 2013 and the WMSP in 2017, the policy context for planning generally as well as Minerals and Waste planning has evolved, with the publication of new key documents informing the content of this review. Policies and documents which have influenced the approach taken in this Plan revision are detailed below⁽¹⁾. This is not an exhaustive list of documents, and does not include documents published before the publication of the WMP; a more complete list of documents will be available in the Sustainability Appraisal that will be published as part of this review.

National Policies and Strategies

3.6 National planning policy is set out in the '[National Planning Policy Framework](#)' (NPPF) (last updated July 2021). This document provides the framework for sustainable development in England, and contains a chapter on facilitating the sustainable use of minerals. Waste policies are set out in the [National Planning Policy for Waste](#) (October 2014). [Planning Practice Guidance](#) provides further information on how national policy should be implemented, including notes on Minerals, Waste and Plan-Making, and is updated periodically.

3.7 The following documents have also been taken into account when preparing the Review:

- The [25 Year Environment Plan](#) sets out the government's overall approach to protecting and improving the natural environment. The [Environment Bill](#), which has not yet been enacted, makes provision about targets, plans and policies for improving the natural environment.
- The [Ten Point Plan for a Green Industrial Revolution](#) sets out the government's approach to economic growth, supporting green jobs and accelerating the path to net zero.
- The [Energy White Paper](#) sets out how the UK will decarbonise its energy system and reach net zero emissions by 2050.
- The [Resources and Waste Strategy for England](#) sets out policy for the preservation of material resources in England by minimising waste, promoting resource efficiency and moving towards a circular economy where products and materials are recovered and regenerated where possible. This document is of particular relevance to the production of secondary and recycled aggregates.

¹ A list of references for this section is available in the Appendix.

3 Context

- [The Waste Management Plan for England](#) provides an analysis of the current waste management situation in England and aims to bring current waste management policies together under one national plan. The most recent iteration of the Plan, published in January 2021, includes changes relating to the promotion of a circular economy.
- [Practice Guidance on the Production and Use of Local Aggregate Assessments](#) is produced by the Planning Officers Society and the Minerals Products Association. The South East England Aggregates Working Party (SEEAWP), to which the Authorities are party, has also produced guidance on the production of LAAs. The Authorities have considered the guidance when working on this Plan Review and in preparing the LAA.
- The Planning Officers Society and the Minerals Products Association have produced [Minerals Safeguarding Practice Guidance](#) which has instructed the safeguarding of minerals resource and infrastructure in this Plan Review.

Local Plans and Strategies

3.8 The District and Borough Councils in East Sussex, as well as the South Downs National Park Authority and Brighton & Hove City Council have published, or are preparing, Local Plans which set out planning policies governing development in their areas. There are also a number of Neighbourhood Plans in place or in preparation in the Plan Area, which contain planning policies for smaller-scale areas, although these cannot plan for strategic matters such as waste and minerals.

3.9 The following local documents have been taken into account when preparing the Plan Review:

- The Authorities are required to prepare a [Local Aggregate Assessment \(LAA\)](#) annually which reports on all aggregate supply options and forecasts demand in the Plan Area.
- The South Downs National Park Authority (SDNPA) have produced a [Sustainable Construction Supplementary Planning Document](#) which expands upon the guidance provided in The South Downs Local Plan and sets out what the expectations are for different forms of development when applying the Local Plan policies relating to construction.
- Lewes District Council have produced a [Circular Economy Technical Advice Note](#) which encourages a circular economy approach involving the recovery and reuse of construction materials, for the development sectors within Lewes District.
- The Marine Management Organisation (MMO) is responsible for managing the seas around England through marine planning, which includes providing licenses for marine dredging that are necessary for the marine extraction of minerals. The MMO [South Marine Plan](#), adopted July 2018, covers the areas of sea which border the Plan Area.
- West Sussex County Council and the SDNPA adopted their [Joint Minerals Local Plan](#) in 2018. A [Soft Sand Review](#) of the Plan was subsequently undertaken, which identified changes to the Plan, and was formally adopted in March 2021. The supply of soft sand is an important cross-boundary issue between Minerals Planning Authorities in the south of England.

Context 3

- The [Joint Area Action Plan](#), which sets out the future vision and development policies for the Shoreham Harbour area, has been adopted by Brighton & Hove City Council, Adur District Council and West Sussex County Council. Minerals wharves at Shoreham Harbour within West Sussex are known to import significant amounts of marine dredged aggregate and crushed rock into the WMLP Area.
- The Shoreham Port Authority adopted their most recent [Port Masterplan](#) in 2021, setting out the Port's plans for future growth.
- The [Environment Strategy](#) for East Sussex was published in 2020, and sets out a long term goal for East Sussex to remain within its science-based carbon budget. The document focuses on five key themes: climate change, natural capital, air quality, water, and resource efficiency. East Sussex County Council have also agreed a [Climate Emergency Action Plan](#) which covers the Council's corporate carbon emissions, sets out the scale of the carbon footprint, describes the carbon budget that the Council will aim to keep within, and proposes an initial 2 year delivery plan for 2020-22. Brighton & Hove City Council adopted the [Carbon Neutral 2030 Programme](#) in 2021, setting out the direction for action on climate change for the Council, its partners and residents, in response to the climate and biodiversity emergency. The SDNPA also adopted a [Climate Change Adaptation Plan](#) in 2015 which sets out how the authority intends to meet the challenges and opportunities of climate change.
- The SDNPA [Partnership Management Plan](#) sets out a vision for what the National Park should look like by 2050. The SDNPA [People and Nature Network](#) sets out aims to create a connected network of green infrastructure.
- The [High Weald AONB Management Plan](#) sets out long term objectives for conserving the High Weald Area of Outstanding Natural Beauty.
- Two Local Enterprise Partnerships (LEPs) cover the Plan Area. These are cross-boundary economic partnerships between Local Authorities and businesses. The [Coast to Capital LEP](#) includes Brighton & Hove, whilst East Sussex is part of the [South East LEP](#).
- The [Newhaven Enterprise Zone](#) is a designation which covers a number of sites in Newhaven which are identified and/or safeguarded in the WMP, including North Quay which contains a number of safeguarded mineral wharves.
- [Transport for the South East](#) is a cross-boundary partnership which aims to improve the transport network and benefit the economy throughout the South East of England.
- The [Local Transport Plan for East Sussex](#), which includes the areas of the National Park, covers the period 2011-2026 and sets out the future direction for transport infrastructure and services in the County. The [Local Transport Plan for Brighton & Hove](#), which also includes areas of National Park, contains a long-term strategy for delivering transport improvements until 2030.

Industry Best-practice Guidance

3.10 The following documents provide guidance on construction practices, and have been useful in developing policies for the Plan review:

3 Context

- The Royal Institute of British Architects (RIBA) have developed a [2030 Climate Challenge](#) which aims to ensure architects meet net zero carbon standards for new and retrofitted buildings by 2030.
- The Royal Institute of Chartered Surveyors (RICS) have produced the [Whole Life Carbon Assessment for the Built Environment](#) which is a professional statement that aims to standardise carbon assessments in development, and which all RICS members must act in accordance with.
- The UK Green Building Council (UKGBC) have produced a [framework definition on net zero carbon buildings](#) in order to provide the industry with clarity on how to achieve net zero carbon in construction. The UKGBC have also set out [Circular Economy Guidance for Construction Clients](#), which provides practical guidance for the construction industry.
- The Green Construction Board have set out the [Buildings Mission 2030](#) report, which demonstrates how achieving the 2030 target to halve all new building energy use over 2018 standards is achievable.

Cross-boundary and Partnership Working and the Duty to Cooperate

3.11 The Duty to Cooperate (DtC) is a statutory requirement set out in Section 110 of the Localism Act 2011 that requires councils and other prescribed bodies to work together on strategic matters when preparing Plan documents. The Authorities have worked in partnership with others in preparing the WMLP review. Details of the steps taken by the Authorities in relation to the DtC can be found in the Plan [Monitoring Reports](#).

3.12 The National Planning Policy Framework also requires authorities to produce and maintain Statements of Common Ground (SoCG) during the plan-making process, which are written records of key cross-boundary matters and the progress made towards cooperation between authorities. A number of draft SoCGs have been prepared alongside the WMLP Review, and the Authorities have also signed up to, and actively engage with, a number of other existing and emerging SoCGs relevant to the Plan Area.

Characteristics of the Plan Area

3.13 Large parts of the Plan Area are subject to protection. Two thirds is covered by the South Downs National Park and the High Weald Area of Outstanding Natural Beauty. Several other tracts of land are designated as being of international and national environmental importance. The area to the east of the Plan Area, in the vicinity of Lydd Quarry, is designated for its ecological and geological interest at a national and international level, including the Dungeness, Romney Marsh and Rye Bay Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). The Pevensy Levels Ramsar site is designated for its wetland habitat. The Plan Area contains a number of other SPAs, SACs, SSSIs and ancient woodlands. There are also

Context 3

a number of locally designated sites of importance for their wildlife and/or geology (Local Wildlife Sites and Local Geological Sites). These areas are protected in order to maintain the rich and varied landscape character and biodiversity within the Plan Area.

3.14 *The demography of the Plan Area affects the need for minerals as well as the generation of waste. The Plan area had an estimated total population of approximately 840,459 in 2017, of which about two thirds live in East Sussex and the remainder in Brighton & Hove. Approximately 4% live within the South Downs National Park. There is significant residential development expected within the Plan Area, which has been planned for up to 2034. The population in East Sussex is predicted to increase by approximately 10.86% between 2016 and 2031. The average household size is also expected to decrease from 2.22 in 2014 to 2.06 in 2039. These factors could lead to a greater demand for minerals in terms of impact on development and infrastructure and an increase in waste arisings, though a reduction in the average size of household may cause the waste generated per household to decrease.*

Minerals and Waste Context

Minerals in the Plan Area

3.15 *Minerals are natural substances which include metals, rocks, and hydrocarbons (oil and gas) that are extracted from the earth (including the seabed) by mining, quarrying, pumping and dredging. They are used in a wide range of applications related to construction, manufacturing, agriculture and energy supply.*

3.16 *The geology of the Plan Area dictates where minerals occur. The South Downs National Park, in the south west of the Plan Area, is formed of chalk hills and vales dissected by major valleys cut by the rivers Ouse and Cuckmere. The High Weald, which covers much of the northern, central and eastern parts of the Plan area, is a faulted structure comprising clays and sandstones. The Low Weald is a gently undulating clay vale which separates the High Weald from the chalk Downs to the south. The Coastal Marshes are located between Eastbourne and Bexhill, and in the Rye Bay/Camber area either side of the Rother estuary. These areas comprise large sheets of alluvium, extending inland over the Pevensey Levels and Romney Marsh.*

3.17 *Aggregates are minerals such as sand, gravel, and crushed rock, which are used in the development and improvement of infrastructure and buildings. Two types of sand and gravel are found in the Plan Area: sharp sand and gravel and soft sand, which have different uses. Historically there have been low levels of extraction of 'land-won' sand and gravel in East Sussex, and imports of aggregates extracted from the seabed (known as marine dredged aggregates) and crushed rock have been important in meeting local construction needs.*

3 Context

3.18 *Secondary aggregates are materials that are produced as a by-product of other industrial processes, and recycled aggregates are materials that have previously been used in construction. A steady supply of both, particularly recycled, is produced across the Plan area.*

3.19 *Clay is extracted in East Sussex for brick and tile manufacture. There are currently four active sites, including Aldershaw Farm in Sedlescombe near Battle.*

3.20 *Gypsum is an important raw material for the construction industry, and is used in plaster and plasterboard, cement and other industrial processes. The resource near Robertsbridge in East Sussex is the largest deposit in the UK. Gypsum can be substituted with desulphogypsum (DSG), a secondary material which is a by-product from coal fired power stations.*

3.21 *There is currently only one existing licence for exploration for oil and gas within East Sussex covering 20 square kilometres around North Chailey. There are no current planning applications or planning permissions for any oil and gas exploration and development in East Sussex.*

Waste in the Plan Area

3.22 *Waste is generally defined as materials and goods we discard because we no longer want or need them. Many different types of solid and liquid waste are produced in the Plan Area and the Plan applies to them all. Around 1.75 million tonnes of solid waste are handled in the Plan Area each year. The main types are:*

- ***Local Authority Collected Waste (LACW)** which comprises about 21% of all wastes in the Plan Area;*
- ***Commercial and Industrial Waste (C&I)** which makes up about 27%, and;*
- ***Construction, Demolition and Excavation Waste (CDEW)** which accounts for about 51%.*

3.23 *Other waste sources include hazardous waste, which makes up approximately 1% of the total waste stream and often requires specialist treatment facilities with tight environmental controls, low level radioactive waste, liquid waste, wastes arising from the agricultural sector, and waste water, which comprises the water and solids that flow to a waste water treatment works. There are 74 waste water treatment facilities within the Plan Area treating 90 million cubic metres of waste water each year.*

3.24 *Some waste is exported to other areas for management including non-inert waste to landfill. Approximately 47,000 tons of LACW and C&I waste was exported for land disposal at facilities outside of the Plan Area in 2018. This is an improvement on 2010/11 when approximately 147,000 tones of LACW was sent for land disposal outside the Plan Area.*

Context 3

Transport of Minerals and Waste

3.25 Road infrastructure in the Plan Area is currently constrained. There are no motorways, and the trunk road network is predominantly single carriageway. Although waste and minerals traffic movements account for only a small percentage of the total, the current limitations of the road network is a consideration in planning for new development. To accommodate additional transport demands on the strategic and major road networks, there are a number of improvements currently being implemented to the A27 east of Lewes, whilst there are aspirations for further improvements to be delivered on the A27 and A21 corridors. In addition, there are proposed improvements to the A22 in the Hailsham and Stone Cross area.

3.26 Rail Freight movement of minerals and waste consists of gypsum and DSG imported into the mine at Robertsbridge; crushed rock, sand and gravel and recycled aggregates imported into Newhaven; and Incinerator Bottom Ash (IBA) produced by the Newhaven Energy Recovery Facility exported from Newhaven to Brentford to be processed into recycled aggregate. A new railhead facility in Newhaven exports aggregates into the wider South East market.

3.27 Marine-borne aggregates are imported through the ports of Newhaven, Rye and Shoreham. Aggregate importation figures are available in the Authorities' [Local Aggregate Assessment \(LAA\)](#)

4 Overarching Strategy

4 Overarching Strategy

Explanation

The overarching strategy of the WMLP is set out in the WMP. It sets out the vision and strategic objectives ⁽²⁾ for the Plan Area, and four main overarching policies, WMP1, WMP2, WMP3a-e and WMP4. Together these policies aim to promote the movement of waste up the [waste hierarchy](#) so that waste is prevented, then reused, recycled, recovered and as a last resort disposed of safely, by enabling the provision of the required waste management facilities. The policies also seek to make provision for a steady supply of minerals by promoting the use of secondary and recycled aggregates, the use of sustainable transport methods, whilst using viable primary mineral resources as a least preferred option. Both of these aims are in the context of objectives seeking to mitigate and adapt to climate change whilst protecting and enhancing the environment, communities and human health.

In this section the Authorities propose:

- to remove the section titled Local Strategy Statement, which is now addressed through Statements of Common Ground with the relevant duty to co-operate parties.
- replace Policy WMP2 Minerals and Waste Development Affecting the South Downs National Park with Policy RV1 Minerals and Waste Development Affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty.

The overarching strategy of the WMLP itself remains unchanged.

It is proposed that the part of this section titled Local Strategy Statement - Approach to Key 'Larger than Local' Matters in the WMP (pages 25-32) is removed from the WMP because this topic is now addressed through the Statement(s) of Common Ground that accompanies this Plan.

2 See WMP pages 22-24.

Overarching Strategy 4

Minerals and Waste Development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty (RV1)

Explanation

As part of the review of Policy WMP27, which is addressed later in this document, it has been identified that further clarity could be provided in relation to minerals and waste development affecting the High Weald Area of Outstanding Natural Beauty (AONB), particularly in respect of its purposes. Policy WMP2 currently contains similar requirements in relation to the South Downs National Park, but does not refer to the High Weald AONB. The Authorities propose to revise WMP2 to align more closely with the NPPF (2021).

The Authorities also propose the removal of criteria c) which addresses extensions to existing soft sand quarries or new quarry proposals in the National Park. This is now addressed within the following section Provision of Aggregates (RM1) and Duty to Cooperate work, see page # for further information.

Neither of these changes are intended to alter the overall strategy of the Waste and Minerals Local Plan.

Is it proposed that this section will replace Minerals and Waste Development affecting the South Downs National Park (WMP2) on pages 34-36 of the WMP.

Purpose of Policy RV1

To ensure development is sustainable and appropriate to the purposes and duty of the South Downs National Park Authority and the purposes and objectives of the High Weald Area of the Outstanding Natural Beauty Management Plan.

4.1 *The South Downs National Park*

4.2 *The South Downs National Park was established in 2010 and the South Downs National Park Authority took up its statutory responsibilities in April 2011. The South Downs National Park covers an area of 1600km² and stretches from Eastbourne in the East to Winchester in the West. Although over 85% of the area is farmed, it has a population of over 117, 000 people and includes the towns of Lewes, Midhurst and Petersfield. The South Downs Local Plan 2019 sets out the planning policy*

4 Overarching Strategy

context for the whole SDNP, replacing previous joint plans with each of the district and boroughs. The SDNPA plans jointly for minerals and waste with East Sussex County Council, Brighton and Hove City Council, West Sussex County Council and the Hampshire Authorities.

4.3 *National Parks and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty and this will be given great weight in decisions.*

4.4 *The South Downs National Park has the following statutory purposes:*

- *To conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and*
- *To promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public.*

4.5 *Section 62 of the Environment Act 1995 requires all relevant bodies including statutory undertakers and statutory bodies to have regard to the purposes. If there is a conflict between the two purposes, the first takes precedence. In pursuing these purposes the SDNPA also has a duty to seek to foster the economic and social well-being of local communities within the National Park.*

The High Weald Area of Outstanding Natural Beauty

4.6 *The High Weald AONB was designated in 1983 and covers land within 4 counties and 11 district or borough councils. It is one of 46 AONBs in England, Wales and Northern Island. It covers an area of 1,461km² and 127,000 people live within its boundary. A third edition of the management plan for the High Weald AONB was published in 2019, covering the period to 2024.*

4.7 *The primary purpose of AONB designation is to conserve and enhance natural beauty, but the architects of the 1949 Act recognised other underlying principles which were important aspects of the designation's success. These included the need to maintain a 'thriving community life' with particular emphasis on farming and forestry, and the need to promote understanding and enjoyment of the area's special qualities. These subsidiary purposes - in effect, qualifications of the primary purpose - are those defined in the Countryside Commission statement 1991, restated in 2006 (the basis for the wording of the subsidiary purposes can be found in the Countryside Act 1968, section 37):*

- *In pursuing the primary purpose of designation, account should be taken of the needs of agriculture, forestry and other rural industries, and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development*
- *The formal legal responsibility for both development control and for management of the High Weald AONB (including the duty to prepare an AONB Management Plan) lies with the local authorities in whose area(s) the AONB exists. In addition, local authorities and all public bodies have a statutory duty under CROW Act 2000, Section 85, to '...have regard to the purpose of*

Overarching Strategy 4

conserving and enhancing natural beauty...'. To 'conserve and enhance' is a single duty, therefore exercising the duty requires that both elements be addressed.

Minerals and Waste Development in the South Downs National Park and the High Weald Area of Outstanding Natural Beauty

4.8 *National Parks and Areas of Outstanding Natural Beauty (AONB) have the highest status of protection in terms of landscape and scenic beauty. Great weight, therefore, must be given towards the protection of the natural beauty of the landscape, together with conservation of wildlife and cultural heritage, when making planning decisions.*

4.9 *National planning policy for minerals and waste development in the countryside and rural areas relates to "major development" within nationally designated areas including National Parks and AONB. Within the context of national policy, the winning and working of minerals and waste development generally constitutes major development whereby due to the nature, character and scale of some proposals, there is the potential to adversely impact upon recreational opportunities and the natural beauty of protected landscapes.*

4.10 *Major minerals and waste development (including quarry restoration) can have significant adverse impacts upon such areas of natural beauty together with the recreational opportunities that they provide. In line with national policy, major minerals and waste development must not be permitted within National Parks or AONB except in exceptional circumstances. Applications must also be demonstrated to be in the public interest. Development will only be in the public interest if consideration of the proposal details gives sufficient reason/s to override the potential damage to the natural beauty, cultural heritage, wildlife or quiet enjoyment of the National Park and or AONB. Minerals and waste development can also have positive effects on the environment through restoration and aftercare (Policy WMP17 addresses restoration requirements in detail).*

4.11 *Other minerals and waste development which is ancillary to a main minerals and waste operation (e.g. weighbridge, offices, haul road and minor amendments) would not normally be considered as major development. It would be expected however that such proposals have regard for and consideration of National Park and AONB purposes, and ensure that great weight is given to the conservation of the landscape and natural beauty, conservation of wildlife, cultural heritage and recreational opportunities.*

4.12 *Quarries and quarrying operations have the potential to impact heavily upon the landscape and surrounding environment, therefore the setting of any proposed development within the context of the National Park or AONB is also an important consideration. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.*

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4.13 *Minerals and waste development not considered to be major should be carefully assessed. Weight should be given towards conservation of the landscape's natural beauty, the conservation of wildlife and cultural heritage and the need to avoid adverse impact upon recreational opportunities within these areas.*

Policy RV1

Minerals and waste development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty

- a) Minerals and waste development in the South Downs National Park and the High Weald AONB will have regard to the relevant Management Plan.*
- b) Major minerals and waste development in the South Downs National Park or High Weald AONB will be refused other than in exceptional circumstances, and where it can be demonstrated to be in the public interest⁽³⁾. In this respect, consideration will be given relevant information, including:

 - i. the need for the development, including in terms of any national considerations; and*
 - ii. the impact of permitting or refusing the development upon the local economy; and*
 - iii. the cost of and scope for developing outside the designated area or meeting the need in another way; and*
 - iv. any detrimental effect on the environment, landscape and/or recreational opportunities and the extent to which it could be moderated.**
- c) Small-scale waste management facilities for local needs are not precluded from the National Park or AONB where they meet the requirements of Policy RD1.*
- d) Proposals for the backfilling of redundant quarries within the National Park or AONB need to conform with (b) above and additionally demonstrate net long term benefits to the National Park or AONB and that they meet Policy WMP 8b criteria (a) to (e).*

³ *In the case of minerals and waste proposals, all applications are defined by the Town and Country Planning (Development Management Procedure) Order 2010 as 'major'. However, for the purpose of this policy, the potential for significant impacts on the National Park and AONB will be dependent on the individual characteristics of each case. When assessing what constitutes "major development" within a protected landscape the guidance set out in Footnote 60 to the NPPF will be applied*

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5 Providing for Waste

5.1 The Providing for Waste section in the WMLP sets out policies regarding the amount of waste management capacity that is planned for locations suitable for waste management development, and safeguarding arrangements for waste management facilities.

Explanation

Monitoring by the Authorities indicates that the waste strategy does not require altering at this time. There was ambiguity in Policy WMP7a "Sustainable Locations for Waste Management Development" and Policy WMP7b "More Detailed Criteria" that required clarification. Policy RW1 below combines and clarifies these policies.

All other policies within this section apart from WMP7a and WMP7b remain unchanged.

Sustainable Locations for Waste Development (RW1)

Explanation

Policy RW1 proposes to remove ambiguity and consolidate WMP7a and WMP 7b clarifying the policies intent. It retains the existing direction of policies WMP 7a and WMP 7b and all alterations to the policy are intended to only be technical in nature. Policy RW1 proposes the following alterations:

1. The preference expressed in Policy WMP7b for development on general industrial land including general industrial estates, employment land (B2/B8 uses), previously-developed land, and land already in waste management uses, has been replaced by a requirement to demonstrate that the development is located within one of these areas or, that it has been adequately demonstrated and explained why this is not possible. The exception in relation to minerals sites has been retained.
2. Text in Policy WMP 7a concerning small scale facilities in the South Downs National Park and the High Weald AONB has been removed; this was already addressed through the criteria relating to small scale facilities which are not restricted by the Area of Focus and addressed by Policy RV1 which places additional requirements on development within the South Downs National Park.
3. The 'Purpose of Policy' box and supporting text have also been updated to reflect the updated text.

5 Providing for Waste

The Authorities have focused on making the above alterations to the policy and, at this time, consider that the broad strategy does not require alteration. Consequently, no alterations to other over-arching approaches for this policy area have been considered.

No further amendments have been made to the proposed policy following the Regulation 18 consultation.

No changes are proposed to the sites already identified in the adopted WMSP nor are any additional waste sites identified.

It is proposed that this section will replace Suitable Locations for Waste Development (WMP7a, WMP7b) on pages 59-62 of the WMP. It is also proposed that Policies WMP7a Sustainable Locations for Waste Development (excluding land disposal) and WMP7b More Detailed Criteria for Development are superseded by RW1 Sustainable Locations for Waste Development (excluding land disposal).

Purpose of Policy RW1

To identify broad areas (Areas of Focus) within the Plan Area within which more sustainable opportunities for locating waste recycling and recovery facilities are more likely to be found.

5.2 *National policy requires local planning policy to give a clear indication to industry about the areas where development might be acceptable and to provide flexibility to allow for responses to changes in circumstances.*

5.3 *This policy relates to waste treatment facilities, i.e. facilities involved in processes in the waste hierarchy excluding land disposal. Transfer facilities are included because they play a fundamental part in moving waste to and from the facilities referred to in this policy, and increasingly waste transfer is being integrated with waste processing (such as that which takes place at Materials Recovery Facilities) at the same site and so there is less distinction between them. Land disposal is covered separately in Policy WMP 8.*

5.4 *This policy identifies areas hereon called 'Areas of Focus' where the best opportunities for the development of waste recycling and recovery facilities are most likely to be found. Areas of Focus indicate broadly the areas where the greatest sustainability benefits are likely to be achievable based on the application of national policy. However this policy recognises that there may be sites which are acceptable in principle but are beyond the Areas of Focus. For example, there may be*

Providing for Waste 5

sites just outside of the Areas of Focus where there may be overriding sustainability reasons for permitting development, such as supporting movement up the waste hierarchy or being well-related to the strategic road network. The policy therefore does not precisely define boundaries, and the overall sustainability benefits of proposals will be considered on their merits. Consideration of locations within the Areas of Focus also needs to be balanced with ensuring the Plan is deliverable, and as such the Plan considers economic viability which is often influenced by economies of scale.

5.5 The Areas of Focus are those where the greatest sustainability benefits are likely to be achieved regarding new waste development or extensions to existing sites as they are more likely to be close to:

- waste arisings,
- better transport network,
- complementary industries and waste development for potential co-location benefits,⁽⁴⁾
- existing facilities where there is scope for physical site extension (for detail about alterations within the site boundary of existing facilities See Policy WMP 22).

5.6 The Areas of Focus reflect the fact that the majority of the population and businesses in the Plan Area are located along the coastal strip so this is where the main proportion of the largest waste streams (C&I, CDEW, and LACW wastes) is either currently generated or likely to be in the future according to predicted growth areas in Local Plans. The Areas also reflect the road, rail and water transport connections within the Plan Area. Areas outside the Areas of Focus are generally more rural and less densely populated and therefore it is likely that less waste is generated and there are fewer opportunities for maximising sustainability. Much of these areas are also covered by landscape designations of the AONB and the SDNP.

5.7 The policy also recognises that with modern design and operational techniques, waste management facilities can increasingly be accommodated in general industrial areas as a B2 use class, and even more so with the revised waste hierarchy which includes 'preparation for reuse'. Detailed criteria to manage the potential impacts of development is covered in the development management policies later in the Plan Document. Proposals will also be subject to the relevant statutory pollution control regulatory frameworks.

5.8 Applicants are expected to make reasonable efforts when seeking to demonstrate that there are no suitable sites within the preferred locations under criteria A2 and B2. The level of detail should be appropriate to the scale and type of facility being proposed.

4 See Policy WMP 19.

5 Providing for Waste

5.9 Sites identified within the Waste and Minerals Sites Plan and Schedule of Suitable Industrial Estates are all considered to be within the Area of Focus and located on one or more of the types of land specified under criteria B1; as such these sites are considered in accordance with this Policy.

Policy RW1

Sustainable Locations for Waste Development (excluding land disposal)

The principle of the development will be supported where:

A1. The site is located within a broad Area of Focus indicated on the Key Diagram and described in paragraph 5.5, or

A2. It has been demonstrated there are no suitable sites available within the Areas of Focus to meet identified needs, or the proposed development is a small-scale facility / extension to existing facility predominantly to meet smaller, more localised needs only⁽⁵⁾.

In addition to criteria A1 or A2 the proposed development must also demonstrate:

B1. The proposed development is located on: general industrial land including general industrial estates, employment land (B2/B8 uses), previously-developed land, or land already in waste management uses; or

B2. There are no suitable sites available within the locations listed under criteria B1; or

B3. The proposal is located at a minerals working or landfill site and the development's lifespan will be limited to the lifespan of the minerals operation or landfill site⁽⁶⁾, unless there are overriding reasons why the lifespan should be extended.

⁵ *Smaller, localised facilities can be essential in helping to provide local solutions for collecting, sorting, bulking, and transferring and treating wastes in complementing the waste treatment provided at more strategic larger-scale facilities.*

⁶ *The lifespan of a site may, but does not necessarily, include restoration phases.*

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6 Providing for Minerals

Sustainable Use of Aggregates (RM0)

Explanation

Following the 2020 consultation on the Draft Revised Policies a further review of the likely aggregate demand (See RM1) was undertaken. As part of that review it was identified that, whilst the adopted Waste and Minerals Local Plan promotes waste minimisation, it does not specifically address the topic of resource use and that support for resource minimisation could be more explicitly expressed. Representations received during the 2020 consultation also queried whether the use of recycled and secondary aggregates should be prioritised over virgin material. The Authorities recognise that aggregates are essential for construction, but they are also a finite resource which should be used prudently. The NPPF also recognises this in its definition of Sustainable Development (paragraph 8). Policy RM0 seeks to address these omissions.

6.1 It is proposed that this section is inserted at the prior to Provision of aggregates WMP11 (pages 78-81) in the WMP.

Purpose of Policy RM0

To ensure the sustainable use of aggregates.

6.2 *Aggregates such as sand and gravel are used in construction, and are usually mined from the land, dredged from the seabed or recycled from existing construction industry waste. Secondary aggregates such as certain mineral waste can also be used in construction. As a mined or dredged material, aggregate is a primary resource of which there is a finite supply; likewise, recycled aggregate is limited by the material available to recycle. The NPPF (paragraph 8) explains that Sustainable Development includes using natural resources prudently, whilst also supporting growth, innovation, and improved productivity. This is also supported by the forthcoming [Circular Economy package](#). Policy RM0 seeks to promote that when aggregates are used in construction they are used in the most sustainable way.*

6.3 *There are now a growing number of examples of low aggregate construction developments. Originally these may have been a consequence of another design choice, for example in the form of temporary buildings, or as exemplars such as the [Glyndebourne Pavilion](#). However, more recent prefabricated building techniques and innovations in construction technology such as the [K-Brick](#)*

6 Providing for Minerals

may prove to be more prevalent in the future as the development industry takes on the challenge to deliver buildings which meet net zero carbon objectives. In many cases these techniques and technology also reduces aggregate consumption.

6.4 Reducing the amount of aggregates used in construction will require changes in both construction methods and technology. And, as aggregates are just one of the materials used in construction, it is important that this is considered as just one element of the design process for any development. This will be achieved directly within the South Downs National Park and Brighton & Hove, and by working with the Districts and Boroughs within East Sussex, who are the planning authorities for most types of development by helping them to include circular economy and resource minimisation policies within their local plans.

6.5 After minimising the amount of aggregates, developers should seek to use recycled and secondary aggregates in place of primary materials wherever possible. However, secondary materials may not always be suitable owing to limitations relating to material specifications and availability. Where this occurs, the design choice should be explained within the proposal.

Policy RM0

Sustainable use of aggregates

Innovative proposals that a) minimise the quantities of aggregates used in construction, and b) prioritise the use of recycled and secondary aggregate over virgin aggregate, are encouraged and will be supported.

East Sussex County Council will support Local Plan policies that promote sustainable aggregate use as part of design or Circular Economy policies within Local Plans being prepared by the District and Borough Councils within East Sussex.

6.6 Policy RM0 is a starting point, for setting a clear direction in relation to ensuring the sustainable use of aggregates. As knowledge and experience develops into good practice it will inform future reviews of the plan, under which this policy may be refined.

6.7 Applicants should address the use of aggregates as part of their wider consideration of resources used when designing their developments. These design choices should be documented and presented through Design and Access, Sustainability or Circular Economy statements as applicable. Applicants are also encouraged to engage in any design panels, where available.

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Provision of Aggregates (RM1)

Explanation

The current adopted WMLP makes provision for 0.1 million tonnes per annum (mtpa) of land-won aggregate during the plan period, and commits the Authorities to providing a land bank of 7 years permitted aggregate reserves. The permitted sites identified to contribute to this provision in the WMLP are Lydd Quarry (area in East Sussex), and Novington sandpit located within the SDNP. This provision rate is therefore a combined rate including both sharp sand and gravel and soft sand.

In coming to the 0.1 mtpa provision rate the Authorities maintained that the Plan Area was a "special case" recognising the particular circumstances of:

- low production;
- remote reserves;
- high dependence on marine landings; and
- large area affected by environmental constraints/designations

Following the Public Examination into the Waste and Minerals Sites Plan in 2016, the Inspector concluded in his report that "[...] the Plan cannot maintain provision for the production of land-won aggregates at a rate of 0.10 mtpa throughout the Plan period. There will be no permitted reserves at that date because either mineral working under the planning permissions will cease in accordance with a condition of the permission or the workable reserves will be depleted at current rates of production. For that reason alone it will not be possible to maintain a land-bank of at least 7 years". The Authorities accepted the Inspector's conclusions and recognise that the WMLP aggregate provision levels need to be reassessed.

Soft Sand

The main source of soft sand in the South East (the Lower Greensand Formation) runs through Kent, Surrey, Hampshire, West Sussex and peters out just over the border of East Sussex. There has been limited working of this material in the Plan Area in recent times. Novington Sandpit is the only permitted soft sand site and lies within the South Downs National Park in the East Sussex Plan Area. It is understood that there is a reserve of around 250,000 tonnes still to be worked as part of the extant planning permission.

However, the site has been inactive since 2013 and any reported sales figures prior to that date are considered to be confidential. On that basis it is not possible to calculate an LAA rate and it assumed that the need for soft sand in the Plan Area has entirely been met through imports for at least six years.

6 Providing for Minerals

The Authorities have worked with the other South East Mineral Planning Authorities to agree a Position Statement on Soft Sand. This sets out the context for soft sand provision at a regional level. Following on from that work, the Authorities have entered into a Statement of Common Ground with Kent County Council and West Sussex County Council which acknowledges the current reliance on imported materials to meet the needs of the Plan Area and explains the process each Mineral Planning Authority will go through to meet the 'steady and adequate supply of minerals' required by the NPPF⁽⁷⁾.

Future Provision

The NPPF states that mineral planning authorities should plan for a steady and adequate supply of aggregates by preparing an annual Local Aggregate Assessment (LAA) to forecast demand, based on a rolling average of 10 years sales data and other relevant local information. The LAA should include an assessment of all supply options including land won, marine dredged, secondary and recycled sources. The Authorities have carried out a review of aggregate provision, and further details and calculations are set out in the LAA 2019, and LAA 2020 (dashboard) **(to be updated)**.

During the Call for Evidence and Sites (CfES) the operator of Lydd quarry submitted proposed extension areas for the site. These were considered for inclusion in the draft Plan but were not considered acceptable as allocations due to the significant harm mineral working would cause to the interests of designated sites located within the vicinity of the proposals. In addition, the Authorities consider that there are adequate and suitable alternative supplies of material to the proposals which would result in lesser environmental effects. No other aggregate sites were submitted at the CfES stage.

Following consultation on the draft Revised Policies in 2020 some representations were received relating to aggregates and the provision of material to the Plan Area. These include comments and queries concerning marine dredged aggregate (MDA), recycled aggregates and the calculation and methodology of provision levels. The operator of Lydd quarry also submitted a revised proposal for a quarry extension with more clarified extraction proposals. The Authorities have reassessed the proposed allocations but consider that the issues of harm to designated sites remain and alternatives exist. The proposed allocations are therefore not included in the draft Plan.

New aggregate data has been collected and published since 2020, mainly as a result of the annual aggregate monitoring surveys. Revised housing projections figures are also now available which indicate that forecasts of demand for aggregates over the Plan period may now be higher

7 Paragraph 213

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since the publication of the consultation document in 2020. Data is set out in the [LAA 2019](#) (and [LAA 2020 dashboard- update once 2021 LAA is drafted](#)), and the supporting documents including the Aggregate Data Technical Paper ([link](#)).

Following the consultation on the draft Revised policies in 2020, policy RM1 and supporting text have been revised to reflect the matters above. In summary, the following chapter now includes further explanation of how provision will be secured for the Plan Area together with updated information and data. Policy wording has been clarified to confirm that new rail and wharf infrastructure would be supported and where relevant minor corrections have also been made. Some issues are covered further in the Aggregates Technical Paper, which also include detailed workings of the methodology of assessing supply and demand in the Plan Area.

It is proposed that this section replaces Provision of aggregates WMP11 (pages 78-81) in the WMP, and Section 4 Providing for Minerals paragraphs 4.1 to 4.6 (page 24) in the WMSP.

Purpose of Policy RM1

To ensure sustainable provision for an appropriate level of aggregates for consumption in the Plan area over the duration of the Plan period.

Introduction

6.8 *Historically there have been low levels of extraction of 'land-won' aggregates in East Sussex, and imports of marine dredged aggregate (MDA), crushed rock and other aggregates have been important in meeting local construction needs. These have been imported via a mixture of rail, road and wharf. Within the Plan Area two types of aggregate resource are to be found: sharp sand and gravel, and soft sand, which have different uses. Sharp sand and gravel uses include concreting applications and soft sand, also known as building sand, uses include production of mortar.*

6.9 *There is currently one working sharp sand and gravel extraction site in the east of the Plan area at Lydd. Lydd quarry straddles the East Sussex/Kent border and extraction is currently taking place within East Sussex. Approximately 50% of the production is exported to Kent and it is estimated that less than a year of reserves remain. If this site were to contribute to future aggregate provision in the Plan Area, further reserves at the quarry would need to be identified. The area around Lydd*

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Quarry is constrained by both National and International environmental designations including SSSI, Special Protection Area and Ramsar site. The designations cover or are adjacent to all the sand and gravel resource in this part of the County.

6.10 *The majority of land-won sharp sand and gravel deposits in East Sussex are found in the coastal areas and river valleys. Having assessed these resources, the Authorities have concluded that identification of feasible extensions or new land - won sites in the Plan area is not possible due to the environmental constraints which are considered overriding.*

6.11 *Apart from production at Lydd quarry and road imports from outside the Plan Area, aggregate supply is currently received through the Ports of Shoreham, Newhaven and Rye, and at a railhead at North Quay in Newhaven. Marine imported material is also exported by rail from a different rail head at East Quay, Newhaven. There are also permitted CDEW sites producing recycled aggregates which can in some cases substitute for sharp sand and gravel end-uses, and secondary aggregates, such as brick waste, are also produced and imported into East Sussex.*

6.12 *A new aggregate processing plant, aggregate bagging plant, concrete batching, and rail siding extension has recently been constructed at Fishers Wharf, Newhaven Port. The operation involves the import of marine dredged aggregate (MDA). The plant has now commenced operation with both marine imports being received and rail exports taking place. Once fully implemented the development will provide up to 0.42 mtpa of new import capacity. The majority of the material will be sold and used within the Plan area and a proportion will be exported by rail.*

6.13 *The Plan Area appears to have been reliant on soft sand imports for a number of years. The Authorities have undertaken a number of surveys to confirm this assumption, and to understand where the material is imported from and how the need for soft sand is currently being met. As a partner Authority for waste and minerals plans in Hampshire, West Sussex, East Sussex and Brighton and Hove, the SDNPA is working on a unified position across the South Downs National Park relating to the provision of soft sand that is consistent with national policy within a designated landscape.*

Future Provision

6.14 *Government policy requires mineral planning authorities to plan for a steady and adequate supply of aggregates and so in undertaking the WMLP Review the Authorities have assessed how provision can be continued in the Plan Area. Much of the supporting evidence for the WMLP review is set out in the Authorities' LAA. The most recent LAA 2020 Dashboard [\(link\)](#) indicates that at current demand levels the rate for land-won material is 0.15 mtpa. This figure has been calculated on the basis of sales figures for sharp sand and gravel only as the only permitted soft sand site in the Plan area has not produced any mineral for some years. It is acknowledged that less than a years reserve exist at the only active sharp sand and gravel site in the Plan Area. The LAA also identifies rates for other types of aggregate provision including marine and rail imports. It is a*

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particular characteristic of this Plan area that over 80% of aggregates consumed are imported (based on 2014 figures). Indeed, the Plan area has a long-standing unique and particular land-won aggregate situation which has been recognised as a "special case".⁽⁸⁾

6.15 *If demand for aggregates in the Plan Area were to remain constant then the total rate of aggregates considered for provision over the Plan period would be around 0.7 mtpa. The Authorities are also required to assess the effect of demand changes on provision. To do this the Authorities have used projections of homes and infrastructure over the next decade. Calculations carried out for the Review (see [Aggregates Data Technical Paper - link](#)) indicate that aggregate demand requirements could double, meaning that the total provision for the 15 year Plan Period (15 years from 2019, therefore to 2034) could be in the region of about 1.48 mtpa.*

6.16 *Unused permitted capacity remains at all infrastructure and processing facilities which could be utilised in the future with the minimum of constraints. A significant amount of aggregates imported into Shoreham Port on the West Sussex side are consumed in the Plan Area and it is understood that additional unrestrained capacity remains at the Port. There is also further capacity available for the production of recycled and secondary material (see [Aggregates Data Technical Paper - link](#)).*

6.17 *In terms of quantity the supply of MDA from Fisher's wharf, once fully operational, would effectively provide an equivalent amount of aggregate to substitute for land-won sharp sand and gravel from Lydd where resources are near exhaustion. It is also necessary to ensure that the end uses of these materials and their markets are comparable, and that sufficient reserves of MDA are available. In terms of continuing supply to the existing market area, the Fishers Wharf development at Newhaven could provide for the western side of the Plan Area, and the Authorities consider that any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour as well as from Kent. The Crown Estate advises that marine aggregate is wholly interchangeable with land based sand and gravel, and can perform the same technical tasks. Reserves off the south coast of Sussex and Hampshire are circa 80 million tonnes with a life of 24 years at 10 year average levels of extraction. New capacity is also expected to come on stream in the very near future. The environmental impact of dredging is considered at the application stage of the Marine Licencing system which is determined by the Marine Management Organisation.*

⁸ *During the review process for the Secretary of State's Proposed Changes to the Review of Policy M3 of the South East Plan the Councils requested to be treated as a special case. This recognised the particular circumstances of low production; remote reserves; and high dependence on marine landings; in an area largely affected by environmental constraints/designations.*

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6.18 *An assessment of the existing capacity at permitted import and processing facilities in the Plan Area indicates that adequate capacity exists to accommodate at least double the current levels of demand. Recent revised housing projections (2020 data) however point to a possible higher level of demand, (although this assumes current building methods endure). All details are set out in the LAA and the Aggregate Data Technical paper [\(links\)](#).*

6.19 *It is acknowledged that if demand were to exceed these levels, there could potentially be shortfalls in supply during the Plan period. However, the Authorities consider that the market is likely to respond in such circumstances to enable additional provision by, for example, diverting exports. In the past regardless of the aggregate demand at that time, supply has occurred and construction has taken place in the Plan Area. In addition, if demand is high enough it could be that market conditions are favourable for new import and recycling infrastructure and/or sites which, where appropriate, would be supported by RM1 and other policies in this Plan. Furthermore, the amount of aggregates needed in new buildings may reduce over time as construction methods change in response to net zero carbon requirements. The sustainable use of aggregate is supported in policy RM0.*

6.20 *With regards to soft sand it is considered that the most appropriate approach is to safeguard the soft sand resource and not allocate any further sites in the Plan Area. It is not appropriate to designate Areas of Search in a protected landscape and no aggregate sites have been put forward during the consultation process in either the National Park or the AONB. ⁽⁹⁾⁽¹⁰⁾⁽¹¹⁾*

6.21 *The Authorities consider that based on current evidence there are no acceptable or feasible land-won sites available, and that in the context of the Plan Area's long established "special case", future provision in the Plan Area has to be supplied from a combination of recycled and secondary material, and rail, wharf and other aggregate imports. This provision strategy does not therefore include land-won material from within the Plan Area and does not require the allocation of sites or setting of a specific "landbank" for aggregates.*

9 *Any future applications for soft sand extraction in the National Park will need to address paragraph 177 of the NPPF and Policy SD3 of the South Downs Local Plan.*

10 *Mineral extraction is considered to be 'major development' as defined in the Glossary of the NPPF and the Town and Country Planning (Development Management Procedure) (England) Order 2015. Paragraph 177 of the NPPF states that planning permission should be refused for major development in National Parks other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Footnote 60 of the NPPF states that the question of whether a development proposal is 'major' in a National Park is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.*

11 *Paragraph 177 of the NPPF relates primarily to the determination of planning applications in protected landscapes. However, to ensure that all local plan allocations are deliverable, it is also necessary to consider the issue of major development at the plan making stage.*

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6.22 *The Plan strategy for meeting the sand and gravel needs of the Plan Area is therefore through supporting and encouraging imports through existing permitted facilities, as well as utilising permitted recycled and secondary aggregate capacity, and encouraging sustainable usage of aggregates. Proposals for new rail and wharf import infrastructure will be supported, where appropriate. To ensure that that supply is secured and maintained through import facilities it is important that minerals infrastructure including wharf and rail heads are adequately safeguarded. This is covered in policy RM5. In addition, any extensions or improvements to existing safeguarded sites which improve the operation and/or efficiency of the landing, processing, handling and storage of minerals will normally be supported. The reuse of existing infrastructure will be supported where appropriate.*

6.23 *The strategy aims to protect and support every mechanism for enabling supply. This will allow provision for at least a doubling of current demand which equates to just over 22 million tonnes (mt) of aggregates over 15 years at an average of approximately 1.48 mtpa, peaking at 2.02 mtpa in 2025/26. Of the 22mt, between 14.43 mt & 16.56 mt will be sourced from imports, using existing permitted facilities. Aggregate supply and demand in the Plan area, including the annual provision figure, will be continually monitored via the Authorities' Monitoring Report and the Local Aggregate Assessment, and will be reviewed when required by national legislation.*

6.24 *In the event that land-won aggregate proposals are received they will be considered against existing Development Plan policies. All Plans should be read as a whole and criteria based policies within the WMLP ensure that there is complete policy coverage for any future proposal.*

6.25 *Proposals for new sites and additional capacity for aggregate importation infrastructure and recycled and secondary aggregate production will also be subject to the environmental protection requirements set out in other plan policies.*

6.26 *Proposals which may involve marine operations should also consider Policies S-AGG-3 and S-AGG-4 from the MMO South Marine Plan. These policies refer to proposals in areas where high potential aggregate resource occurs, and local sourcing of aggregates respectively.*

Policy RM1

Provision of aggregates for consumption in the Plan Area

The Authorities will enable the provision of at least 22 million tonnes (averaging 1.48 mtpa) of aggregate material over the the Plan period by seeking to protect, maintain and enhance existing:

a) aggregate importation infrastructure and capacity; and

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b) recycled and secondary aggregate production

Proposals for new rail and wharf import infrastructure, and additional capacity for a) and b) (including increased operational capacity within the site boundary of existing infrastructure) will be supported. In particular, support will be given to proposals which further enable sustainable provision of aggregates by sea and/or rail.

Provision for an additional extraction area at Aldershaw Farm (RM2)

Explanation

An extension to the Aldershaw Tiles extraction site was promoted by the operator in response to the Call for Evidence and Sites 2017 and was included in the 2020 consultation draft (Regulation 18) version of the Revised Policies Document (RPD). The tile works is a small-scale operation which primarily produces handmade tiles, many of which are used in the restoration of historic buildings. Clay supplies are now running low at the extraction site and an extension could extend the lifetime of the facility by providing a potential minerals reserve of between 25 and 30 years.

Since publishing the Regulation 18 RPD, the site assessment has been updated in accordance with the revised NPPF 2019 and the subsequent revised NPPF 2021 which now places higher protection on the AONB, ancient woodland and irreplaceable habitats. Paragraph 180 and Footnote 63 states that development resulting in the loss or deterioration of ancient woodland should be refused unless where wholly exceptional circumstance exist and where by a suitable compensation strategy exists.

Mineral extraction is a type of operation regarded as major development in the NPPF and in legislation[1]. Though, under Footnote 75 of the NPPF (2021), for the purposes of Paragraphs 176 and 177, the decision maker must determine whether the development constitutes major development.

Under paragraphs 176, 177 and Footnote 60 of the NPPF (2021), where a decision maker judges a proposal to represent major development, permission should not be granted other than in exceptional circumstances and where the development is demonstrably in the public interest.

As the previously promoted extension would extend into an area of ancient woodland, the extension site proposed in response to the Call for Evidence and Sites is therefore no longer being allocated. Sites outside of areas of ancient woodland may be available and further information on site selection and feasibility of extraction is anticipated from the landowner/operator.

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The Authorities believe that development for clay extraction could take place outside the area of ancient woodland. Any proposal for extraction within or within the vicinity of ancient woodland would be subject to further consideration in light of paragraphs 176, 177 and 180 and Footnotes 60 and 63 of the NPPF, as set out above.

The ultimate decision on exceptional circumstances and the public interest can only be taken when a planning application is submitted as exemplified by the following case:

R (Advearse) v. Dorset Council paragraph 46[2]⁽¹²⁾ sets out the successive stages for the consideration and implementation of the NPPF, particularly in relation to paragraph 177 of the NPPF (2021).

Since 2020, the Policy has therefore been revised in response to key responses, as follows:

- No longer allocating a specific site.
- Inclusion of a criteria based policy in line with national policy.

[1] Town and County Planning (Development Management Procedure)(England) Order 2015

[2] R (Advearse) v Dorset CC et al [2020] EWHC 807 (Admin) Paragraph 46

It is proposed that this section is appended to Provision of Clay (WMP13) on pages 84-85 of the WMP.

Purpose of Policy RM2

To ensure a continued supply of specialist clay.

12 46. Consideration and application of a policy such as the one stated at (what is now) paragraph 172 of NPPF 2019 [paragraph 177 of NPPF 2021] will not always be a oneoff event. The expectation is that policies in the NPPF will be considered at successive stages: for example, not only at the time a Local Plan is formulated, but also when subsequent decisions are taken on applications for planning permission. As the decisions in issue become more specific, the information relevant to the application of any particular policy is likely to change.

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6.27 *It has been identified that an additional extraction area for the Aldershaw Tiles site is required to ensure continued provision of clay for use in the production of specialist tiles. The products made at the Aldershaw Tile works include specialist clay tiles used in the restoration of historic buildings. The tiles may need to match original features, and so the colour and quality of these products is an important consideration.*

6.28 *The Policy aims to make provision for the specialist clay product, to meet the need from outside of areas of ancient woodland where possible, and to only allow development within designated ancient woodland in wholly exceptional circumstances, where a suitable compensation strategy exists and where it is in the public interest, in accordance with national policy. A final decision on whether exceptional circumstances exist can only be made when proposals come forward.*

Policy RM2

An area of additional clay extraction may be proposed in connection with the specialist tile manufacturing facility at Aldershaw Farm as identified on Map 10.2 [Minerals Sites and Infrastructure Map].

To be acceptable in principle, proposals for an additional extraction area must demonstrate that the following criteria are met:

i. An assessment of the impact on the Ancient Woodland (Screen Wood and Lane Wood) must be carried out. Where necessary and in accordance with Natural England and the Forestry Commission's standing advice, appropriate buffers should be incorporated, and mitigation provided, to the satisfaction of both bodies.

ii. The impact on the High Weald Area of Outstanding Natural Beauty must be assessed and appropriate mitigation should be included, if required, in consultation with the High Weald AONB Unit.

iii. An assessment of the impact on the Beauport Park Local Wildlife Site must be carried out; and where necessary appropriate mitigation provided, in consultation with and to the satisfaction of the County Ecologist.

iv. Access to the site is through the existing brickworks.

An appropriate mitigation and environmental enhancement scheme for the operations and restoration of the entire extraction site would be required as part of any permission.

Proposals must demonstrate how they have considered relevant Policies in the WMP, WMSP and the Development Plan (relevant Local Plan). Any application will be assessed in accordance with relevant development plan policies taking into account any material considerations.

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6.29 *Protected and notable species may be present within or in the vicinity of any future additional area of extraction. Appropriate assessments and surveys should be carried out in accordance with standing advice and development management policies within this Plan.*

6.30 *Any restoration plan should be supported by a landscape and ecological management plan.*

Safeguarding Mineral Resources (RM3)

Explanation

The provision of aggregates (minerals used for the construction and improvement of buildings or infrastructure) is important in ensuring that planned development in the Plan Area can be delivered. Directly linked to the provision of aggregates is the safeguarding of minerals resources and the safeguarding of minerals infrastructure. Safeguarding helps to ensure that minerals resources, which are finite in their supply, are not sterilised by other development.

Separate policies relating to safeguarding of mineral resources are contained within the Local Plan and Sites Plan. To avoid duplication of policy content, it is proposed that policies WMP14 and SP8 are combined into a single policy within the Waste and Minerals Local Plan.

It is also proposed that a list of exempt development relating to Minerals Safeguarding Areas (MSAs), Minerals Consultation Areas (MCAs) and prior extraction is included for clarity. This establishes the concept that not all development should be constrained by mineral designations.

The list of safeguarded resource sites will be moved to the policies map. The list of safeguarded sites has been included below for information. The strike-through indicates sites which are no longer being safeguarded.

Gypsum:

- Brightling Mine/Robertsbridge Works, Mountfield

Sand and Gravel (inclu. soft sand):

- Novington Sandpit
- Ditchling/Plumpton Reserve ⁽¹³⁾
- ~~Scotney Court Farm, Jury's Gap Road, Camber, near Lydd~~

13 This is a new safeguarded resource.

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- ~~Scotney Court Extension and Wall Farm, Jury's Gap Road, Camber, near Lydd~~⁽¹⁴⁾
- ~~Broomhill, near Lydd~~⁽¹⁵⁾

Clay:

- Ashdown Brickworks, Bexhill
- Little Standard Hill Farm, Ninfield
- Chailey Brickworks, Chailey
- Hastings Brickworks, Guestling
- Aldershaw Farm, near Hastings
- Horam Brickworks, Horam

Since the consultation in 2020, the wording of the policy has been updated to ensure that 'potentially' viable resources are safeguarded to address the issue of viability changing overtime.

This section replaces Safeguarding Mineral Resources (WMP14) on pages 86-88 of WMP and paragraphs 4.1 - 4.11 and Policy SP8 on pages 24-25 of the Waste and Minerals Sites Plan. Policies WMP14 and SP8 are superseded by Policy RM3.

Purpose of Policy RM3

To ensure known mineral resources of local importance are safeguarded.

6.31 *The National Planning Policy Framework requires MPAs to prevent mineral resources from being unnecessarily sterilised. Sterilisation of known or potential resources would reduce the ability and flexibility to supply future demand. However, it is also important to find a balance between protecting mineral resources for the future and allowing for necessary development of some of those areas.*

-
- 14 Permitted extraction sites (Scotney Court Farm, Scotney Court extension and Wall Farm) are currently being worked and near exhaustion at Lydd Quarry. The continued safeguarding of these sites is therefore not considered necessary. Furthermore, the area around Lydd Quarry is constrained by both National and International environmental designations and further working is not feasible due to the environmental constraints which are considered overriding.
- 15 The area around Lydd Quarry which includes Broomhill is constrained by both National and International environmental designations. Mineral working at Broomhill would therefore not be feasible due to the significant harm mineral working would cause to the interests of designated sites which are considered overriding. Broomhill is therefore no longer safeguarded.

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6.32 Government advice contained in the NPPF and other guidance ⁽¹⁶⁾ requires mineral planning authorities to define Mineral Safeguarding Areas (MSAs) which should contain resources that are of local and national importance to warrant protection for future generations. Mineral safeguarding allows for potential resource to be examined; however, there is no presumption that resources defined in MSAs will be worked.

6.33 Minerals Consultation Areas are areas where Local Planning Authorities will consult with the Authorities on alternative development proposals, not including excluded development. They have been identified using information on known minerals resources and existing permitted extraction and transport infrastructure sites.

6.34 Where non-mineral development is proposed which could potentially sterilise minerals resource, developers will be required to carry out investigation work to ascertain whether economically viable mineral resources are present and whether prior extraction is practicable. The results of this work should be reported in a 'Minerals Resource Assessment' which should be proportionate to the nature and scale of the proposal (for more detail see separate guidance on safeguarding). For the Authorities to raise no objection to the non-mineral development, they will need to be satisfied that either minerals sterilisation will not occur (either because the mineral resources are not economically viable or that an appropriate and practicable level of prior extraction can take place) or because there is an overriding need for the development.

6.35 Clay sites, permitted Gypsum reserves and soft sand are safeguarded. No strategic need for chalk extraction was identified in the WMP, and there is no evidence to suggest that the situation has altered. No areas have therefore been identified to safeguard chalk resource within the review.

Soft Sand

6.36 When considering proposals for mineral extraction, national policy ⁽¹⁷⁾ requires planning authorities to 'provide the provision of non-energy minerals outside of National Parks, the Broads, Areas of Outstanding Natural beauty and World Heritage Sites, scheduled monuments and conversation areas' where practicable. However, the soft sand resource within East Sussex lies entirely within the boundary of the South Downs National Park. This soft sand resource then extends through the SDNP and its boundary in West Sussex and Hampshire.

6.37 As soft sand resource in the south east is relatively limited and constrained by a number of designated landscapes ⁽¹⁸⁾, the Plan safeguards the extent of the soft sand resource in East Sussex.

16 British Geological Survey (BGS) guidance for Mineral Safeguarding published in 2011.

17 NPPF paragraph 211

18 South East Soft Sand Position Statement

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6.38 *The Authorities consider that the following categories of development/application type are exempt from the Policy requirements of RM3, RM4, RM5 and RM7. The exemptions would apply to sites located in MSAs and MCAs; to the requirements for prior extraction; and for consultations relating to both mineral resources sites and minerals infrastructure sites. Those listed would also be exempt from the requirements of Mineral Resource and Infrastructure Assessments.*

Excluded Development

- *Householder planning consent: Applications for alterations to existing single buildings including works within the boundary/garden of a house i.e. domestic extensions, conservatories, loft conversions, dormer windows, garages and similar structures (car ports, outbuildings) within the curtilage of an existing dwellinghouse*
- *Applications for Advertisement Consent*
- *Applications for Listed Building Consent*
- *Lawful Development Certificate (LDC) for existing use, proposed use, or operation or activity in breach of a planning condition*
- *Applications for Tree Works (including consent under Tree Preservation Orders and notification of proposed works to trees in conservation areas)*
- *Application for non-material amendments*
- *Applications for small-scale urban infill development within existing built-up areas i.e. the development of a small gap between existing buildings/enclosed by other types of development*
- *Developments within a conservation area within existing urban areas*

Policy RM3

Minerals Safeguarding Areas

Mineral Safeguarding Areas (MSAs), as shown on the Policies Map, identify potentially viable land-won mineral resources and sites.

Proposals for non-minerals development on or near the MSA that would sterilise or prejudice the extraction of the mineral resource, or result in incompatible development, should not be permitted.

Development proposals within areas shown as Mineral Safeguarding Areas on the Policies Map or that may affect a mineral operation or resource, must demonstrate that mineral resources will not be sterilised and the development is not incompatible with any permitted minerals operations.

The Authorities will periodically review and update Mineral Safeguarding Areas as required.

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Prior Extraction of Mineral Resources (RM4)

Explanation

Prior extraction of minerals resources is required by the NPPF (2021) to be promoted and considered for development proposals which would sterilise resources. Following an assessment of viability of sand and gravel resource within the Plan Area, it is proposed that no additional sharp sand and gravel resource will be safeguarded. A prior extraction policy is required to ensure that soft sand resource (all of which is to be safeguarded), clay and gypsum reserves are appropriately safeguarded and does not become sterilised. A separate policy requiring prior extraction where feasible and practicable has been included.

No changes to the direction of this Policy have been made since the 2020 consultation. For clarity, some minor updates to the supporting text have been made.

Purpose of Policy RM4

To ensure the best and most sustainable use of minerals by seeking their extraction prior to development.

6.39 *The NPPF requires that MPAs should set out policies to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place. Where non-mineral development is proposed, developers may be required to carry out investigation work to ascertain whether there are economically viable mineral resources present and whether prior extraction is practicable. The results of this work should be presented within a Minerals Resource Assessment (MRA) which should be proportionate to the nature and scale of the proposal. Guidance on preparing a MRA can be found within the separate guidance document on safeguarding. The Minerals Resource Assessment may conclude that prior extraction is not practicable due to constraints and location, delay to construction timetable, and effect on landform thereby making the site not viable for the proposed development.*

6.40 *The Mineral Planning Authority will consider the conclusions of the Minerals Resource Assessment, including on prior extraction, in forming its view on the proposed development and provide advice to the Local Planning Authority.*

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6.41 *Where planning permission is granted for the prior extraction of minerals, conditions will be imposed to ensure that the site can be adequately restored to a satisfactory after-use should the main development be delayed or not implemented.*

6.42 *Policy RM4 must be read in conjunction with the Excluded Development list, please refer to paragraph 6.38 for further details.*

Policy RM4

Prior Extraction of Mineral Resources

All developments permitted within Mineral Safeguarding Areas should undertake prior extraction unless it can be demonstrated to the satisfaction of the MPA that:

a)The mineral resource would not be sterilised by the proposed development.

and/or

b)The mineral cannot be practically or feasibly extracted.

Safeguarding Minerals Infrastructure (RM5)

Explanation

Safeguarding protects existing and planned infrastructure, such as railheads and wharves, which are integral to the supply, storage and transportation of minerals. Within the Plan Area, wharves at the ports of Newhaven, Shoreham and Rye are safeguarded in order to preserve mineral landing capacity, along with railheads at Newhaven and the British Gypsum rail facility near Robertsbridge. It is, therefore, important to review safeguarding arrangements at the same time as a review of mineral provision.

The introduction of sensitive land uses in close proximity to minerals operations can have a detrimental impact on their ability to effectively operate. Issues such as noise and dust from existing infrastructure sites can affect incompatible development such as residential uses negatively. It is necessary to protect these mineral facilities from encroachment of non-minerals development to support continued effective working of these facilities, therefore it is proposed that reference to the Agent of Change principle (para 187 of NPPF) is added to the Policy. *The list of safeguarded minerals infrastructure sites will be moved to the Policies Map.*

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The Newhaven Enterprise Zone, and its Strategic Framework, which includes the Port of North Quay has been considered as part of the review. However, it is considered that there is no need to change the direction or wording of the policy.

Since the 2020 consultation, the direction of the policy has not changed, however amendments have been made to the supporting text. The term 'disturbance' is now defined within the supporting text. The wording within the policy has also been amended to ensure consistency with other policies.

It is proposed that this section replaces Safeguarding Railheads and Wharves Policy (WMP15) on pages 89-90 of WMP and pages 26-27 of the Waste and Minerals Sites Plan, and that Policies WMP15 and SP9 are superseded by RM5.

Purpose of Policy RM5

To ensure the continued provision of minerals to the plan area by protecting essential minerals infrastructure from encroaching development.

6.43 *National Policy requires Mineral Planning Authorities (MPAs) to assess the need for existing, planned and potential wharf and rail facilities to be safeguarded and to encourage and promote the use of sustainable transport modes for the movement of minerals. Sustaining imports of marine aggregates through local wharves is particularly important in the Plan Area because of the scarcity of viable land based mineral resources in this area.*

6.44 *Marine borne aggregates are currently imported at the Ports of Rye, Newhaven and Shoreham. Material for the plasterboard factory at Robertsbridge is imported by rail. Bottom ash produced by the Newhaven Energy Recovery Facility is exported by rail to a processing facility outside the County. Crushed rock and other aggregates are imported by rail into the Plan Area at Newhaven. The majority of aggregates movements within the Plan Area are currently made by road.*

6.45 *There are currently no active chalk sites in the Plan Area and more recently chalk has been imported by road from West Sussex. Clay resources are linked to brickworks and none of these sites are close to rail facilities or ports to transport bricks within or out of the Plan Area. More detailed support for a modal shift in transportation of minerals is covered in Policy WMP 18.*

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6.46 *Proposals for other uses at minerals wharves must demonstrate that sufficient alternative mineral wharf capacity (tonnage) is deliverable and available to ensure no net loss of capacity within the port before the Authorities would accede to alternative development of the site. Proposals for new residential, business or amenity development in proximity to aggregate wharves should be assessed to ensure the impact of existing operations is fully addressed. The safeguarding arrangements would apply to all existing permitted, planned and potential (e.g. when new sites come forward or when suitable sites are released from their previous use) sites regardless of whether they are currently in use.*

6.47 *Proposals affecting safeguarded mineral infrastructure sites or within MCAs around these, including rail depots, wharves, concrete batching and asphalt plants, and aggregate recycling sites should be supported by a Mineral Infrastructure Assessment (MIA). This should provide sufficient evidence which is proportionate to the nature and type of development, to enable the MPA to assess whether the proposed development is likely to have an adverse effect on the facility including its capacity. Further guidance on preparing the MIA can be found within the separate guidance document on safeguarding.*

6.48 *The NPPF requires that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Development proposals in the vicinity of safeguarded wharves (including vacant wharves) and railheads should be designed to minimise the potential for conflicts of use and disturbance (e.g. light disturbance, noise pollution, dust, odour, other emissions, impact on visual amenity of potential occupiers and impacts arising from traffic movements associated with Minerals Infrastructure sites), in line with the Agent of Change principle as set out within the NPPF⁽¹⁹⁾.*

6.49 *The Joint Area Action Plan (JAAP) for Shoreham Harbour which was adopted in October 2019 sets out the future vision and planning policies for the Shoreham Harbour regeneration area. The intention is to consolidate port related uses in the eastern harbour arm. It is important that wharf safeguarding policies are applied to ensure capacity is maintained whilst regeneration proposals come forward.*

6.50 *Shoreham Port is partly within West Sussex, so landings at wharves in the West Sussex part may also help meet demand in the western part of the Plan Area. On that basis, provision of equivalent capacity (tonnage) of minerals wharfage within either part of Shoreham Port may be acceptable subject to similar safeguarding by West Sussex County Council as Minerals Planning Authority. Future joint working by authorities on the JAAP has been addressed through a Statement of Common Ground which has been agreed between the Shoreham Harbour Planning Authorities and the Shoreham Port Authority.*

¹⁹ Paragraph 187 of the NPPF (2021)

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6.51 *The wharves and railheads safeguarded for the purposes of minerals transportation are listed on the Policies Map. A list of the permitted mineral infrastructure sites is published alongside the Annual Monitoring Report (AMR) on the County Council's website. It is updated periodically outside the Annual Monitoring Report process. Updated GIS layers are re-issued accordingly.*

6.52 *Policy RM5 must be read in conjunction with the Excluded Development List, please refer to paragraph 6.38 for further details.*

Policy RM5

Safeguarding Minerals Infrastructure

Existing, planned and potential minerals wharf and railhead facilities (including rail sidings) and their consequential capacity are safeguarded in order to contribute towards meeting local and regional supply for aggregates and other minerals as well as supporting modal shift in the transport of minerals. The need for railheads and minerals wharves will be monitored.

Capacity for landing, processing and handling and associated storage of minerals at wharves in Shoreham, Newhaven and Rye Ports is safeguarded. Alternative use proposals should demonstrate that there is no net loss of capacity for handling minerals within a port.

Proposals for non-minerals related uses within the vicinity of an infrastructure site should be designed to minimise the potential for conflicts of use and disturbance in accordance with the Agent of Change principle. Proposals for incompatible non-minerals development should not be permitted.

The Authorities will support the co-location of railheads and minerals wharves with processing capacity subject to it being demonstrated that this does not adversely affect space requirements for operational use.

The Authorities will periodically review and update Mineral Infrastructure Safeguarded Areas as required.

6 Providing for Minerals

Safeguarding facilities for concrete batching (etc.) (RM6)

Explanation

To ensure the plan remains relevant throughout the plan period, it is proposed that the list of safeguarded facilities is removed from the policy wording and is moved to the Policies Map. The policies map would be periodically reviewed and updated as necessary.

Since the 2020 consultation, the direction of the policy remains the same. The Policy wording has been amended to strengthen the wording and emphasise the limited circumstances in which permission may be granted. Reference to the agent of change principle has been added to supporting text to ensure consistency with other policies.

It is proposed that this section replaces pages 27-28 of the Waste and Minerals Sites Plan. Policy SP10 is proposed to be superseded by RM6, as drafted below.

Purpose of Policy RM6

To ensure adequate provision of minerals of the plan area by protecting infrastructure facilities from encroaching development.

6.53 *Whilst the development management of concrete batching and similar facilities are generally district and borough council planning matters, in order to provide a comprehensive safeguarding mechanism for minerals infrastructure in the Plan Area it is considered appropriate to safeguard such sites in the WMLP.*

6.54 *The NPPF requires that planning policies safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material. No such sites were received in response to the Call for Evidence and Sites consultation, and a need for additional facilities has not been identified.*

6.55 *Development proposals within the vicinity of safeguarded concrete batching, coated materials manufacture and other concrete products must be compatible with the operations at the safeguarded concrete and concrete products sites in accordance with the Agent of Change Principle and national*

Providing for Minerals 6

policy⁽²⁰⁾. Proposals should be accompanied by a proportionate Minerals Infrastructure Assessment (MIA) comprising a compatibility assessment. Further guidance on preparing the MIA can be found within the separate guidance document on safeguarding.

6.56 Safeguarded concrete batching facilities are listed on the Policies Map.

Policy RM6

Safeguarding facilities for concrete batching, coated materials manufacture and other concrete products within the Plan Area

Facilities for concrete batching, coated materials manufacture and other concrete products are safeguarded against development that would unnecessarily sterilise the facility or prejudice its use. The safeguarded facilities are identified in the Policies Map.

Proposals for non-minerals development on or near the site that would prejudice the use of the facility, or result in incompatible development, should not be permitted. Planning permission will only be granted where it is demonstrated that:

- the proposed development is in accordance with a site allocation in an adopted local plan or neighbourhood plan;
- the site is no longer needed;
- the proposal is of a temporary nature; or,
- the capacity of the site can be relocated elsewhere.

The Authorities will periodically review and update safeguarded facilities as required.

Minerals Consultation Areas (RM7)

Explanation

Based on local constraints and changes to the surroundings of safeguarded sites, it is proposed that the extents of Mineral Consultation Areas are altered dependent on the constraints of each site. These can be found in the Policies Map.

20 Paragraph 187 of the NPPF states that proposals must ensure that the new development can be integrated effectively with existing businesses and existing facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

6 Providing for Minerals

The proposed wording of this policy would allow the MPA discretion to raise concern in cases where the minerals sites and facilities may be adversely affected by non-minerals development.

In response to representations received during the 2020 consultation, to avoid confusion, reference to MSAs has been removed from the supporting text and the exemptions list has been moved earlier in the document.

It is proposed that this section replaces Minerals Consultation Areas (SP11) on pages 28 & 29 of the WMSP.

Purpose of Policy RM7

To ensure appropriate consultation is undertaken by Local Planning Authorities on alternative development proposals.

6.57 *Policies RM3 and RM5 seek to safeguard land-won minerals resources and minerals infrastructure from sterilisation and incompatible development. Minerals Consultation Areas (MCAs) are required to be defined by National Policy ⁽²¹⁾. They are a means to ensure that, in determining non-minerals development by another local planning authority within the Plan Area, account is taken of the need to safeguard such assets. Brighton & Hove City Council and the South Downs National Park Authority can achieve this consideration within their own decision taking. In the County of East Sussex outside the South Downs National Park, local planning authorities need to consult the Minerals Planning Authority on relevant applications. To ensure a manageable process, Policy RM7 below sets out how the consultation process will be implemented.*

Policy RM7

Minerals Consultation Areas

Within the County of East Sussex outside the South Downs National Park, the local planning authority will consult the Minerals Planning Authority on non-minerals development affecting, or potentially affecting, existing minerals sites and facilities identified in the Policies Map. Neighbourhood planning groups will also need to consult the relevant MPA where allocating land affecting MSAs in their Neighbourhood Plan.

21 Paragraph 210 of the NPPF (2021)

Providing for Minerals 6

Types of planning applications not included within the excluded development list which fall into a Mineral Consultation Areas (MCA) will require the consultation of the Minerals Planning Authority. MCAs will be updated when necessary and included in Annual Monitoring Reports, and the local planning authorities informed accordingly.

6.58 *Minerals Consultation Areas do not apply to development considered unlikely to affect MSAs. Please see paragraph 6.38 for further details.*

7 Development Management Policies

7 Development Management Policies

7.1 The Development Management Policies section in the WMLP sets out policies to be used in the determination of waste and minerals applications covering a range of topics such as environmental enhancement, transport, design and operation.

7.2 The Authorities' monitoring indicated that these policies are broadly operating as expected, and do not require altering at this time. However, it was identified that the supporting text of Policy WMP27 was factually incorrect and requires alteration. All other policies within this section apart from WMP27, which is to be replaced by Policy RD1 below, remain unchanged.

Environment and Environmental Enhancement (RD1)

Explanation

Policy WMP27 and its supporting text seeks to conserve and enhance the environment. This is a development management policy and is intended to be a general policy that can be applied to a wide range of proposals. Several changes are being proposed to this policy and its supporting text:

1. Addition of specific reference to net gain in biodiversity

In the NPPF it is identified that plans must contribute to net gain of biodiversity. Presently, WMP 27 seeks to maximise opportunities to increase biodiversity and habitat creation. The NPPF now requires almost all development to result in net gains in biodiversity. The policy has been updated to reflect this new emphasis. The policy text has also been shortened and made more flexible by identifying environmental and historic designations as a whole, instead of listing specific designations.

2. Alteration of supporting text in relation to Habitats Regulation Assessments

The supporting text of WMP27 provides guidance in a grey box to be used when undertaking Habitats Regulations Assessments (HRA), ⁽²²⁾ which the Authorities are required to undertake at specific times set out in law. The first part of the HRA process is called screening, which identifies if further assessment is required.

22 The Conservation of Habitats and Species Regulations 2017 transposes the Habitats Directive and elements of the Birds Directive into English Law. These directives seek to protect biodiversity through the conservation of natural habitats and species of wild fauna and flora and require certain assessments to be undertaken in certain circumstances.

Development Management Policies 7

Within the guidance in the grey box the third paragraph and footnote 89 makes reference to the advice given in the Design Manual for Roads and Bridges which indicates "*that if the increases in traffic [arising from a development] will amount to less than 200 Heavy Duty Vehicles (HDV) movements per day the development can be scoped out of further assessment*".

In 2017, a High Court judgement in the case of Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority [2017] EWHC 351 (Admin) found that in following the advice of the Design Manual for Roads and Bridges by using a 200 HDV vehicle limit as a threshold for screening, Lewes District Council, when undertaking a Habitats Regulation Assessment on their Joint Core Strategy, had failed to consider the cumulative impact of the development proposed in their local plan in combination with those proposed within the Wealden Local Plan. The judgement also undermined the use of a 1% threshold to determine if a scheme may be screened out. The supporting text in the WMP, which was based on the best advice available in 2013, follows an approach similar to Lewes District Council. The Authorities are, therefore, seeking to amend the supporting text in order to update it in light of the judgement.

3. Alteration to supporting text to include of reference to soils in relation to biodiversity and climate change.

The importance of the biodiversity within soils and its potential to store carbon has significantly increased in the last few years. Measures for protecting and minimising disturbance to soils should be included in an Environmental Statement. Reference to this requirement is therefore included in the supporting text.

4. Additional changes between 2020 and 2021 version

Following the consultation on the Draft Revised Policies in 2020, Policy RD1 was revised. In summary:

- The policy text has been altered to align more closely with the NPPF (2021), and now refers to the Sussex Nature Recovery Network and any future Local Nature Recovery Strategy.
- Additional supporting text to reference the NPPF and the requirements within it have been added.
- The ambiguity in the policy text referring to 'a) above' has been clarified.
- The list of designations has been moved from the Policies Map to Appendix 3 of this document.
- Reference to landscape added; this was accidentally omitted when WMP27 was first transposed.

7 Development Management Policies

7.3 It is proposed that this section replaces Environment and Environmental Enhancement (WMP27) on pages 113-116 of the WMP. Policy WMP27 Environment and Environmental Enhancement would be superseded by RD1 Environment and Environmental Enhancement.

Purpose of Policy

To conserve and enhance the built and natural environment including: natural assets; biodiversity and geodiversity; landscapes; historic environment; geology and geomorphology; Heritage assets; and landscape character.

7.4 *The Plan Area has a range of natural and built features which are recognised for their environmental and / or historic qualities, a number of which are formally recognised via international, national, or local level designations. Within the existing policy hierarchy, sites or features designated at a national or international level receive statutory protection via legislation. Others designated at a more local level carry less policy weight in decision-making, although the Authorities recognise that such features are an important part of the local environment.*

7.5 *Policy RD1 sets out the Plan's policy in respect to proposed minerals and waste development and the natural and historic environment. This policy is based on the principles set out in the NPPF. The NPPF also details information which applicants are expected to provide and contains guidance on how planning applications that affect environmental and historic sites should be determined in certain circumstances. Applicants are expected to provide the information as set out in the NPPF and the Minerals and Waste Planning Authority will follow the policy set out when determining planning applications.*

Development Management Policies 7

Policy RD1

Environment and Environmental Enhancement

To conserve and enhance the built and natural environment development should:

- a) protect and enhance designated sites, areas and features of environmental, landscape and historic importance, as listed in Appendix 2;*
- b) provide measurable net gain in biodiversity and enhancement of natural capital, as guided by the Sussex Nature Recovery Network and any future Local Nature Recovery Strategy, following the mitigation hierarchy with gain provided on site where possible, or at the best strategic location for nature's recovery; and*
- c) maximise opportunities for functional habitat creation including inter-connectivity between habitats within and outside the site.*

Permission will not be granted where:

- x) a site or area of national or international importance is adversely affected, or an appropriate assessment has concluded that the plan or project may adversely affect the integrity of the site or area, unless there are no alternative solutions and there is an imperative overriding public interest for the development, or*
- y) the development would have a significant adverse impact on such a site, area or feature as referred to in a. above.*

7.6 *Proposals are expected to assess the topics raised under this Policy within an Environmental Statement, particularly if there are known features in the vicinity of the application site. Any proposals for net gain in biodiversity to be achieved should be proportionate to the proposed development and its location in relation to the Nature Recovery Network. Applicants are expected to follow the latest biodiversity net-gain best practice when addressing this policy.*

7.7 *The importance placed on the biodiversity within soils and its potential to store carbon has significantly increased in the last few years. Both waste and minerals development can result in a large amount of soil disturbance. The Environmental Statement accompanying such proposals should therefore include details of how soil disturbance is to be minimised. Best practice examples are set out in the Defra publication 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites'.*

7 Development Management Policies

7.8 A list of different types of designated sites, priority, legally protected and notable species & habitats, (including irreplaceable habitats) are included in Appendix 2. Where there is evidence that identifies an un-designated environmental or historic site, area or feature as important, these are considered in the same way as designated sites of similar characteristics, following best practice guidance in relation to species..

7.9 When assessing significance, the appropriate tests as set out in the NPPF, where relevant, should be applied. At the time of publication, this is paragraphs 176, 180, 181 (natural environment), 194 and 197-205 (heritage assets) of the NPPF (Feb 2021).

7.10 In the cases where proposed development may affect the integrity of sites or areas that are subject to the Habitat Regulations and Appropriate Assessment, the presumption is that development should not be permitted. This follows the broad approach set out in the NPPF and the Habitats Directive, and will be appropriate for the vast majority of proposed developments. The Habitats Regulations do make an exception in instances where, subject to a number of strict requirements, there are clear imperative reasons of overriding public interest for the development. When considering the proposal due weight will be given to the approach the applicant has taken to follow the Habits Regulations, and the reasons of overriding public interest that are put forward.

7.11 Where appropriate, the Authorities will include planning conditions that provide for notification, evaluation and (if confirmed) recording of important natural or archaeological features that may be encountered and, where relevant, the retrieval of finds and placing in recognised national collections. Agreements for restoration, after-care and after-use will be flexible to allow for active conservation of any interest, as they are discovered, throughout the life of the planning permission.

8 Implementation and Monitoring

8.1 It is proposed that the implementation and monitoring table in section 7 of the Waste and Minerals Plan (pages 120-137) is updated. Entries for policies WMP4, WMP7a, WMP7b, WMP11, WMP14, WMP15 and WMP27 would be deleted and replaced with the table below.

8.2 *Monitoring and reporting on the implementation of the policies in the Plan is important to establish whether they are being successful in achieving their aims. Monitoring also allows corrective action to be taken if the aims of the Plan are not being met. Performance of the policies is currently and will continue to be evaluated yearly and reported via the Local Aggregates Assessment and Annual Monitoring Report.*

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
RW1 - Sustainable Locations for Waste Development	ESCC, BHCC, SDNPA Strategic waste facilities developed in the most sustainable locations.	Waste industry Minerals industry	Strategic facilities located consistent with the approach identified in the Plan.	Locations of waste facilities consistent with policy.
WMP4	ESCC , BHCC, SDNPA Identification of locations for mineral infrastructure, processing of secondary minerals, and for recycling of mineral resources.	Minerals industry Environment Agency Landowners Port Authorities	A proportional increase in use of secondary or recycled materials in relation to total minerals used. Sufficient primary and secondary aggregates provided to the Plan Area over plan period	Data about minerals produced in the Plan Area or imported into the Plan Area.

Implementation and Monitoring 8

8 Implementation and Monitoring

<i>Policy</i>	<i>Delivery Body/Mechanism</i>	<i>Key Delivery Partners</i>	<i>Delivery Target (how much, when, where)</i>	<i>Delivery Indicator</i>
<i>RMO Sustainable Use of Aggregates</i>	<i>ESCC, BHCC, SDNPA, Change in construction practices</i>	<i>District/Borough Councils Development Industry</i>	<i>Sustainable use of aggregates being a considered as a design consideration in the design of all developments.</i>	<i>Data about C&D waste being recycled at permitted waste sites.</i>
<i>RM1 Provision of Aggregates</i>	<i>ESCC, BHCC, SDNPA Importation of aggregates by sea, rail, and road. Provision of recycled and secondary aggregates for use in the Plan Area</i>	<i>Minerals industry CDEW industry Environment Agency Landowners Port Authorities</i>	<i>Sufficient primary and recycled/secondary aggregates provided to the Plan Area over plan period.</i>	<i>Data on imports of aggregates to the Plan Area. Consumption of aggregates in the Plan area.</i>

Implementation and Monitoring 8

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
RM2 - Provision for an additional extraction area at Aldershaw Farm		MMO Crown Estate		Data about C&D waste being recycled at permitted waste sites.
RM3 - Safeguarding Mineral Resources	ESCC, BHCC, SDNPA	District/Borough councils.	No viable resources sterilised.	Number of applications for built development on safeguarded or consultation areas.
RM4 - Prior Extraction of Minerals Resources	Safeguarding of land-won resources and identifying consultation areas. Development industry to undertake prior extraction of minerals where feasible. Review Minerals Resource Assessments.	Minerals industry Environment Agency Natural England Development industry		Tonnage figures of prior extracted resources. Review of Minerals Resource Assessments and number of applications for prior extraction proposals
	Policy RM2 is monitored under the arrangements for WMP13 Provision of Clay.			

8 Implementation and Monitoring

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
RM5 - Safeguarding Minerals Infrastructure	ESCC & BHCC Identify and safeguard sites and capacities at wharves and railheads. Review Minerals Infrastructure Assessments.	District/Borough councils and regeneration area partners Port Authorities Minerals industry Waste industry Network Rail	No net loss of wharf/rail capacity in the Plan Area.	Annual monitoring of wharf status (active or redundant) and existing rail sidings/tracks. Number of applications for built development on safeguarded wharves/rail sidings. Review of Minerals Resource Assessments and number of applications for prior extraction proposals
RM6 - Safeguarding Facilities for Concrete Batching	ESCC, BHCC, SDNPA and relevant districts & boroughs. Identify and safeguard sites. Implement consultation areas.	District & Borough Councils. Aggregates manufacturing industry.	No net loss of concrete batching facilities. Proposals should be compatible with batching plants.	Ongoing monitoring through the consultation process.

Implementation and Monitoring 8

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
<p><i>RD1 - Environment and Environmental Enhancement</i></p>	<p><i>ESCC, BHCC, SDNPA</i></p> <p><i>Industry to address environmental protection in proposals.</i></p>	<p><i>Waste/minerals industry</i></p> <p><i>Environment Agency</i></p> <p><i>Natural England</i></p>	<p><i>Proposals should minimise environmental impacts where possible and mitigate where necessary.</i></p> <p><i>Overall maintenance, and where possible enhancement, of environmental assets in the Plan Area.</i></p>	<p><i>Ongoing monitoring of conditions on waste developments.</i></p> <p><i>Enforcement cases or complaints about environmental assets related to waste /minerals developments.</i></p> <p><i>Proposals resulting in net gain.</i></p>

9 Summary of Proposed Amendments

9 Summary of Proposed Amendments

Document - Section [Page numbers]	Proposed Amendment(s)	Reason(s) for Review
WMP - Overarching Strategy: Local Strategy Statement - Approach to Key 'Larger than Local' Matters [p25-32]	The section Local Strategy Statement - Approach to Key 'Larger than Local' Matters is deleted .	Factual update.
WMP Minerals and Waste Development in the South Downs National Park (WMP2)	Replaced by RPD - Minerals and Waste Development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty (RV1) [p15-18]	Clarification of policy and factual update.
WMP - Sustainable Locations for Waste Development (WMP7a, 7b) [p59-62]	Replaced by RPD - Sustainable Locations for Waste Development Policy (RW1) [p19-22]	To clarify an ambiguity in the existing policy requirements.
	New Policy RPD - Sustainable Use of Aggregates (RM0) [p23-24]	New policy introduced to ensure sustainable use of aggregate.
WMP - Provision of Aggregates (WMP11) [p78-81]	Replaced by RPD - Provision of Aggregates (RM1) [p25-32]	To reassess the approach to aggregates provision in the context of depleting permitted land-won reserves in the Plan Area. Following consideration of reasonable alternatives, the new approach does not allocate any additional sites, but will rely on imported material and recycled aggregate.
WMP - Provision of Clay (WMP13) [p84-85]	Additional Policy added RPD - Provision for additional extraction area at Aldershaw Farm (RM2) [p32-35]	To support area of additional clay extraction area for clay extraction at the existing Aldershaw Quarry in response to a submission to the 'call for sites'.
WMSP - Section 4 Providing for Minerals paragraphs 4.1 to 4.6 [p24]	WMSP - Section 4 Providing for Minerals paragraphs 4.1 to 4.6 [p24] are deleted .	Factual update to reflect proposed amendments.

Summary of Proposed Amendments 9

Document - Section [Page numbers]	Proposed Amendment(s)	Reason(s) for Review
WMP - Safeguarding Minerals Resources (WMP14) [p86-88] WMSP - Safeguarding Minerals Resources (paragraphs 4.1-4.23) and Policy SP8 Minerals Safeguarding Areas for land won minerals resources within the Plan Area [p24-25]	Replaced by RPD - Safeguarding Minerals Resources (RM3) [p35-31]	To consolidate the policy requirements into a single policy for added clarity.
	New Policy RPD - Prior Extraction of Minerals (RM4) [p32-40]	New policy requirement to require extraction of mineral resources prior to alternative development proposals commencing within Minerals Safeguarding Areas in some circumstances
WMP - Safeguarding Railheads and Wharves (WMP15) [p89-90] WMSP - Safeguarding Wharves, Railheads and Concrete Batching: Wharves and Railheads (paragraphs 4.12-4.19) and Policy SP9 Safeguarding wharves and railheads within the Plan Area, Sand [p26-27]	Replaced by RPD - Safeguarding Wharves and Railheads (RM5) [p40-44]	To incorporate reference to the 'agent of change' principle introduced in the revised National Planning Policy Framework
WMSP - Safeguarding Wharves, Railheads and Concrete Batching: Concrete Batching Plants (paragraphs 4.20-4.21) and Policy SP10 Safeguarding facilities for concrete batching, coated	Replaced by RPD - Safeguarding facilities for concrete batching, coated materials manufacture and other concrete products with the Plan Area (RM6) [p44-54]	To remove the list of safeguarded facilities from the policy wording and instead illustrate on the Policies Map, to enable easier updating.

9 Summary of Proposed Amendments

Document - Section [Page numbers]	Proposed Amendment(s)	Reason(s) for Review
minerals manufacture and other concrete products within the Plan Area		
WMPSP - Minerals Consultation Areas (paragraphs 4.22-4.23) and Policy SP11 Minerals Consultation Areas [p28-29]	Replaced by RPD - Minerals Consultation Areas (RM7) [p46-47]	To revise the extents of Mineral Consultation Areas to take into account the constraints of each site.
WMP - Environment and Environmental Enhancement (WMP27) [p##-##]	Replaced by RPD - Environment and Environmental Enhancement (RD1) [p48-52]	<ol style="list-style-type: none"> 1. To add a requirement for a net gain in biodiversity. 2. To update the policy requirements to take into account the judgement in Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority [2017] 3. Factual update to incorporate reference to soils conservation

Table 1

Maps 10

10 Maps

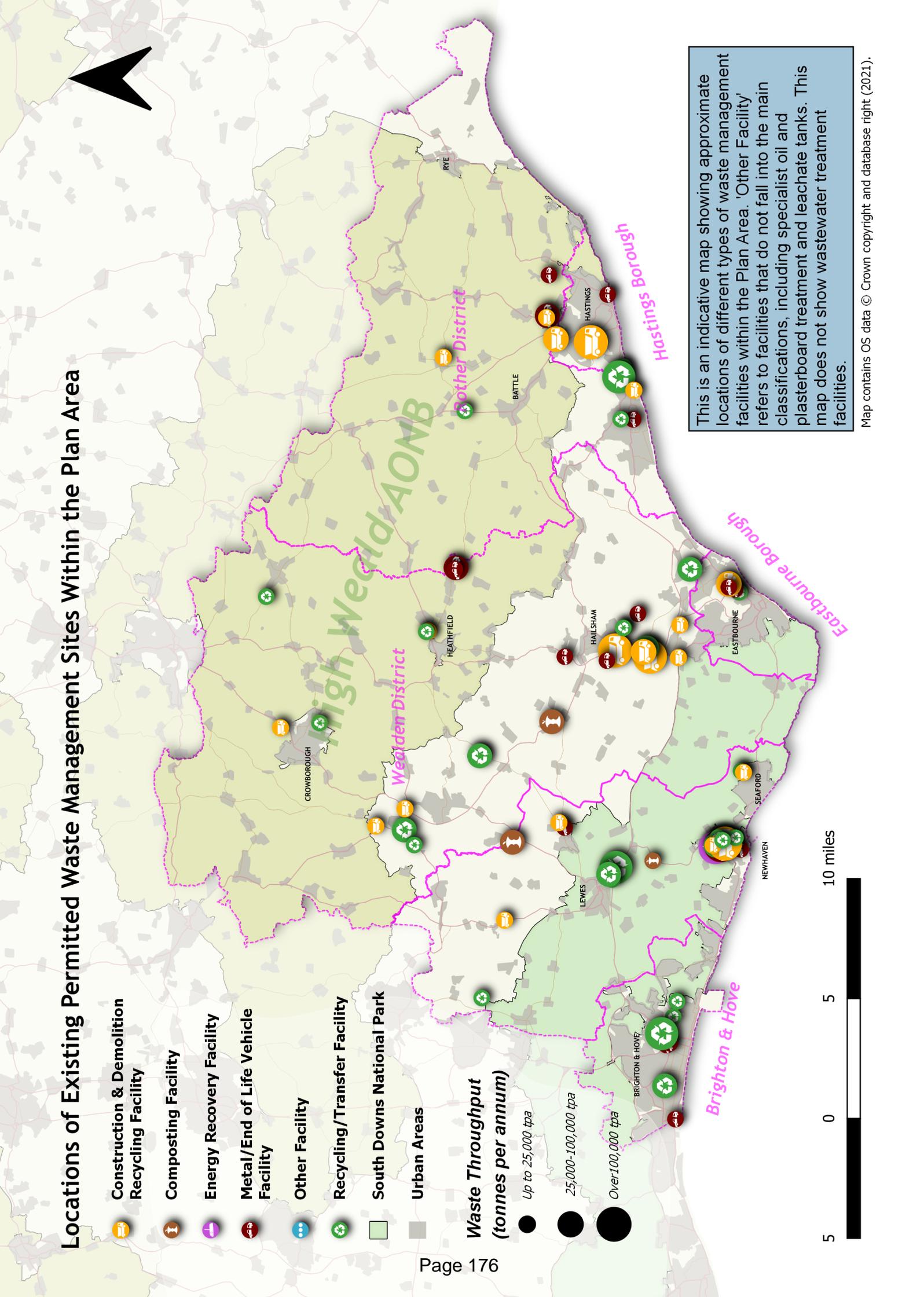
10.1 Location of Waste Management Facilities Map

Locations of Existing Permitted Waste Management Sites Within the Plan Area

-  Construction & Demolition Recycling Facility
-  Composting Facility
-  Energy Recovery Facility
-  Metal/End of Life Vehicle Facility
-  Other Facility
-  Recycling/Transfer Facility
-  South Downs National Park
-  Urban Areas

Waste Throughput (tonnes per annum)

-  Up to 25,000 tpa
-  25,000-100,000 tpa
-  Over 100,000 tpa



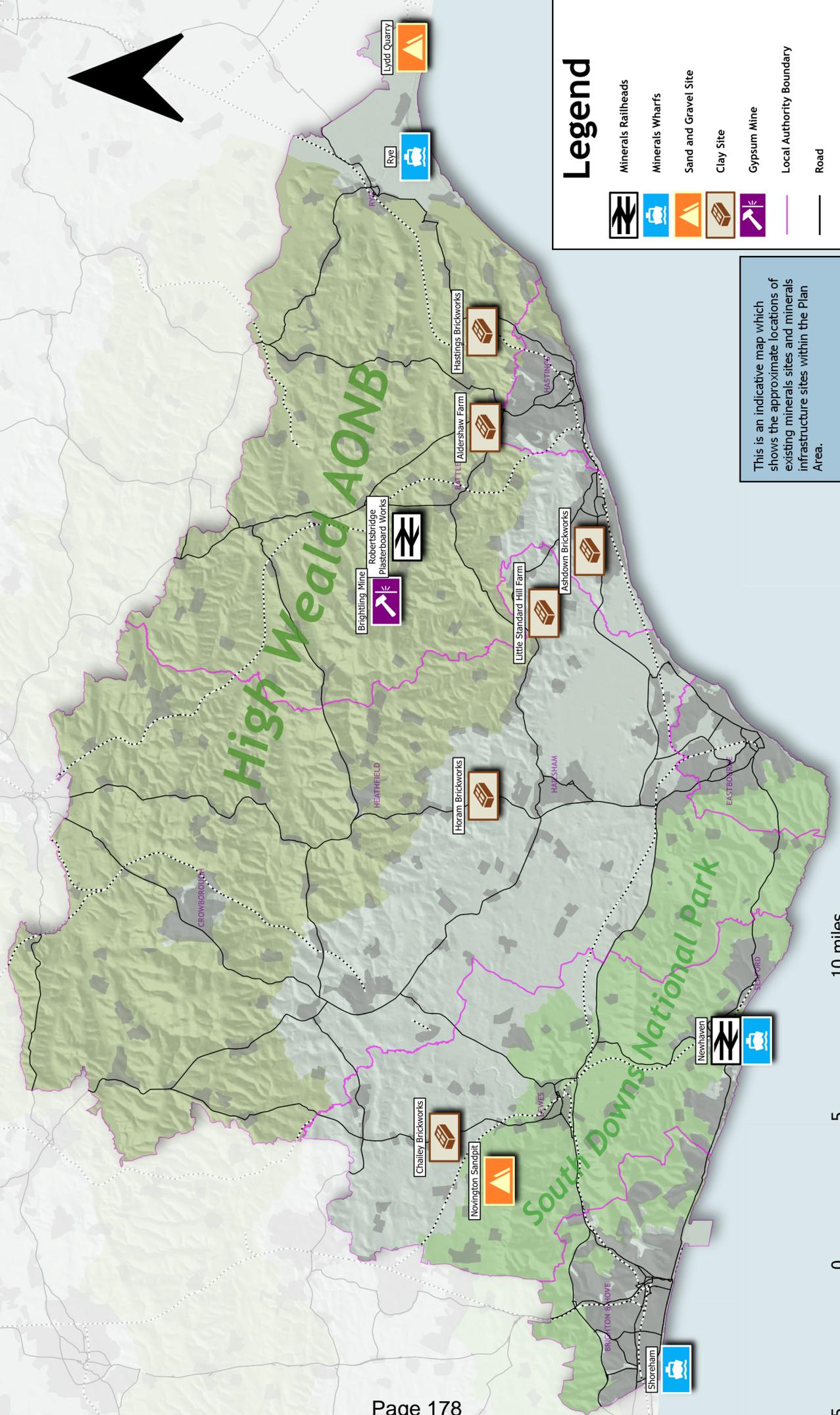
This is an indicative map showing approximate locations of different types of waste management facilities within the Plan Area. 'Other Facility' refers to facilities that do not fall into the main classifications, including specialist oil and plasterboard treatment and leachate tanks. This map does not show wastewater treatment facilities.

Map contains OS data © Crown copyright and database right (2021).

Maps 10

10.2 Minerals Sites and Infrastructure Map

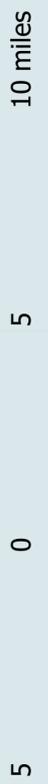
Locations of Existing Minerals Sites and Infrastructure Within the Plan Area



Legend

- Minerals Railheads
- Minerals Wharfs
- Sand and Gravel Site
- Clay Site
- Gypsum Mine
- Local Authority Boundary
- Road
- Railway Line

This is an indicative map which shows the approximate locations of existing minerals sites and minerals infrastructure sites within the Plan Area.

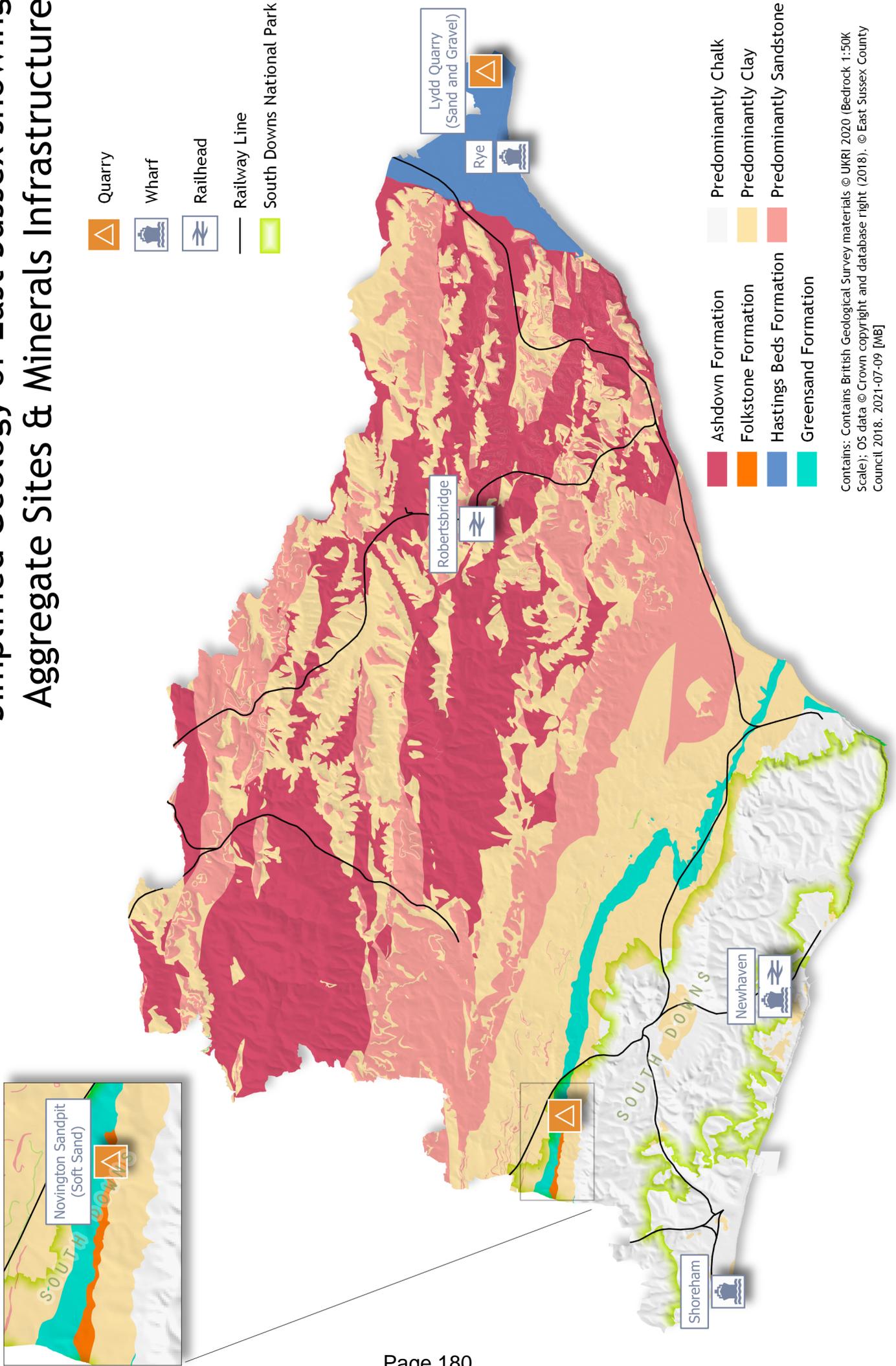


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Maps 10

10.3 Simplified Geology Map

Simplified Geology of East Sussex showing Aggregate Sites & Minerals Infrastructure



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List of Designated Sites, Areas and Features (RD1) 11

11 List of Designated Sites, Areas and Features (RD1)

Historic

- Scheduled Monuments
- Registered Parks and Gardens
- Registered Battlefields
- Designated Wreck Sites
- Listed Buildings
- Conservation Areas

Environmental

- Areas of Outstanding Natural Beauty (AONB)
- South Downs National Park
- Special Areas of Conservation
- Special Protection Areas
- Ramsar Site
- National Nature Reserves
- Sites of Special Scientific Interest
- Ancient Woodlands
- Marine Conservation Zones
- High Quality Agricultural Land
- [UK BAP Priority Habitats \(JNCC - Adviser to Government on Nature Conservation\)](#)
- The habitats of [Section 41 Species](#) (naturalengland.org.uk)
- Local Nature Reserves
- Local Wildlife Sites
- Biodiversity Net-Gain Sites

Landscape

- [East Sussex Landscape Character Areas](#)

12 Glossary

12 Glossary

Annual Monitoring Report (AMR) - a yearly report produced by the Authorities which monitors the effectiveness of the Local Plan and its policies.

Area of Focus - broad locations that are considered suitable, in principle, for the development of waste recycling and recovery facilities as defined in paragraph 5.7 of this document.

Area of Outstanding Natural Beauty (AONB) - area with a statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty.

Call for Evidence and Sites (CfES) - a public consultation event where a council or authority asks for landowners, developers or any other interested parties to submit a site to be considered for inclusion in a Local Plan.

Commercial and Industrial Waste (C&I) - waste produced by business and commerce, which includes waste from restaurants, offices, retail and wholesale businesses, and manufacturing industries.

Construction, Demolition and Excavation waste (CDEW) - Waste arising from the construction and demolition of buildings and infrastructure. Materials arising in each of the three streams (i.e. Construction; Demolition; Excavation) are substantially different: construction waste being composed of mixed non inert materials e.g. timber off cuts, plasterboard, metal banding, plastic packaging; demolition waste being primarily hard materials with some non inert content e.g. bricks, mortar, reinforced concrete; and excavation waste being almost solely soft inert material e.g. soil and stones.

Energy Recovery - covers a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values - this energy can be recovered through processes such as incineration with electricity generation, gasification or pyrolysis.

Incinerator Bottom Ash (IBA) - a burnt residue produced as a by-product of burning of waste at high temperatures under controlled conditions.

Local Aggregate Assessment (LAA) - a yearly monitoring report required by the NPPF in which the Minerals Planning Authority forecast and assess the aggregates produced, imported and used within the Plan Area.

Local Authority Collected Waste (LACW) - formally known as Municipal Solid Waste (MSW), is waste that is collected by a waste collection authority. The majority is household waste, but LACW waste also includes waste from municipal parks and gardens, beach cleansing, cleared fly-tipped materials and some commercial waste.

Glossary 12

Marine Dredged Aggregates (MDA) - aggregates sourced by dredging from the sea bed.

Marine-Borne Material - minerals including aggregates transported and imported by sea, which may be either dredged from the sea bed or transported from other areas.

Materials Recovery Facility - facility which receives and sorts recyclable materials for processing.

Mineral Consultation Areas - areas of where district and borough planning authorities should notify the County Council if applications for development come forward. This should prevent mineral resource being lost ('sterilised') or minerals infrastructure being adversely affected.

Minerals Infrastructure - sites and facilities required for the landing, importation, storing, handling, sorting, processing and transportation of both land-won and marine-borne minerals.

Minerals Infrastructure Assessment - a document to assess whether the proposed development is likely to have an adverse effect on the infrastructure facility including its capacity. For further information see Minerals Product Association / Planning Officers Society guidance.

Minerals Resource Assessment - an assessment to provide sufficient information to enable the Minerals Planning Authority and Local Planning Authority to consider the potential effect of non-exempt development in MSAs/MCAs on safeguarded minerals resources, and the viability of prior extraction of mineral ahead or in conjunction with the non-mineral development. For further information see Minerals Product Association / Planning Officers Society guidance.

Mineral Safeguarding Areas - areas of known mineral resource that are of local or national importance (such as building stones) to warrant protection for the future.

Minerals Planning Authority (MPA) - the planning authority responsible for planning control of minerals development.

Mitigation - actions to prevent, avoid, or minimise the actual or potential adverse effects of a development, plan, or policy.

Non-inert Waste - Waste that is potentially biodegradable or may undergo any significant physical, chemical or biological change when deposited at a landfill site. Sometimes referred to as 'non-hazardous waste'.

Plan Area - The geographical area covered by this Plan. This encompasses the historic County of East Sussex, i.e. East Sussex, Brighton & Hove and the area of the South Downs National Park within East Sussex and Brighton & Hove.

Primary Aggregates - naturally-occurring mineral deposits that are used for the first time.

12 Glossary

Recovery - 'Recovery' refers to waste treatment processes such as anaerobic digestion, energy recovery via direct combustion, gasification, pyrolysis or other technologies. These processes can recover value from waste, for instance by recovering energy or compost, in addition they can reduce the mass of the waste and stabilise it prior to disposal. The definition of recovery set out in the EU Waste Framework Directive applies which states: " 'recovery' means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy."

Recycled Aggregates - are derived from reprocessing waste arisings from construction and demolition activities (concrete, bricks, tiles), highway maintenance (asphalt planings), excavation and utility operations. Examples include recycled concrete from construction and demolition waste material, spent rail ballast, and recycled asphalt.

Recycling - the processing of waste materials into new products to prevent waste of potentially useful resources. This activity can include the physical sorting of waste which involves separating out certain materials from mixed waste.

Restoration - methods by which the land is returned to a condition suitable for an agreed after-use following the completion of waste or minerals operations.

Secondary Aggregates - recycled material that can be used in place of primary aggregates. Usually a by-product of other industrial processes. Examples include blast furnace slag, steel slag, pulverised-fuel ash (PFA), incinerator bottom ash, furnace bottom ash, recycled glass, slate aggregate, china clay sand, colliery spoil.

Sustainability Appraisal - a tool for appraising policies to ensure they reflect sustainable development objectives. The Planning and Compulsory Purchase Act 2004 requires a sustainability appraisal to be undertaken for all development plan documents.

Sustainable Development - in the broadest sense, sustainable development is about ensuring well-being and quality of life for everyone, now and for generations to come, by meeting social and environmental as well as economic needs.

Transfer Facility - facility where waste is bulked up before being transported to another facility for further processing.

Waste and Minerals Local Plan (WMLP) - term used to describe the suite of Plan Documents and other items prepared by the Authorities, that outline the planning strategy for waste and minerals for the Plan Area.

Glossary 12

Waste and Minerals Plan (WMP) - the plan that sets out the long-term spatial vision for the area and the strategic policies to deliver that vision.

Waste and Minerals Sites Plan (WMSP) - the plan that details specific sites where waste and minerals development is preferred.

Abbreviations

AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
BAP	Biodiversity Action Plan
CDEW	Construction, Demolition and Excavation Waste
CfES	Call for Evidence and Sites
C&I	Commercial & Industrial Waste
DtC	Duty to Cooperate
DSG	Desulphogypsum
LAA	Local Aggregate Assessment
LACW	Local Authority Collected Waste
MCA	Mineral Consultation Area
MDA	Marine Dredged Aggregate
MIA	Minerals Infrastructure Assessment
MMO	Marine Management Organisation
MPA	Minerals Planning Authority
MRA	Minerals Resource Assessment
MSA	Mineral Safeguarding Area
NPPF	National Planning Policy Framework
RPD	Revised Policies Document
SA	Sustainability Appraisal

12 Glossary

SAC	Special Area of Conservation
SDNP	South Downs National Park
SDNPA	South Downs National Park Authority
SoCG	Statement of Common Ground
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
WMP	Waste and Minerals Plan
WMLP	Waste and Minerals Local Plan
WMSP	Waste and Minerals Site Plan

Table 1

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Table 1

Copyright Notices 14

14 Copyright Notices

Adopted:

Published: August 2021

Version: 202107-0000

ISBN: TBC

Acronyms

East Sussex County Council: ESCC

South Downs National Park Authority: SDNPA

Brighton & Hove City Council: BHCC

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Report to: Cabinet

Date of meeting: 30 September 2021

By: Director of Adult Social Care

Title: Home Care and Extra Care contract re-tender

Purpose: To seek approval to re-tender for Home Care and Extra Care service provision commencing January 2023 when the current contracts end.

RECOMMENDATION

Cabinet is recommended to:

1. agree to go out to tender for Home Care and Extra Care services in January 2022 with new contract start dates in January 2023;
 2. approve of a contract term of six years with the option to extend for up to 48 months; and
 3. agree to delegate the contract award decision to the Director of Adult Social Care, once all submitted bids have been evaluated.
-

1 Background

1.1 East Sussex County Council (“the Council”) commissions home care from a range of providers, delivering in the region of 28,000 hours of care in people’s own homes every week. Approximately 2,400 people are in receipt of Council funded home care services and the number of clients receiving home care is steadily increasing as more people are being supported to stay living in their own homes.

1.2 Extra Care housing enables adults to continue living independently in purpose built rented accommodation with the rights and obligations of a tenancy. Individuals can access care and support including for personal care as well as benefitting from communal areas and activities. In East Sussex, we commission care under three contracts for the six Extra Care schemes comprising a total of 228 rental flats which Adult Social Care refer people to, with an additional 47 flats part-owned by private customers.

1.3 The annual value of the Council’s commissioned home care provision is approximately £31m (including care provided in Lewes prison and carer’s respite provision), and commissioned support provided in Extra Care housing which amounts to a further £3m per annum. These services combined, represent a significant proportion of adult social care provision, accounting for 16% of the spend on support provided during Quarter 1 of the 2021/2022 financial year.

1.4 The current Home Care and Home Based Carers Respite contracts were commissioned in 2014. One Extra Care contract was commissioned in 2014, whilst the remaining two were commissioned in 2018. All contract end dates have been brought into line to conclude in January 2023. This will enable the Council to tender for all of the home care services at the same time as service provision across these care delivery settings has the same core requirements.

1.5 The proposal is to commence the formal tender process for all services in January 2022. This combined approach has been adopted in order to stimulate market interest and to ensure that there are alternative qualified providers available, should they be needed. Other benefits of a

combined tender include aligning opportunities to better enable providers to plan their longer-term business development and to make the most effective use of the Council's resources required to undertake such a significant tender.

1.6 Consultation and engagement has been undertaken with a range of internal and external stakeholders including home care and extra care providers, care workers, clients and carers to determine the new service model and procurement approach.

1.7 A comprehensive Equalities Impact Assessment has been carried out and an action plan developed. The groups directly affected by the tender are adults (clients and carers) with eligible care and support needs and staff and managers of home care services. The proposed changes are not expected to negatively impact any groups on the basis of their protected characteristics. The action plan identifies ways to further promote equality, equal opportunity and improve relations within equality target groups.

2 Tender approach and timetable

2.1 An Approved List will be established jointly for Home Care, Home Based Carers Respite, Extra Care and Her Majesty's Prison (HMP) Lewes care arrangements. It is anticipated that approximately 50 providers will be accepted on to the Approved List, which is in line with the current provision. The Approved List will also be opened up on an annual basis to allow new providers to become Approved Providers throughout the duration of the Approved List.

2.2 The number of geographical areas for the provision of Home Care and Home Based Carers Respite across the County will increase from the current six areas to nine areas as outlined in Appendix 1. This increase will maintain stability in the market but address the issues in the areas of the market where it is most difficult to arrange provision, e.g. the Lewes and High Weald area, offering more choice of providers to the Council. Lead Providers will be expected to support 80% of new packages in each area.

2.3 Three of the nine areas have been designated Primary areas and the remaining six as Secondary areas. Primary areas represent those parts of the county with particularly high demand for homecare and generate sufficient levels of activity to sustainably support two Lead Providers whilst still benefitting from economies of scale and providing some mitigation to the Council in respect of the potential risks of business interruption and failure. Secondary areas will have one Lead Provider.

2.4 Once the Approved List has been created, a series of mini-competitions will be undertaken between successful providers to award call-off contracts for the following:

- The Lead provider(s) for Home Care and Home Based Carers Respite in each area.
- HMP Lewes care arrangements.
- Care arrangements in the six Extra Care schemes.

2.5 The proposed timetable purposely allows considerable tender and transition lead in time, given the scale of the tender process and the additional pressures on the market due to ongoing COVID-19 challenges, as follows:

- Market engagement on service model and procurement approach - October / November
- Issue invitation to tender - January 2022
- Award contracts - June to August 2022
- Transition period - July 2022 to January 2023
- Contract start - January 2023

3 Contract term and value

3.1 It is proposed that Home Care and Home Based Carers Respite and Extra Care services will be contracted for six years with the option to extend for up to 48 months. This would increase stability in the market while allowing for a review and re-tender of the contract after a maximum of

ten years when the landscape and issues facing the market are likely to be significantly different. Optimising stability within this sector is a particular priority for the tender, particularly in light of the challenges faced over the last 18 months, and ongoing, due to COVID-19.

3.2 The contract end date for HMP Lewes care arrangements will be aligned with the NHS England healthcare contract for HMP Lewes which ends on 31st March 2027, in case there are future opportunities for joint commissioning.

3.3 Contract mobilisation for the HMP Lewes care arrangements and support in Extra Care Schemes will involve any new provider(s) taking on all existing packages of care, with annual values of £125,000 and £3m respectively, with effect from January 2023 in addition to any new packages after that date.

3.4 In respect of Home Care and Home Based Carers Respite, existing packages of care will remain with their current providers until the package ends to ensure continuity and stability for clients. Any new provider(s) will take responsibility for new packages commencing after the contract start date in January 2023.

3.5 The total value of the combined commissioned services for the Agreement period, including potential extension, is in the region of £340m and will be funded from the existing provision contained within the Community Care budget.

4. Conclusion and reasons for recommendations

3.1 Independent sector Home Care and Extra Care services represent a significant and important element of the Council's statutory care provision and it is essential that the services that are commissioned are of a high quality, person centred and represent value for money. Careful consideration and wide stakeholder engagement has been undertaken to ensure the tender will deliver sustainable services for both clients and providers.

MARK STANTON

Director of Adult Social Care

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Report to:	Cabinet
Date of meeting:	30 September 2021
By:	Director of Communities, Economy and Transport
Title:	Introduction of a Department of Transport approved Lane Rental Scheme in East Sussex for works on the highway
Purpose:	To set out how a Lane Rental scheme could be implemented to reduce work durations on the most congested roads in the county, improve planning and coordination of works

RECOMMENDATIONS: Cabinet are recommended to:

- (1) Note the benefits of introducing a Lane Rental scheme;**
 - (2) Note the process and timeframes of implementing such a scheme;**
 - (3) Agree that a Lane Rental scheme be developed and scheduled to commence with the new Highway maintenance contract in May 2023; and**
 - (4) Delegate authority to the Director of Communities, Economy and Transport to approve the scheme.**
-

1 Background Information

1.1. East Sussex County Council (ESCC) is responsible for over 2000 miles of road across the county. This is broken down into 231 miles of principal (A roads), 627 miles of non-principal (B and C) roads and 1,239 miles of unclassified, estate and rural roads.

1.2. Under the New Roads and Streetworks Act (NRSWA) the County Council, as the Highway Authority, is responsible for coordinating all works undertaken on the public highway. This includes utility company and developer work, as well as maintenance carried out by East Sussex Highways.

1.3. The Network Management Team employed by the Joint Venture of Costain and Jacobs under the Highway maintenance contract currently coordinate all works on the public highway, on behalf of the County Council, through the granting of Permits.

1.4. Lane Rental schemes are being introduced by the Department for Transport (DfT) to provide a means of charging any works promoter carrying out works in the highway for the time those works occupy the highway, and thereby incentivising promoters to complete works quickly and minimise disruption. Under the DfT scheme charges are focused on the busiest streets at the busiest times.

1.5. Charges apply to works promoted by utility companies, the Local Highway Authority and developers pursuant to Sections 50 and 278 of the Highways Act 1980. The maximum charge per day is £2,500. The introduction of lane rental charging aims to provide the following benefits:

- Drive down the time taken to carry out work on the highway by incentivising promoters to reduce duration of works, thereby minimising charges, or to carry out works outside of traffic sensitive days and times when charges are not applied. This will reduce disruption on the network
- Any works carried out within traffic sensitive days and times will be subject to charges aligned to the cost of disruption. This revenue can be invested back into the highway network to

compensate for the disruption caused by the works such as projects to reduce disruption e.g., ducting for easy access without disruption.

- Encourage promoters to complete works to the required standard first time, and with permanent reinstatements, reducing the need to return to the site to carry out remedial works

2 Supporting Information

2.1 East Sussex Highways operates a Permit scheme on behalf of the County Council which effectively coordinates all works on the network to ensure minimum disruption. The charges applied for Permits and Inspections are universal across the network regardless of the impact on the most sensitive parts of our network. Lane charging adds a further incentive to works organisers to minimise their time on the busiest parts of the network or work at less sensitive times. The NRSWA provides the legal basis for lane rental charges to be applied to street works.

2.2 In addition to the current Permit scheme, a lane rental scheme would provide the financial incentive to works promoters to not only reduce the number of days they take to complete works, it promotes better working practices, improved scheduling, enhanced working techniques, greater use of technology and provides environmental benefits including supporting the Council’s carbon reduction targets by reducing congestion.

Other Local Authorities operating a Lane Rental Scheme

2.3 Transport for London (TfL) and Kent County Council (KCC) have been operating lane rental schemes successfully on parts of their road network since 2012 and 2013 as part of a DfT trial.

2.4 West Sussex County Council (WSCC) and Surrey County Council (SCC) are similarly going through the process of implementing a lane rental scheme. The WSCC Highway Network and Traffic Manager chairs the National Lane Rental Forum, made up of local authority and utility representatives who offer support, guidance and good practice to other local authorities exploring the lane rental scheme. ESCC Officers are liaising with WSCC to learn from their experience.

2.5 The maximum charge under a Lane Rental Scheme is £2,500 per day for each set of works, but Local Authorities can introduce their own proposals to include discounts. For example, Surrey County Council have the following standard lane rental charges

	Traffic control	
Specified location	Road closure	Lane closure
All	£2,500	£1,500

“These can be reduced or waived in particular cases such as; collaborating with other works promoters, works that deliver significant infrastructure improvements, works that minimise the impact of future works or extend the longevity of an asset”. Examples of other local authority charging proposals can be found at appendix 1.

2.6 Providing exemptions and reducing associated rental charges to encourage less disruptive working practices will also help to demonstrate to utility companies, and to residents, that lane rental costs are targeted and avoidable and are not simply being employed as a money-raising tool.

Setting up the lane rental scheme

2.7 The power for Local Authorities to implement lane rental schemes in England is subject to the approval of the Secretary of State. The DfT released Lane Rental Schemes: Guidance for English Local Highway Authorities in 2018 and this sets out what is required of a Local Authority wishing to apply to operate a lane rental scheme.

2.8 Approval will be granted on condition that a Permit Scheme is in operation and is seen as 'best in class', whereby; Permit fees are proportionate, discounts are offered for joint working, full compliance with regulations and guidance can be shown, and the scheme fully supports the delivery of national infrastructure projects.

2.9 The application for a lane rental scheme must demonstrate that:

- The scheme is applied to the Authority's own highway maintenance works
- Charges are used to provide incentives to work outside of peak times
- Charges are waived for joint working between utility companies and highway authorities
- Caps are put in place for major works to replace apparatus
- The scheme is applied consistently across works promoters
- Lessons are learnt from other lane rental schemes in operation
- An evidence-based approach has been used to identify the critical parts of the network where costs from disruption from works are the greatest and no more than 5% of the authority's network

2.10 Implementation of the lane rental scheme must include a process whereby:

- Promoters are notified (12 weeks ahead) of the planned implementation date
- The scheme is trialled for a period of time before 'going live'
- The scheme is reviewed annually to ensure the benefits are being realised

2.11 It is expected that implementation of a lane rental scheme will take 16 - 18 months to complete.

2.12 In exploring how to deliver this scheme, Highways and Transport Consultancy Swift Argent have provided a proposal to develop ESCC's lane rental scheme. Swift Argent have assisted a number of local authorities to develop and implement these schemes and are assisting WSCC with their lane rental scheme. If Cabinet approve the introduction of a lane rental scheme, the consultant would develop a detailed proposal to be submitted to the Secretary of State (SoS), including a full cost benefit analysis along with the proposed charging regime, a detailed evaluation plan and a full formal stakeholder consultation.

2.13 Following successful internal and Secretary of State approval of the proposal, the consultant would support the implementation of the scheme, including business processes and staff development. A proposed list of key tasks and milestones are described in Appendix 2.

3 Financial Considerations

3.1 If approved, a lane rental scheme would apply to a maximum of 5% of the county's road network, i.e., the most traffic sensitive roads, under separate lane rental charges.

3.2 The current Permit scheme would remain in place for all other roads where the current Permit charges would remain.

3.3 The income derived from a lane rental scheme will depend on the scale and nature of scheme introduced, but as a minimum will be expected to cover its cost.

3.4 The DfT stipulates that any surplus revenues from a lane rental scheme can be used for highway improvement projects intended to reduce disruption on the road network or other adverse effects arising as a result of street works. This can be for either capital or revenue projects. Examples of where any surplus revenue could be spent include;

- Investment in innovation and developing new products or disruption-saving techniques and controls. Trials of new techniques and products, installing "pipe subways" or ducting
- Improving the quality or accessibility of records about the location of underground pipes
- Measures to help abate noise, pollution or safety hazards arising as a result of works, repairing potholes caused by utility works; and / or implementing extraordinary measures to mitigate congestion caused by works, especially major works projects.

3.5 In Kent for example any monies left over after the costs of administering the scheme are taken out can be bid for by works promoters and those developing innovative technology, reducing disruption or working towards the betterment of the Street Works industry as an 'innovation fund'. This can be used to support 'dig once' works or moving utility equipment out of the main roads when carrying out road improvement schemes as an example.

3.6 The precise level of income from a lane rental scheme is difficult to estimate at this stage because much will depend on the scale of lane rental scheme introduced and the resultant behaviour of utility companies and their contractors. The intention of lane rental charges is to encourage utility companies, and highway authorities, to work quickly and/or to avoid working during traffic sensitive times.

3.7 Experience from KCC, TfL and SCC and based on the network in East Sussex suggests that income in the range of £2million to £4million might be expected. To ensure transparency, accounts of the revenues generated and how they have been spent would be published. This will be considered during the preparation, implementation and on-going monitoring of the scheme.

3.8 The cost of implementing a lane rental scheme including consultant costs and officer time will be met from current budgets. Swift Argent have quoted £69,000 to cover the activities set out in Appendix 2.

4.0 Risks

4.1 There is a risk that surplus income might be minimal if the introduction of lane rental charges has the desired effect and utility companies opt to work outside traffic sensitive times and therefore avoid lane rental charges. Similarly, the level of income from lane rental charges will depend on how quickly utility companies complete their works during chargeable times on traffic sensitive road.

4.2 Lane rental charges would equally apply to East Sussex Highways, adding to the cost of maintenance works although this would be offset by benefits set out in paragraph 3.4 above and it should be noted that most major works are already undertaken outside peak times or at night attracting a cost premium.

5 Conclusion and Reasons for Recommendations

5.1 Cabinet is recommended to note the benefits of introducing a lane rental scheme in East Sussex, as well as the process and timescales set out above and are asked to approve a recommendation to implement a lane rental scheme.

5.2 Subject to Cabinet and DfT approval, it is recommended that the introduction of a lane rental scheme in East Sussex coincides with the start of the new highways maintenance contract in May 2023 and to be administered by the new highway maintenance contractors network management team.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All Members

BACKGROUND DOCUMENTS

[Lane Rental Schemes: Guidance for English Local Highway Authorities](#)

[Transport For London Lane Rental Scheme](#)

[Kent County Council Lane Rental Scheme](#)

[Surrey County Council Lane Rental Scheme](#)

Appendix 1 – Other Local Authority Charging proposals

- West Sussex County Council proposed charges as per consultation in December 2020. Feedback from utility companies, however, has been that they would prefer a simpler charging system so it is likely that the standard £2,500 a day will be charged with discounts applied case by case.

West Sussex Lane Rental Scheme Proposed Charges Policy and Table – December 2020

LANE RENTAL CORE 5% CHARGE AND DISCOUNT (LRC&D 5%) TABLE

Identified Lane Rental Charge Streets (Bands)	Lane Rental Charge Discount	Full Day Charge	½ Day Charge
Band 1 (Single Carriageway)	0%	£2,500	£1,250
Band 2 (All Carriageway Remedial Works)	0%	£2,500	£1,250
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	20%	£2,000	£1,000
Band 4 (Cycle Track)	40%	£1,500	£750
Band 5 (Footway)	70%	£750	£500

LANE RENTAL ADDITIONAL SPECIAL MEASURES STREETS CHARGE AND DISCOUNT (LRC&D SM) TABLE

Identified Lane Rental Charge Streets (Bands)	Lane Rental Charge Discount	Full Day Charge	½ Day Charge
Band 1 (Single Carriageway)	0%	£1,250	£625
Band 2 (All Carriageway Remedial Works)	0%	£1,250	£625
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	20%	£1,000	£500
Band 4 (Cycle Track)	40%	£750	£375
Band 5 (Footway)	70%	£375	£250

- Kent County Council charges dependent on the banding of the road (KLR = Kent Lane Rental):

Band	Road closure	Lane closure charge
KLR1	£2,000	£800

Band	Road closure	Lane closure charge
KLR2	£2,000	£400
KLR3	£1,600	£600
KLR4	£1,600	£300

Appendix 2 – Swift Argent Key Tasks and Milestones for Project Completion

PHASE 1: New Lane Rental Scheme Development & Application

Set up Project Board, meet and send briefings
Cabinet / Committee process confirmed (Approval Stages)
Agree Teletrac TrafficMaster contracts if required
DfT Consultant Access Approval if required
Download AGPS (Aggregated GPS) data
Download Accident Data
Stakeholders notified of intention to submit a proposal
Joint working group established with Terms of Reference (ToR)
Data collection for Lane Rental Scheme Document
Discuss, propose & agree KPI's
Identified suitable streets for charges to apply
Finance discussion before CBA production
Collect data for CBA
Process data for CBA
Undertake Traffic/ Delay Modelling
Draft of objectives for discussion
Agree objectives with stakeholders
Seek EH department agreement
Prepare and agree parity obligation undertaking
Detailed local environmental health considerations
Agree a period of shadow or trial running
Define suitable transitional arrangements
Agree detailed evaluation plan
Dispute resolution process agreed
Draft scheme document production
Prepare a detailed draft Cost Benefit Analysis
Prepare Cost Benefit Analysis Summary
Discuss and agree the draft Cost Benefit Analysis
Prepare proposed charges table
Prepare proposed charges for remedial works
Finance review & approval of charges
Maps of included street prepared
Draft scheme submitted to key stakeholders for review with briefings
Review National Street Gazetteer for suitability (NSG)
Source Current Staffing Levels and Roles
Prepare an impact assessment on the Permit Scheme
Finance review & approval of proposed charges
Finance review & approval of the CBA
Legal review of the Scheme Document before formal consultation period commences
Prepare and Submit Cabinet / Committee Paper (Approval to proceed to consult on proposals)
Prepare consultation covering letter
Identify consultees
Legal approval of consultation process and covering letter
Formal 12 week consultation period
Consultation workshop
Consultation representations considered
Consultation report prepared
Legal review of formal consultation responses
Final version of documents
DfT Annex A Check List Completed
Prepare SoS Application Pack
Final legal and Senior Officer review of documents and SoS application pack

SoS Application Made

Decision on Go-Live date

IT system review

HR discussion regarding staffing proposals

Cabinet (and others) report seeking approval to implement

Recruitment process begun

Staff accommodation confirmed

IT system work plan

Testing period

Business process workshops

Confirm details of the lane rental team

Confirm contact details for the lane rental team

Pre Go-Live refresher training as part of the ongoing Permit Scheme training

Go-Live

Go-Live support process (online and onsite)

Key Milestones	Key Schedules to note
<ul style="list-style-type: none"> • Stakeholders notified of intention to submit a proposal • Joint working group established with Terms of Reference • Scheme documents prepared • Proposed streets and charges Identified • Formal consultation undertaken • Internal approvals • Application to SoS • Stakeholder Notice • Shadow Running process • Recruitment process • Go-Live 	<ul style="list-style-type: none"> • Formal consultation – 12 weeks duration • SoS application review duration unknown – expect 12 weeks • Statutory notice period – 12 weeks • Shadow Running period – 4 weeks • Recruitment process lead time

Report to: Cabinet

Date of meeting: 30 September 2021

By: Director of Communities, Economy and Transport

Title: East Sussex Local Cycling & Walking Infrastructure Plan

Purpose: To consider and approve the East Sussex Local Cycling & Walking Infrastructure Plan.

RECOMMENDATIONS: Cabinet is recommended to:

- (1) note the outcomes of the recent consultation and to approve the draft East Sussex Local Cycling and Walking Infrastructure Plan; and**
 - (2) agree the actions necessary to maintain the Local Cycling and Walking Plan as a living document and develop a future pipeline of cycling and walking schemes as outlined in paragraph 2.13**
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1 Background Information

1.1 Local Cycling and Walking Infrastructure Plan's (LCWIP), which provide a strategic approach to identifying cycling and walking improvements required at a local level, were identified within the Department for Transport (DfT) Cycling & Walking Investment Plan (CWIP), published in 2017. The CWIP states that whilst "the preparation of LCWIP's is non-mandatory, local authorities and their partners who have developed such plans will be well placed to make the case for future investment".

1.2 Alongside the CWIP the DfT published technical guidance setting out the stages that local authorities were recommended to take in developing their LCWIP. These stages are set out in Appendix 1

1.3 The DfT published a new Cycling & Walking Strategy, 'Gear Change', in August 2020 to accelerate their ambitions to increase levels of active travel for all or part of people's daily journeys. The strategy emphasises the need to re-allocate and prioritise more space for people cycling and walking. To support this new cycle infrastructure design guidance, Local Transport Note (LTN) 1/20, was published in autumn 2020 which promotes the provision of more segregated facilities for cyclists.

1.4 As part of the Gear Change Strategy, Government announced the establishment of 'Active Travel England'. This new inspectorate, which has yet to commence, will be responsible for:

- enforcement of new cycling design guidance by local authorities,
- providing advice to improve scheme design, implementation, and stakeholder management,
- acting as a statutory consultee for planning applications for all developments over a certain, as yet unknown, threshold,
- considering applications for cycling and walking funding; and
- publishing annual reports on highway authorities, grading them on their performance on the delivery of active travel (similar to Ofsted)

1.5 The draft East Sussex LCWIP will be at the forefront of taking positive action to support several current and long-term challenges and opportunities at an international, national, and local level including climate change, economic recovery and supporting health and wellbeing. Locally it will be integral to the delivery of the County's Economy Recovery Plan, the Environment Plan, the East Sussex Climate Emergency Plan, the East Sussex Whole System Healthy Weight Plan, the emerging Bus Service Improvement Plan, and district and borough council Local Plans.

2 Supporting Information

Draft LCWIP

2.1 East Sussex's Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed in accordance with the Government's guidance set out in Appendix 1 and establishes an ambitious proposed network of preferred cycling and walking routes and measures in specific areas of the County. The DfT recommends that LCWIP's must be focussed on areas where there is the greatest propensity to increase levels of cycling and walking. Consequently, the draft LCWIP focusses on the coastal strip and larger market towns, with the greatest priority on the coastal strip. The broad geographical areas covered are outlined in Appendix 2.

2.2 The routes within each of the geographical areas were identified by working in partnership with Sustrans, who were appointed to undertake site assessments on the Council's behalf, the local district and borough councils as well as engagement with local cycling, walking and access groups.

2.3 It is important to note that the LCWIP will be an evolutionary plan and should therefore be treated as a 'live document'. The proposed cycling and walking networks indicated in the plan outline the potential alignment of a route or a measure at an early feasibility stage and should not be considered as detailed proposals. The delivery of the plan is dependent on East Sussex County Council and their partners ability to seek and secure funding to both develop and deliver future schemes. Once funding is secured for specific schemes these will then be subject to local consultation with members and the public before progressing to implementation.

2.4 The plan also recognises that people will often only change how they travel if it is convenient and easy, and that providing training, information and initiatives can help people to make this change. The plan outlines how working with our key partners, we will deliver active travel programmes which are linked with the infrastructure measures coming forward.

Consultation on draft LCWIP

2.5 The draft LCWIP was subject to a consultation with key stakeholders in summer 2020 and with the public in autumn 2020. As a result of the Covid 19 pandemic, this was undertaken through remote meetings with key stakeholders and an online consultation with the public, which received 836 responses.

2.6 The **key results which arose from the consultation questions** were:

- High proportion of respondents agree with the geographic extent of the plan – 72%
- Respondents reported that the highest proportion of trips undertaken by cycling and walking were usually for leisure 42%, 15% cycling – to access employment, 32% walking – for shopping trips.
- Highest proportion of barriers to people choosing to cycle and walk – focussed on safety issues - busy roads, quality of routes, feeling unsafe, difficult junctions to cross.
- Measures considered the most important to encourage cycling and walking – include direct cycle routes to destinations, for both cycling and walking - segregated routes from other modes of travel and greater and separate priority for both pedestrian and cyclists at junctions and crossings, also traffic free spaces in towns and neighbourhoods and initiatives to encourage walking.
- **General issues raised** by respondents: -
 - **Strategy** – not in alignment with recent DfT guidance, needs greater consideration of disabled people's needs, links should be made to local plan development sites, the plan should be linked to adjoining authority LCWIP's.
 - **Infrastructure & scheme delivery** - shared cycling and walking schemes are generally not supported, road space should not be allocated to active travel due to the risk of causing increased congestion, would like to see more traffic calming and 20mph speed limits, consideration should be given to equestrian users.
 - **Safety & training** – greater regulation of cyclists, greater training for drivers in relation to consideration of cyclists, more cycle training for people of all ages.
 - **Document specifics** – maps difficult to read and document too long.
- **Concerns raised in relation to specific geographic locations within the draft LCWIP** were highlighted as following: -
 - A259 Newhaven – Rottingdean - concerns about the re-allocation of road space to cycling and walking infrastructure on this corridor.
 - Croft Road, Crowborough – concerns raised about the options for pedestrianisation and impact on potential bus routeing/bus stop access, deliveries, and traffic flow displacement.
 - Broad Street, Seaford – concerns raised about potential pedestrianisation and impact on access for deliveries to shops and businesses.

Updates to the draft LCWIP following the consultation

2.7 Most of the consultation responses received were focussed on detailed comments related to individual schemes. These will be considered as the development of schemes come forward. However, many of the general responses raised formed under several similar themes which has enabled officers to make some updates to the plan, particularly to re-emphasise some of the existing information which respondents felt was not clear enough in the plan. A summary of the updates to the final draft LCWIP are:

- **Greater emphasis on walking** – reference to this included in the ‘What Next?’ section demonstrating ESCC commitment to review this, especially as part of potential new schemes which will look to re-allocate more space for walking and cycling.
- **Links to Local Plans** - greater emphasis on how the LCWIP will link with local plan development and the potential funding associated with this.
- **Links with Neighbourhood Plans (NP’s)** – greater information included on how the LCWIP links with NP’s, especially for more rural areas.
- **Inclusion of schemes that meet with new government strategies and guidance (Gear Change Strategy & LTN 1/20)** – updates to existing section ‘What Next?’ to re-emphasise ESCC’s commitment to review the opportunities to include future schemes as part of the LCWIP, which re-allocate road space within neighbourhoods, town centres, outside of schools etc. to enable more people to walk and cycle and to investigate potential locations in the county where segregated cycle routes may be feasible. Also highlighted that ESCC is already reviewing all programmed new cycle infrastructure schemes against LTN 1/20 and integrating the design guidance where this is feasible.
- **Electric cycles, e-cargo bikes, and cycle parking (especially for electric cycles)** - reference to this included within the ‘What Next?’ section.
- **Consideration to people with physical and hidden disabilities** – this is already included but emphasis is strengthened on how specific needs will be considered at the scheme design phase and that appropriate groups will be engaged with from the outset.
- **Links with leisure and tourism and open space** – greater emphasis on this is included within specific geographic areas and specific routes highlighted. However, acknowledgement is given that additional work will need to be undertaken to identify this, subject to funding.
- **Inclusion of maintenance for footways/cycleways**– this has been re-emphasised and an acknowledgement that more work will follow to enhance this aspect of the plan.
- **Funding the LCWIP** – whilst a section is already included, more information included up front in the document and refers readers to the relevant section.

A full summary of the consultation outcomes is outlined in Appendix 3 and a copy of the LCWIP is included in Appendix 4.

Key delivery challenges

2.8 Apart from the specific geographic locations noted in paragraph 2.6, the key delivery challenges will be: -

- The new government active travel strategy ‘Gear Change’ and ‘Cycle Infrastructure guidance LTN 1/20’, is recommending that local authorities re-allocate more road space for schemes which support more people cycling and walking. This is causing conflict between all user groups, with cycling groups lobbying for segregated cycle routes, people driving not wanting to see road space removed and access groups raising concerns about sharing space with people cycling. Therefore, it needs to be acknowledged that achieving full consensus on future scheme designs that embrace the new strategy and guidance will be challenging and likely impossible.
- ESCC is already reviewing all programmed new cycle infrastructure schemes against LTN 1/20 and integrating the design guidance where this is feasible. The challenge is that the guidance is significantly more suited to more urban and metropolitan areas, which the DfT has admitted. Therefore, where local authorities cannot conform to the guidance this can be departed from and funding is still likely to be awarded, subject to a robust case being developed to demonstrate the reasons for this. This is likely to be applicable to ESCC, where we often struggle with limited physical space for schemes or managing the restrictions of environmental designations and settlements being historic in nature.

Funding for Cycling and Walking

2.9 To support the delivery of its 'Gear Change' strategy, Government has allocated £2bn of 'Active Travel Funding' (both revenue and capital) over the next four years.

2.10 Revenue funding, to support the development of LCWIP's and to deliver cycling and walking initiatives in 2021/22 has been allocated to all local authorities. Following the submission of an application earlier this year, ESCC has secured £219,774 of revenue funding to deliver a programme of cycling and walking initiatives this financial year including active steps with workplaces and communities, cycle/electric cycle hire, 'walk once a week' programme' with schools and further development to the ESCC Cycle Hubs at Eastbourne & Peacehaven.

2.11 A key element of an LCWIP is the prioritised programme of infrastructure improvements for future investment which should be used to inform cycling and walking capital funding applications to Government (stage 5 in the development of the plan). ESCC has been invited to bid for capital funding in 2021/22 for spend by end March 2023. For East Sussex an application was submitted to Government in August 2021 to use these monies to support the delivery of Phase 1 of the Hailsham – Polegate – Eastbourne Movement & Access Corridor Scheme and Eastbourne Town Centre Movement & Access Package Phase 2a, both of which are prioritised schemes within the Eastbourne & South Wealden area of the LCWIP, with a bid request for £1.8m. The outcome of the application is expected in the autumn. It is expected that further applications to Government will need to be developed and submitted to Government to unlock the further three years of revenue and capital Active Travel Fund monies.

2.12 Despite the prioritisation towards more urban and larger settlements in East Sussex, the draft LCWIP recognises the importance of opportunities for cycling and walking trips within rural areas. Working with our key local partners, the draft LCWIP will also be used to seek and secure funding from a variety of sources to deliver the infrastructure and measures identified in the LCWIP. Aside from Government funding referred to in section 2.9, which will be more appropriate for funding schemes within the priority areas as they are able to demonstrate greater value for money, other potential sources for more rural areas could include our Capital Programme of Local Transport Improvements, development contributions, and other partners bidding for funding.

Future Actions

2.13 In accordance with the DfT guidance, the LCWIP will be a 'live document' and will need to be regularly reviewed and updated. With the recent changes to national policy and guidance on cycling and walking, alongside the forthcoming review of the current East Sussex Local Transport Plan, and with consideration given to the responses to the LCWIP consultation in relation to this, further assessments with stakeholders will be undertaken to support the potential identification of further schemes for inclusion in the LCWIP from 2022/23, which:

- strengthen the walking element of the plan,
- potentially identify cycling schemes which align with the new government Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', and
- potentially include schemes which will provide greater priority for people cycling and walking within neighbourhoods or key centres.

2.14 In order to respond to calls for future funding, schemes will need to be affordable, designed and consulted on and the relevant permissions sought to develop a pipeline of deliverable schemes. This may also include the identification of more schemes which are in alignment with emerging guidance from the DfT on active travel.

3 Conclusion and Reasons for Recommendations

3.1 The development of the first draft East Sussex LCWIP, in line with Government guidance, establishes the strategic approach to identifying and delivering cycling and walking measures and initiatives across the County. This will support the case for future revenue and capital Government funding for cycling and walking and help meet with future requirements placed on local authorities by the new Government inspectorate, 'Active Travel England'.

3.2 The implications of the Active Travel Inspectorate are likely to be focussed on schemes requiring adherence to the new government strategy on active travel and supplementary scheme design guidance, to undertake thorough consultation that is representative of all local views and to fully monitor and evaluate schemes. The DfT has intimated that performance in relation to these areas will determine future funding.

3.3 The LCWIP will significantly contribute to supporting the County Council priorities relating to climate change, economic growth and recovery and health and wellbeing. The draft LCWIP will also be a supporting document to the updated Local Transport Plan.

3.3 Consultation on the draft LCWIP was undertaken with stakeholders and the public in summer and autumn 2020 respectively. The key themes arising from the consultation are outlined in paragraph 2.7. The draft LCWIP has been updated as appropriate to reflect the comments which arose through the consultation process.

3.4 The Cabinet is asked to consider and approve the draft LCWIP and the outcomes of the recent stakeholder and public consultation, as well as the future actions necessary to maintain the LCWIP as a living document and to develop a future pipeline of cycling and walking schemes and to provide their views on this.

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

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Appendix 1 - LCWIP Development Stages

Stage 1 	Determining Scope Identifying where in the County the LCWIP should be focussed.	
Stage 2 	Gathering Information Reviewing existing data related to cycling and walking alongside existing policies and strategies.	
Stage 3 	Network Planning for cycling Reviewing existing networks and trips, and identifying the places that should be connected.	
Stage 4 	Network Planning for walking Reviewing existing networks and identifying the places that should be connected alongside improvements for specific areas, including town centres.	
Stage 5 	Prioritising Improvements Undertake a further review, following the consultation on which schemes could come forward in the short, medium and long term.	← We are here, where a public consultation will be undertaken on the current network plans.
Stage 6 	Integration and application Seek approval of the document from ESCC Cabinet in early 2021 and set out a plan on how we will deliver the LCWIP and continue to update the plan.	

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Appendix 2 – East Sussex LCWIP – Geographic Extent

Coastal East Sussex – Priority LCWIP AREAS

- Newhaven Area
 - *Newhaven, Peacehaven & Seaford*
- Lewes & South Downs National Park
 - *Lewes*
- Eastbourne & South Wealden
 - *Eastbourne*
 - *Hailsham & Polegate*
- Bexhill & Hastings
 - *Bexhill*
 - *Hastings*

Rural East Sussex

- North Wealden & North Lewes area
 - *Uckfield*
 - *Heathfield*
 - *Crowborough*
- Rural Rother
 - *Battle & Rye*

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EAST SUSSEX LOCAL CYCLING AND WALKING
INFRASTRUCTURE PLAN

KEY STAKEHOLDER CONSULTATION COMMENTS & ESCC RESPONSES

SEPTEMBER 2021

ESCC undertook a consultation on the LCWIP with key stakeholders in April 2020. A large number of responses were received with many raising similar issues or queries. Therefore, these have been summarised in the below tables under four themes, with responses provided. Several specific requests for amendments to the document where errors occurred were raised by stakeholders and these requests have been undertaken to the specific appendices.

Theme 1 - Strategy

Comment	ESCC
1. Need greater emphasis on tourism	Tourism is mentioned in relation to specific geographic areas and throughout the document. However, the Department for Transport (DfT) LCWIP guidance and the funding associated with this, is more focussed on the ability of a local authority to support modal shift, especially for journeys which support access to work and education. Many existing cycling and walking schemes ESCC are currently undertaking, especially within town centres, will support multiple journey types, particularly the tourist sector.
2. Use recreational areas as key attractors	A number of recreational areas have been considered as part of network development and will be considered further through reviews of the network through local plan development.
3. Recreational cycling should be equal to 'everyday journeys	Everyday journey's does include recreational journeys, however the current national funding available tends to have more emphasis on supporting modal shift, especially for journeys to work and education. ESCC will continue to work with their partners to seek other funding which is focussed more on supporting recreational cycling and walking.
4. More emphasis on fun /enjoyment	Agree the opening statement has been updated in the LCWIP summary to reflect this. This message will also be weaved into future travel behaviour change communications plans.
5. Don't agree with priority areas	The priority areas reflect the current DfT LCWIP Technical guidance, where areas included should have the greatest opportunities to increase cycling and walking.
6. New cycle parking (manual and e-bikes) must be a requirement for all new development	This is currently required.

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7. Delivery should rest with the highway authority	The plan can only be delivered with the highway authority working in partnership with key local partners, because the highway authority is not in position to apply for all the available funding to deliver the measures identified.
8. Are future CIL / developer contributions likely to be used	The LCWIP networks will be integrated as part of district and borough local plans and reviewed according to proposed development for both housing and employment. This will enable CIL or developer contributions to be sought to fund all or part of specific schemes which support development sites coming forward.
9. Air pollution and impacts on health and wellbeing is missing	These two key policy areas are mentioned throughout the document and are outlined as two of the key issues and opportunities the LCWIP will respond to, see figure 2 LCWIP Summary document. Air pollution is also referred to within the Lewes and Newhaven LCWIP areas, who have Air Quality Management Areas and health and wellbeing data has been used to support the development of the LCWIP, for both the proposed infrastructure measures and initiatives.
10. Ambition for journeys should be 20km not 2 and 5km	The 2km and 5km is based on the distance people are likely to be able to travel for walking and cycling, particularly for local journeys for education, work and shopping. However, the plan does recognise longer journeys for cycling or integration with other modes on key corridors of movement, where people could walk or cycle part of the journey.
11. Want rural areas included	Several more rural market towns are included as part of the LCWIP, i.e., Hailsham, Crowborough, Uckfield, Heathfield, Battle and Rye. More rural areas have been considered as part of the inclusion of longer routes and additional areas, including villages, could be considered through Neighbourhood Plans.
12. Link to the UN Strategic Development Goals 3 (good health and well-being) and 11 (sustainable cities and communities)	Health and wellbeing is considered and integration with place making are considered as key issues and opportunities which the LCWIP can respond to through both the delivery of future infrastructure and initiatives which support more active travel.

13. Consider terminology – ‘getting around’ as opposed to ‘journey’ – the latter comes across as a planned trip or commute	Comment noted, the current terminology is used as national guidance and funding tends to be focussed more on planned trips.
14. ‘social & health’ ignores doing walking & cycling for pleasure or for individual development and could exclude groups involved in cycling & walking and sport and recreational bodies	Agree the opening statement has been updated in the LCWIP summary to reflect this. This message will also be weaved into future travel behaviour change communications plans and initiatives and further work with key local public health and sport partners.
15. Need to align with public realm strategies	District and borough public realm strategies are noted and will be considered as schemes come forward through the design phases.
16. Disagree with indicators in section 6 - should prioritise people.	The delivery of the LCWIP is subject to the ability to secure external funding. Therefore, a set of local indicators which reflect current data collected and LCWIP guidance will be utilised to monitor the plan. However other data at a scheme and initiative programme level will also be collected through monitoring and evaluation.
17. Include running, walk to run routes, run to work etc	This is not a requirement of the LCWIP, however this maybe something that can be explored in the future with sport partners for longer routes.
18. Mention coastal paths	This is mentioned in several sections related to specific geographic areas in Appendix 2.
19. Reference to impacts on aged and ageing population. Infrastructure needs to take into account accessibility for those with long term illnesses and poor mobility. Also need to consider use of mobility vehicles along some of the narrower routes and where pathways are not available.	Comment noted. Yes agree, population data was assessed as part of the evidence base for the LCWIP and is outlined in section 2.7 of Appendix B. The use of mobility vehicles was considered as part of the walking network development and will be considered as part of scheme design, as these comes forward.
20. Consideration should be given to the psychological barrier to walking and cycling presented by the topography of some areas (e.g. Hastings) and how this can be mitigated	Yes, this is noted in the LCWIP evidence base for some areas, notably Hastings, and was also part of the assessment of the network.
21. Makes no mention of SDNPA’s objective to promote opportunities for public enjoyment and	The Lewes and SDNPA section of the plan has been updated to reflect this.

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understanding of the special qualities of the National Park	
22. Presuming East Sussex will adopt the national target of doubling cycling levels by 2025	The East Sussex LCWIP will not include targets, but a set of indicators as set out in Appendix A section 6.
23. Need a CO2 reduction target	The LCWIP will be in alignment with the ESCC Environment Plan.
24. For cycling the real target should be modal share	Modal share or modal shift is monitored as part of scheme and initiative level evaluation and monitoring.
25. Has the Health-Related Behaviour survey data been considered for use	Comment noted. A considerable amount of health data has been considered as outlined in the JSNA, but health related behaviour survey data for the county has not been referred to. This will be explored with ESCC Public Health colleagues.
26. Section 5. Regarding point 5, need to be able to put cycle on bus e.g., when replacement bus services for trains. It's no use having an integrated transport system that doesn't work 100% of the time.	Comment noted. This has been assessed as part of previous transport initiative programmes and has a number of challenges, especially in relation to causing considerable delay in relation to boarding and alighting and affecting a bus times schedule alongside the storage of cycles. Therefore, this type of scheme does not lend itself more to services that support access to leisure and recreation cycling. However, there may be opportunities to review this again as part of future mobility schemes, which ESCC will review as part of their Local Transport Plan.
27. Need monitoring of journeys made by older children	Currently monitor mode of travel to school through the school census for primary and secondary children. For children 16 plus, data on travel is only collected if specific initiatives being undertaken with post 16 education providers.
28. Regarding new infrastructure, suggest that Kilometres of SEGREGATED routes rather than overall network should be monitored	ESCC will monitor the overall network. Whilst the use of segregated routes will be considered at the design phase and delivered where feasible, there will be occasions where we will be required to depart from guidance. This will be in order to deliver a continuous route where we are often required to manage limited and competing demands from other modes, environmental designations and settlements being historic in nature.

29. Section 6 - The indicators are inadequate: need to measure (a) whether people are cycling and walking more locally (b) whether people feel safe to cycle and walk (for themselves and their children) and (c) whether people feel it is more safe to walk and cycle than say a year ago	Comment noted. The delivery of the LCWIP is subject to the ability to secure external funding. Therefore, a set of local indicators which reflect current data collected and LCWIP guidance will be utilised to monitor the plan. However other data, similar to the data mentioned will be collected at a scheme and initiative programme level will also be collected through monitoring and evaluation.
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Theme 2 - Infrastructure & Scheme Delivery

Comment	ESCC
30. Concern over shared space	ESCC is not pursuing the development or delivery of any shared space schemes. However, there will be occasions when the use of a shared route to enable both cycling and walking will be required, where space is limited to enable full segregation.
31. Need for dropped kerbs	The walking network development included the identification of dropped kerbs. ESCC also delivers an annual programme of dropped kerbs following requests from the public through their Capital Programme of local transport measures. Appendix 1 of the LCWIP, Policy 5, includes a separate policy for the provision of dropped kerbs.
32. Want more detail on design, engagement, and delivery	The LCWIP is an evolutionary plan and should therefore be treated as a 'live document'. The proposed cycling and walking networks indicated in the plan outline the potential alignment of a route or a measure at an early feasibility stage and should not be considered as detailed proposals. The delivery of the plan is dependent on ESCC and their partners ability to seek and secure funding to both develop and deliver future schemes. Once funding is secured for specific schemes these will then be subject to local consultation with members and the public before progressing to implementation.
33. Need to address safety issues and volume and speed of traffic	Any specific safety issues will be dealt with at the scheme design phase.
34. Want more explicit mention of Manual for Streets 2	Comment noted and included.

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35. Low traffic or healthy neighbourhoods should feature more heavily	<p>The Cabinet report recommends that in accordance with the DfT guidance, the LCWIP will be a 'live document' and will need to be regularly reviewed and updated. With the recent changes to national policy and guidance on cycling and walking, alongside the forthcoming review of the current East Sussex Local Transport Plan it is recommended that further assessments with stakeholders will be undertaken to support the potential identification of schemes for inclusion in the LCWIP from 2022/23, which:</p> <ul style="list-style-type: none"> • strengthen the walking element of the plan, • potentially identify cycling schemes which align with the new government Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', and • potentially include schemes which will provide greater priority for people cycling and walking within neighbourhoods or key centres.
36. Remove on-street parking and convert to cycle paths	This will be considered at an individual scheme design stage.
37. Remove unnecessary street furniture to improve accessibility for walking and cycling	This will be considered at an individual scheme design stage.
38. Preference for physical separation for pedestrians and cyclists	Comment noted. Whilst the use of segregated routes will be considered at the design phase and delivered where feasible, there will be occasions where we will be required to depart from guidance. This will be in order to deliver a continuous route where we are often required to manage limited and competing demands from other modes, environmental designations and settlements being historic in nature.
39. Greater emphasis on speed restrictions	This will be considered at an individual scheme design stage.
40. Need to consider those with visual, hearing or movement difficulties	An Equality Impact Assessment has been undertaken as part of the development of the plan and individual schemes will be subject to an EqIA alongside the engagement with relevant stakeholders at the scheme design phase.
41. Support a constant policy approach but would add 'monitoring and learning' in order to allow for	Evaluation & monitoring are key components of scheme and initiative design and delivery.

adjustments, as necessary, to fit the people and place.	
42. Link walking schemes with walk / cycle routes with distance markers	This will be considered at an individual scheme design stage.
43. More pelican crossings at key junctions	This will be considered at an individual scheme design stage.
44. There is no clear commitment to widening pavements on a significant scale to shift the transportation balance towards pedestrians.	<p>This was considered as part of the development of the walking network. The Cabinet report also recommends that in accordance with the DfT guidance, the LCWIP will be a 'live document' and will need to be regularly reviewed and updated. With the recent changes to national policy and guidance on cycling and walking, alongside the forthcoming review of the current East Sussex Local Transport Plan it is recommended that further assessments with stakeholders will be undertaken to support the potential identification of schemes for inclusion in the LCWIP from 2022/23, which:</p> <ul style="list-style-type: none"> • strengthen the walking element of the plan, • potentially identify cycling schemes which align with the new government Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', and • potentially include schemes which will provide greater priority for people cycling and walking within neighbourhoods or key centres.
45. There needs to be more protection, from traffic, on the proposed routes that are built around desire lines	This will be considered at an individual scheme design stage and referring to relevant design guidance.
46. On designated routes every junction should have, where possible, some controlling of traffic - 20mph zones and modal permeability	This will be considered, as appropriate, at an individual scheme design stage and referring to relevant design guidance.
47. ESCC should be supporting the campaign for 'implied-zebras' as a low cost option on low volume street junctions, along these routes, backed up with controlled crossings at busier junctions	Comment noted and will be explored as part of future work recommended in the Cabinet report.

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Theme 3 – Safety, Training & Travel Behaviour Change Programmes

Comment	ESCC
48. Support behavioral change	ESCC has undertaken several travel behaviour change programmes the most recent being Active Access for Growth 2017 – 2020. Active Access for Growth - Programme – East Sussex Active Access for Growth – East Sussex County Council ESCC has recently secured £219,774 of Department for Transport Active Travel Funding to deliver a programme of cycling and walking initiatives, including active steps with workplaces and communities, cycle/electric cycle hire, ‘walk once a week’ programme’ with schools and further development to the ESCC Cycle Hubs at Eastbourne & Peacehaven.
49. Adult training should be available in all towns and not just 2 hubs	Adult Bikeability is available across the entire county on request to ESCC.
50. Encourage cargo bikes with ‘last mile’ policies of Government	This will be encouraged as part of ESCC Active Travel Programme 2021 - 22 and subsequent years, specifically work with businesses and where funding can be secured for this. This will also be explored more as part of the review of ESCC Local Transport Plan.
51. E-bikes should be given a higher profile	ESCC has previously invested in an e-bike loan scheme as part of the Active Access for Growth 2017 – 2020 programme, which is now sustainable. Pedal Power - Bikes, Bike Rental (eastsussexpedalpower.com) East Sussex Active Travel Programme for 2021-22 will provide further investment for this to extend the coverage of the scheme and with a greater emphasis with access to electric cycles.
52. Link with groups for business development (cycle shops, tourism, walking breaks, countryside parks or coastal paths)	ESCC is happy to consider these types of initiatives subject to funding and available resource. Similar projects have been undertaken previously working in partnership with the South Downs National Park Authority.

53. Use of East Sussex Active Lives (Sport England) data.	This data has been used to support the development of the Active Travel Initiative Programme 2021/22 and has informed the areas prioritised for delivery.
54. Develop a communications and marketing strategy with and work in partner to deliver campaign messages	This will be included as part of ESCC Active Travel Initiative Programme 2021/22.
55. Need to agree monitoring indicators in partnership with Healthy Weight Partnership. Will monitoring include the number of people benefiting from specific programmes such as Bike Ability, Wheels for All, Health Walks etc? Again, to be agreed with HWP	The Active Travel Initiative Programme 2021/22 will monitor the outputs and outcomes from delivery.

Theme 4 - Other

Comment	ESCC
56. D's & B's and other key local stakeholders should be part of the project boards and walking and cycling forums	ESCC is happy to involve the district and boroughs with the project boards associated with infrastructure and initiative delivery and the East Sussex Cycling, Walking & Access Forum.
57. Scheme prioritisation - Timetable – colour coding is unclear	ESCC has provided a detailed timetable for the initial prioritisation of schemes within the Appendix 4 – LCWIP Summary of the Cabinet Report and removed the colour coding from the previous version.

EAST SUSSEX LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Public Consultation Questionnaire – Analysis of Responses

Prepared for

East Sussex County Council



A partnership between:

COSTAIN CH2M
Supporting East Sussex



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Acronyms and Abbreviations

ESCC	East Sussex County Council
LCWIP	Local Cycling and Walking Infrastructure Plan

Fixed Questions

1.1 Section A - About the cycling and walking networks

1.1.1 Question 4: “Do you agree with the extent of the areas which have been assessed as part of the East Sussex LCWIP?”

Available responses:

- Yes
- No

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **779** responded to this question. The results are presented in Figure 1.

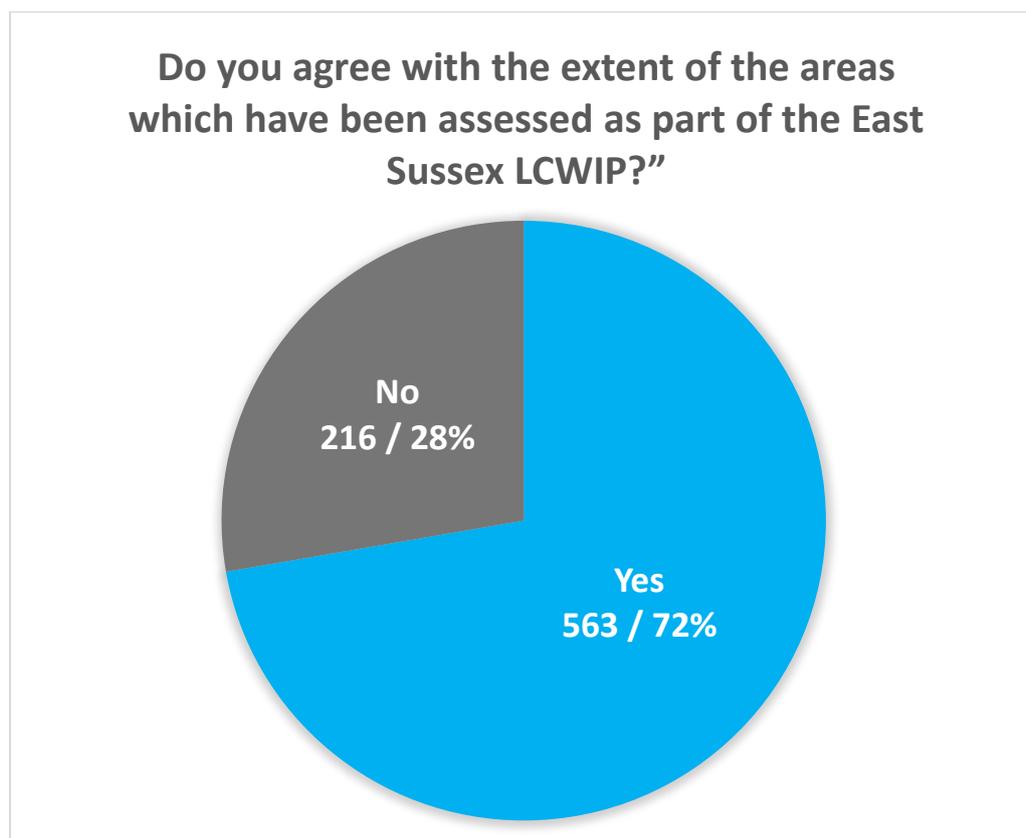


Figure 1 – Question 4: Extent of the areas

1.1.2 Question 5: “Does the proposed cycling network connect with the appropriate places that local people may wish to travel for everyday journeys?”

Available responses:

- Newhaven, Peacehaven & Seaford
- Lewes
- Eastbourne
- Hailsham & Polegate
- Bexhill
- Hastings
- Uckfield
- Heathfield
- Crowborough
- Battle
- Rye

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **697** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 2.

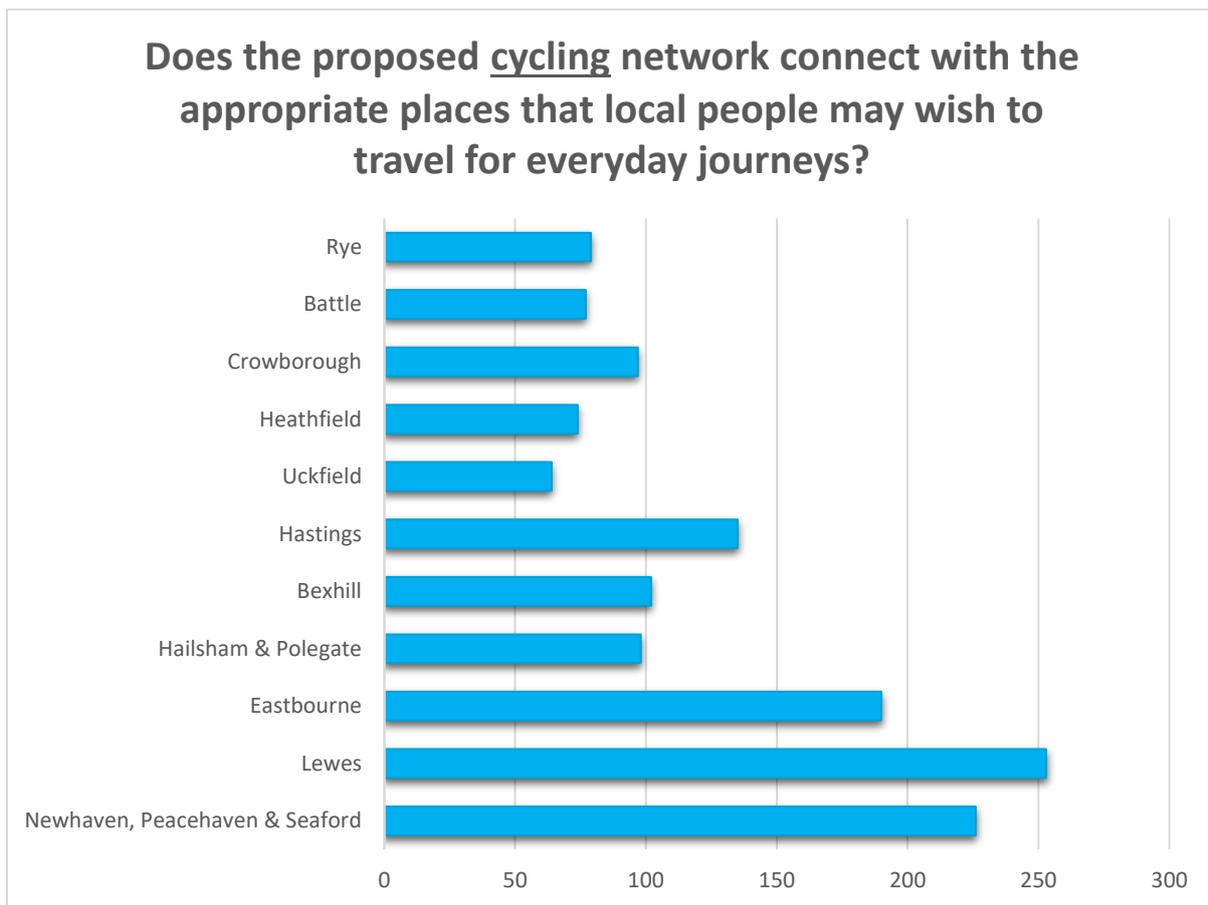


Figure 2 – Question 5: Cycling network connections

1.1.3 Question 6: “Does the proposed walking network connect with the appropriate places that local people may wish to travel for everyday journeys?”

Available responses:

- Newhaven, Peacehaven & Seaford
- Lewes
- Eastbourne
- Hailsham & Polegate
- Bexhill
- Hastings

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **538** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 3.

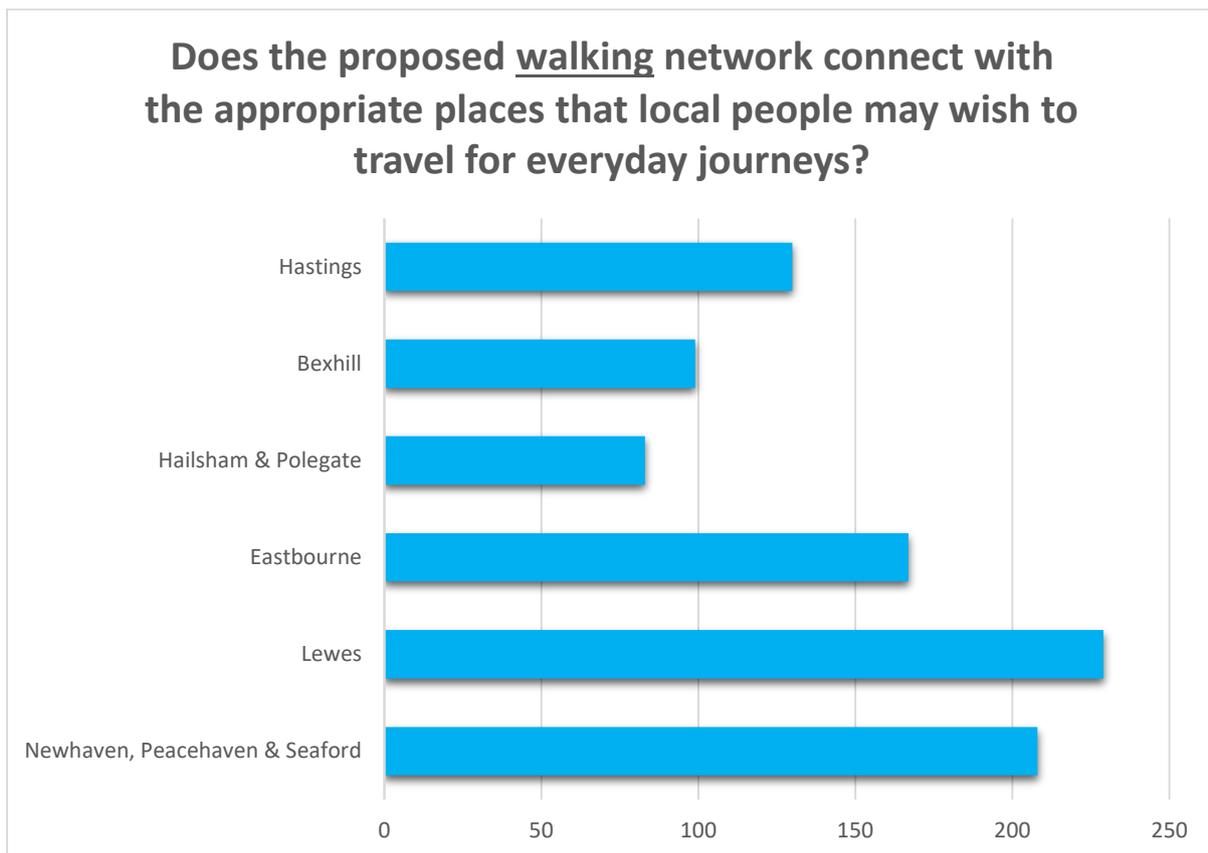


Figure 3 – Question 6: Walking network connections

1.2 Section B - About your journeys & views on cycling

1.2.1 Question 7: “For what types of trips would you usually cycle for all or part of a journey?”

Available responses:

- Education
- Employment
- Shopping
- Leisure
- Other

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **697** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 4.

For what types of trips would you usually cycle for all or part of a journey?

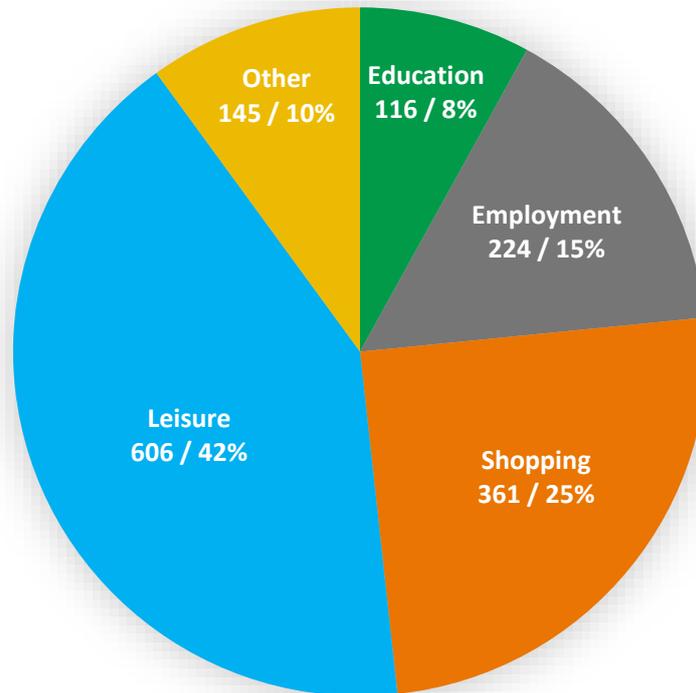


Figure 4 – Question 7: Types of cycling trips

1.2.2 Question 8: “Do you experience any barriers which prevent you from cycling?”

Available responses:

- Quality of route
- Busy roads
- Feeling safe
- Difficult junctions to cross
- Not enough information on possible routes
- Personal safety
- Cost of owning a bike
- Confidence
- Other - please state

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **687** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 5.

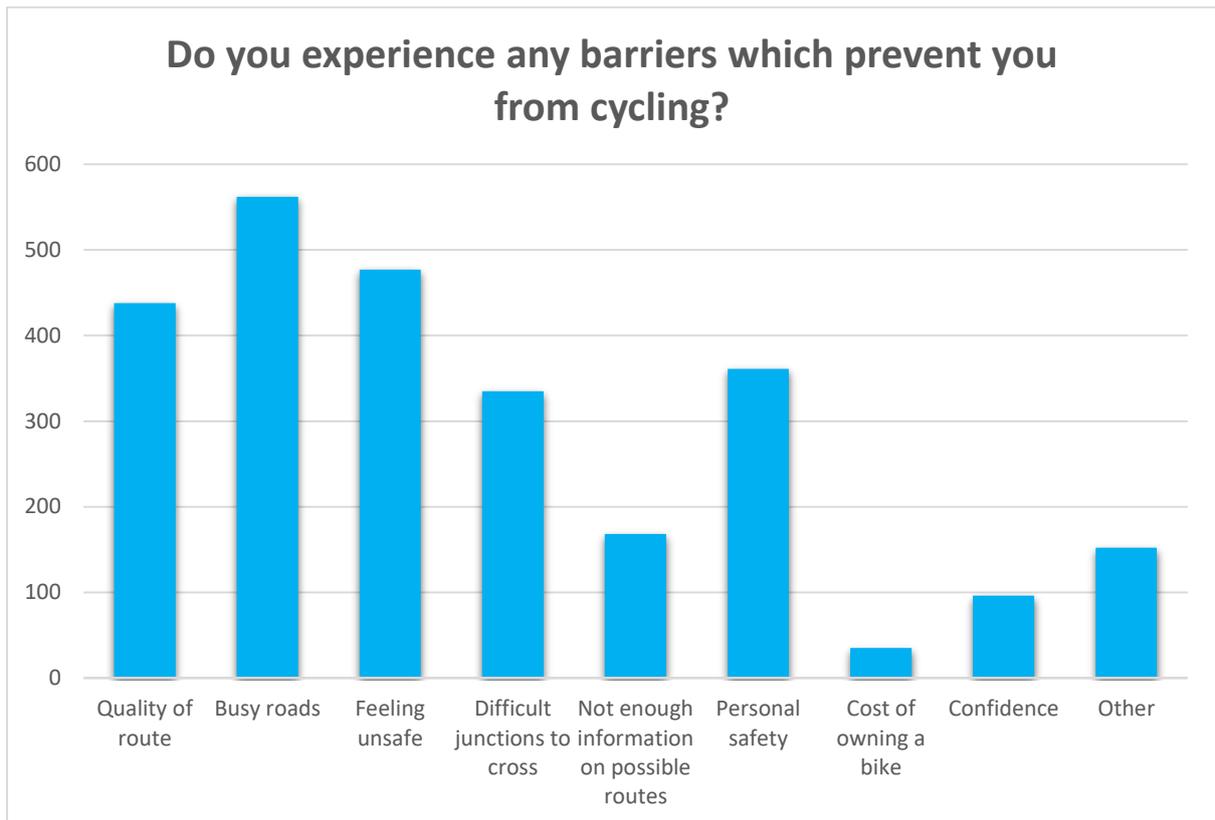


Figure 5 – Question 8: Barriers to cycling

1.2.3 Question 9: “To help inform the types of measures we should consider including, what would encourage you to cycle more?”

Available responses:

- Cycle routes separated from other modes of travel
- Traffic free neighbourhoods – including road closures
- Greater priority for cyclists at junctions and crossings
- Direct cycle routes
- Attractive traffic free spaces in town centres – greater priority for cyclists
- More signing
- Cycle training, information, and initiatives
- Other - please state

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **724** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 6.

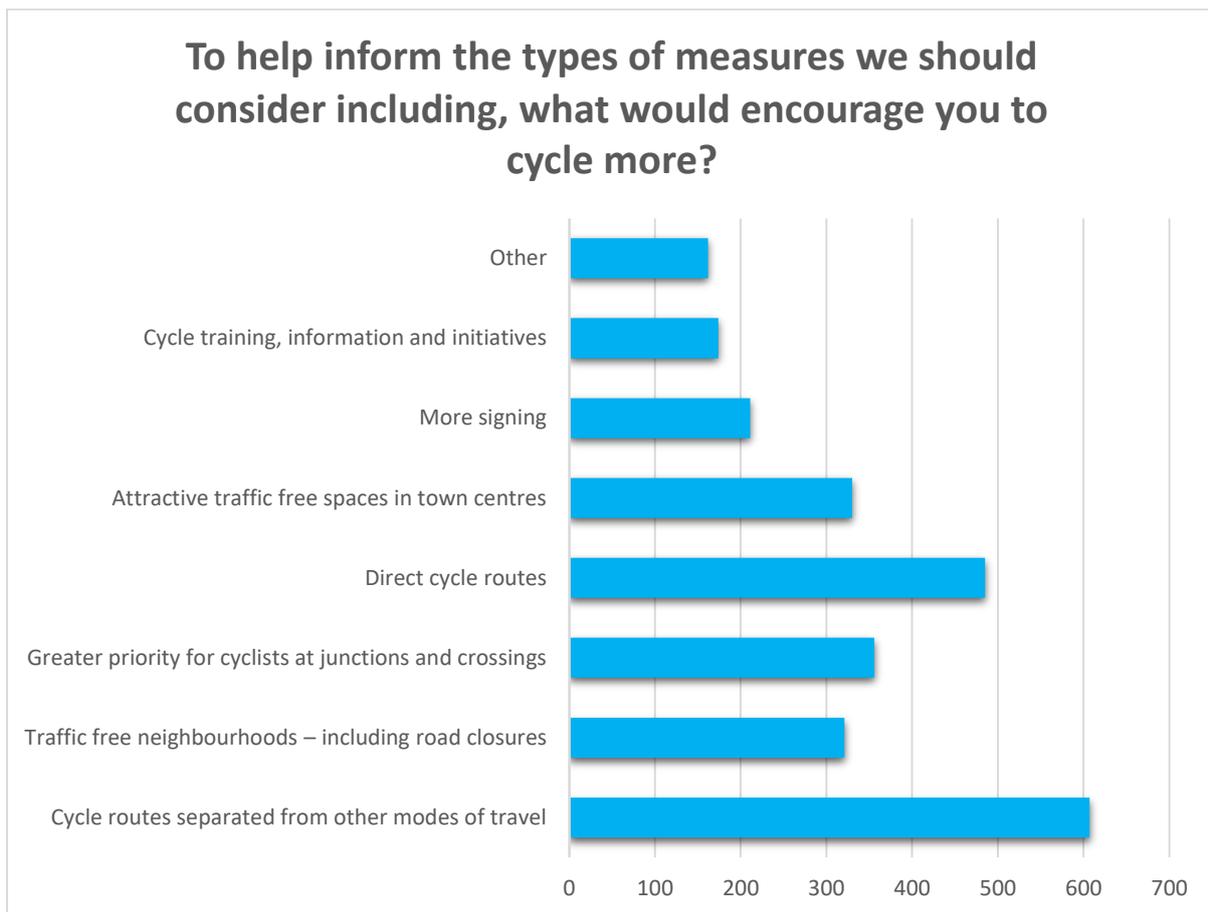


Figure 6 – Question 9: Measures to encourage more cycling

1.3 Section C - About your journeys & views on walking

1.3.1 Question 10: “For what types of trips would you usually walk for all or part of a journey?”

Available responses:

- Education
- Employment
- Shopping
- Leisure
- Other

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **762** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 7.

For what types of trips would you usually walk for all or part of a journey?

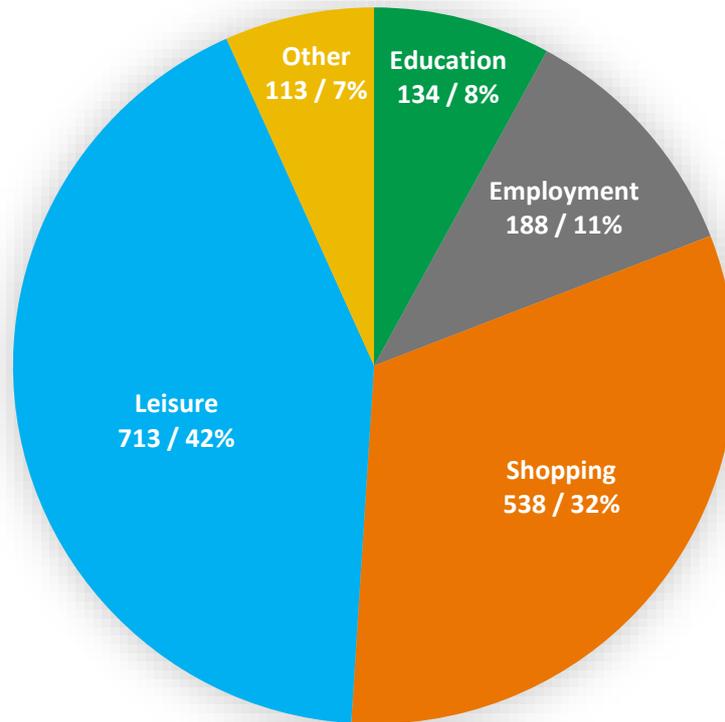


Figure 7 – Question 10: Types of walking trips

1.3.2 Question 11: “Do you experience any barriers which prevent you from walking?”

Available responses:

- Quality of route or footway
- Busy roads
- Difficult junctions to cross
- Not enough information on possible routes
- Personal safety
- Other – please state

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **547** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 8.

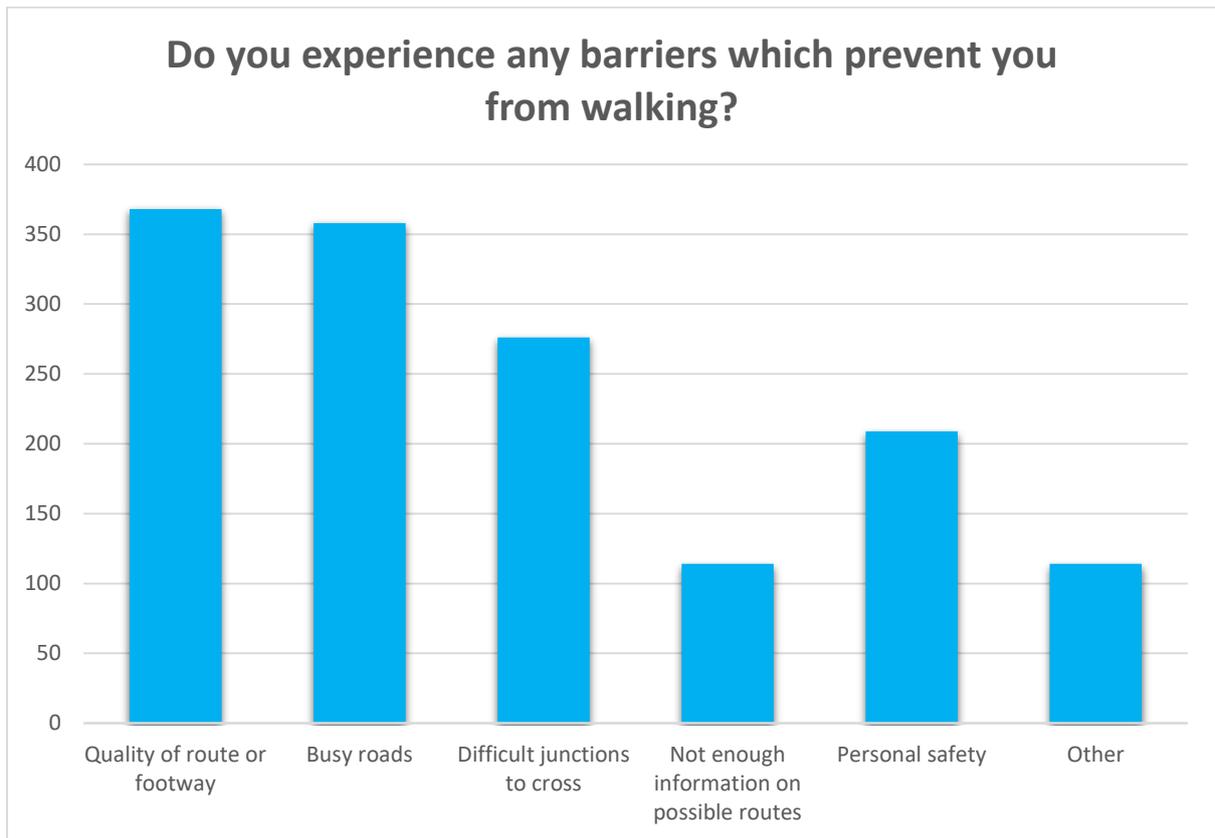


Figure 8 – Question 11: Barriers to walking

1.3.3 Question 12: “To help inform the types of measures we should consider including, what would encourage you to walk more?”

Available responses:

- Walking routes separated from other modes of travel
- Traffic free neighbourhoods – including road closures
- Greater priority for pedestrians at junctions and crossings
- Direct routes
- Dropped kerbs & tactile paving
- Attractive traffic free spaces in town centres – greater priority for pedestrians
- Wayfinding
- Walking Initiatives & Information
- Other - please state

Out of 836 members of the public who submitted feedback through the public consultation questionnaire, **702** responded to this question. Since multiple selections could be made, the sum of all locations exceeds the total number of responses. The results are presented in Figure 9.

To help inform the types of measures we should consider including, what would encourage you to walk more?



Figure 9 – Question 12: Measures to encourage more walking

Open Questions – Public Consultation

East Sussex County Council (ESCC) received an unprecedented number of responses to the public consultation on their LCWIP. Therefore, to enable us to respond to the specific comments these have been reviewed and several key themes have been identified. The identified themes and our responses to these are as outlined below.

Theme 1 - Strategy

Comment	ESCC Response
1. The plan is supported.	<ul style="list-style-type: none"> ESCC welcomes this response to the consultation.
2. The plan is not supported and would prefer to see strategy and investment for other modes of travel.	<ul style="list-style-type: none"> ESCC will be reviewing their Local Transport Plan (LTP) during 2021/22. This will set out the transport strategy, alongside corresponding implementation plans for all modes of travel. The LCWIP will be a supporting document to the LTP. Active Travel is a key Government priority following the publication of their new cycling and walking strategy – ‘Gear Change’. The delivery of this strategy is supported by the availability of £2bn of funding, which is available to local authorities to support the delivery of walking and cycling measures and initiatives. An LCWIP supports local authorities in securing this funding. Increasing the number of people walking and cycling complies with ESCC’s key strategic documents particularly the Local Transport Plan, Economic Recovery Plan, the Healthy Weight Plan and the Environment Plan and the objectives of, reducing carbon emissions, improving health and wellbeing, reducing congestion and the reliance on the car.

<p>3. The LCWIP is not in alignment with current government policy and guidance for active travel.</p>	<ul style="list-style-type: none"> • The LCWIP has been developed in line with Government policy and technical guidance to support and enable more people to walk and cycle. • The LCWIP has been developed in conjunction with local cycling, walking and access groups and local district and boroughs. Whilst these routes are indicative and subject to future consultation and funding, it is a starting point to improve connectivity within key towns with the opportunity to look at further improving connections in and between towns and in more rural areas, as the LCWIP will be a live document and reviewed and revised accordingly
<p>4. The plan needs greater consideration of disabled people's needs.</p>	<ul style="list-style-type: none"> • Throughout the main summary document and the associated appendices reference is made to how the routes have been developed to consider the needs of those with physical and hidden disabilities. For example, Appendix B which comprises more detail on specific routes explains how 'audits of walking routes were undertaken by those 'with detailed knowledge of planning transport improvements for people with disabilities. • The Wheels for All initiative are a nationally recognised initiative and takes into consideration those with disabilities to participate in cycling activities. This is currently being operated by ESCC at the Eastbourne Cycle Centre. It is envisaged that this will also be operated at the Peacehaven Cycle centre in the near future. • An Equality Impact Assessment has been undertaken as part of the LCWIP, as is summarised in the initial pages of the document. • As cycling and walking measures, as identified in the LCWIP, come forward for design local access group alongside other key stakeholders will be consulted at an early stage and throughout, alongside the public, prior to any measures being delivered.
<p>5. Prefer investment in maintenance of roads and footways</p>	<ul style="list-style-type: none"> • ESCC will continue to invest in the maintenance of roads and footways. There are different funding streams available for ESCC to bid from both within the internal organisation and externally. However, some of the funding which ESCC has secured specifically

	<p>for walking and cycling measures has enabled improvements to existing measures as footway and cycle route maintenance are an important element of the LCWIP.</p> <ul style="list-style-type: none"> • It is important to note that reducing vehicular movements on the highway network through increased walking and cycling will reduce the costs of highway (road) maintenance.
<p>6. The proposed cycling and walking networks should be connected with designated development sites included in district and borough Local Plans.</p>	<ul style="list-style-type: none"> • The LCWIP has been developed in conjunction with local authorities and where appropriate future housing and employment growth / sites have been considered and identified and are mapped in 2.7 'Key Issues and Opportunities - specific geographic areas' in Appendix B alongside key trip attractors.
<p>7. Footpaths should be re-designated to bridleways</p>	<ul style="list-style-type: none"> • Whilst the County Council does have powers to upgrade public footpaths to public bridleways (by Creation Agreements) the resource and cost implications for doing so are incredibly high, and we are therefore unlikely to proactively seek these. • Creation Agreements can only be made where the landowner agreed to agree to increase the levels of access. • In most cases a third party (usually a local group or other authority) has negotiated an agreement with the landowner which is then legally formalised by the County Council. • Creation Orders are costly if they are objected to as they may be referred to the Secretary of State with the County Council fronting any public inquiry costs. Landowners are also able to potentially claim compensation as a result of Creation Orders.
<p>8. The East Sussex LCWIP should be linked to other adjoining local authority LCWIP's.</p>	<ul style="list-style-type: none"> • The guiding principles of this LCWIPs align with Government policy and guidance. • Where a walking or cycle route links to an adjoining local transport authority's area (i.e., other County or City Councils,) ESCC will consult with the relevant adjoining local authority.

	<ul style="list-style-type: none"> • LCWIP's are live documents and adjoining local authorities have either developed their LCWIP or are in the process of developing these. Therefore, future iterations of the ESCC LCWIP will include greater linkages to adjoining local authorities LCWIP's as they evolve.
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Theme 2 - Infrastructure & Scheme Delivery

Comment	ESCC Response
<p>9. Shared cycling and walking routes are not supported, and greater segregated routes are required.</p>	<ul style="list-style-type: none"> • The premise for local authorities to deliver greater segregated cycling and walking routes is highlighted in the governments 'Gear Change' strategy and for cycling is outlined in the recent Local Transport Note 1/20 on cycle infrastructure design. • Whilst ESCC is committed to assessing all new cycling schemes against this guidance, due to the geography of the county being more rural and the often-limited space available to accommodate all modes of travel (particularly, bus travel, cycling and walking) there are likely to be a number of occasions where we will need to depart from this guidance in order to provide provision. • However, ESCC is committed to providing high quality walking and cycling infrastructure and will be undertaking further work on the LCWIP during 2022/23 to: - • strengthen the walking element of the plan, • potentially identify cycling schemes which align with the new government Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', and potentially include schemes which will provide greater priority for people cycling and walking within neighbourhoods or key centres
<p>10. Shared cycling and walking routes are supported.</p>	<ul style="list-style-type: none"> • Recent guidance advises that segregated walking and cycle paths should be introduced where possible.

	<ul style="list-style-type: none"> • However as explained in question 9, often due to the lack of space and the competing and important demands from other modes, there will be instances we will have to depart from LTN 1/20 and introduce shared walking and cycle routes, this may be for part or all of a route.
<p>11. Road space should not be re-allocated to active travel as it will cause more congestion on the roads.</p>	<ul style="list-style-type: none"> • The provision for new cycling or walking measures which involve re-allocating road space, will be developed by undertaking appropriate assessment and audits. This will ensure that the issues and opportunities are assessed fully, and key stakeholders and the public are able to provide their views through engagement and consultation with ESCC.is • The re-allocation of road space to enable more people to walk and cycle is a key aim of the governments 'Gear Change' Strategy, with the expectation that local authorities will look to deliver schemes which support this. ESCC has already undertaken a successful trial of a 'School Streets' project, which involved restricting access to the road directly outside of the school entrance.
<p>12. Require greater connectivity of proposed cycling and walking networks to existing routes</p>	<ul style="list-style-type: none"> • The draft LCWIP seeks to improve connectivity between existing routes and to key attractors from residential areas in the priority areas as identified in Appendix B. • It is not possible to prioritise or identify all of these within this LCWIP, however, we envisage that future iterations of the plan will identify and plan for making these connections.
<p>13. Require more traffic calming/20mph zones/reduction of parking</p>	<ul style="list-style-type: none"> • These types of measures will be identified either through requests through the ESCC capital programme for local transport improvements, or identified and delivered as part of larger schemes, as deemed appropriate. • The reduction of parking to either provide more space for cycling and walking measures or to discourage people driving will be considered on a scheme basis during the design phase where both key stakeholders and the public will be consulted.

	<ul style="list-style-type: none"> The majority of on street parking is either privately owned, or the responsibility of local planning authorities, <u>not</u> the local transport authority, i.e., ESCC.
14. Would like consideration given to the needs of equestrian users in the development of routes	<ul style="list-style-type: none"> If any new routes, particularly which will potentially impact equestrian users, both positively and negatively, this would of course be subject to consultation. The ESCC Rights of Way team has been involved in the development of the ESCC LCWIP and has raised the need to accommodate the needs of equestrian users if bridleways are part of future scheme development.
15. Concern around the implementation, funding, and delivery of schemes	<ul style="list-style-type: none"> Without an LCWIP in place which specifies where schemes can come forward in the county it will be more difficult for ESCC and their partners to secure larger scale national funding for the implementation of the walking and cycling schemes identified within the plan. The current plan prioritises more urban areas of the county and the larger market towns. The draft LCWIP also recognises the importance of opportunities for cycling and walking trips within rural areas. Working with our key local partners, the draft LCWIP will also be used to seek and secure funding from a variety of sources to deliver the infrastructure and measures identified in the LCWIP. Aside from Government funding, which will be more appropriate for funding schemes within the priority areas as they are able to demonstrate greater value for money, other potential sources for more rural areas could include our Capital Programme of Local Transport Improvements, development contributions, and other partners bidding for funding. The government has committed £2bn of funding for Active Travel for the next four years.

Theme 3 - Safety and Training

Comment	ESCC Response
<p>16. Require greater regulation of cyclists.</p>	<p>If cycling was to be regulated this would be required to be led by Government and implemented by the relevant bodies, including police and local transport authorities through changes to enforcement and appropriate signage.</p>
<p>17. Supports and requires greater training for people cycling.</p>	<ul style="list-style-type: none"> • Acknowledge and appreciate the feedback. • We advocate and support the need for training people of all ages and abilities to cycle. ESCC offer a comprehensive county wide Bikeability programme for schools, as well as training through the school holidays and training for adults. See link on ESCC Webpage - Apply for Bikeability training East Sussex County Council • The importance of cycling for the physical and mental health and wellbeing is recognised by ESCC. As are the benefits to the environment and economy through reduced vehicular movements, i.e., less carbon emissions, reduced congestion.
<p>18. Supports and requires greater training for drivers regarding people cycling.</p>	<ul style="list-style-type: none"> • Drivers should be fully aware of the needs and vulnerabilities of other road users, including cyclists. • Driver awareness is managed by the Sussex Safer Roads Partnership, see attached web link - Welcome to Sussex Safer Roads Partnerships SSRP

Theme 4 - Document Specifics

Comment	ESCC Response
<p>19. The maps are difficult to read.</p>	<ul style="list-style-type: none"> • The maps are purely indicative at this stage and further detail on specific schemes will be provided at a later stage as schemes progress. • In the future ESCC will look to make these maps available online through a GIS mapping system, which will improve map navigation.
<p>20. The document is too long.</p>	<ul style="list-style-type: none"> • The document was developed in accordance with the technical guidance provided by the Department for Transport. Due to ESCC ambition to include all major urban centres and market towns this required the inclusion of a lot of background evidence. This is important to support applications for future funding. • A summary document of the LCWIP has been developed and this will be the main LCWIP written document. The other documents will be supporting evidence to this document. • As outlined in question 19 there is a longer term aim to make the LCWIP more of a map-based document, especially with the need to keep the document 'live'. The development of this will be subject to funding.

Theme 5 – Geographic

Comment	ESCC Response
<p>21. Require greater emphasis on rural areas & linking of villages</p>	<ul style="list-style-type: none"> • The Department for Transport technical guidance in the development of LCWIP's advises that these plans should be focussed on areas where there is the greatest opportunity to increase cycling and walking.

	<p>Therefore, the first iteration of ESCC plan is focussed on improving connections within key urban towns and larger market towns.</p> <ul style="list-style-type: none"> • The plan does however include longer routes, which often provide connections to more rural areas of the county • Linking rural areas and villages will be considered in more detail in future iterations of the plan but will be considered as part of the development of local plans and could also be considered by local parishes in the development of Neighbourhood Plans. • The funding for measures in more rural areas could be made available from the ESCC Capital Programme of Local Transport Improvements, development contributions, and other partners bidding for funding.
<p>Concern re topography</p>	<ul style="list-style-type: none"> • Whilst we cannot change the topography of the County, we recognise that in areas where there are steep hills, this may discourage more cycling and walking for some people in the county. • Therefore, we will provide routes which provide users with the most comfort as this is likely to increase usage. • With cycling initiatives, we will prioritise the provision of electric cycle schemes in areas where the topography is more challenging. (i.e., Hastings)
<p>Supports/wants greater emphasis on linking towns</p>	<ul style="list-style-type: none"> • Certain locations have linkages between towns. The greatest focus is however on improving links within towns, particularly for walking. • We are more likely to enable more people to walk and cycle by getting people to travel shorter distances, and this is why the initial focus is on making improvements within towns. • Once these connections have been made, we will look to identify further / future schemes which make connections between towns, villages, rural areas etc.

Theme 6 – Objection to specific proposals outlined in the LCWIP

Comment	ESCC Response
<i>Croft Rd, Crowborough</i>	A number of roads in Crowborough town centre, including Croft Road, are highlighted as presenting challenges for active travel due to the high levels of traffic flow and limited dedicated infrastructure. Options including pedestrianisation are highlighted in the report as potential interventions to improve conditions for non-car users however it is recognised that this type of intervention could only come forward if supported locally and if key concerns around bus routing/bus stop access, deliveries and traffic flow displacement were addressed.
<i>Broad St, Seaford</i>	The Seaford report identifies a number of high-level, potential interventions in the town centre area including the High Street and Broad Street that would help facilitate increased levels of cycling for local journeys and more comfortable conditions for pedestrians. These options include pedestrianisation, but it is recognised that this could only be explored further through extensive local engagement to ensure that businesses, residents, and car-users with mobility needs are not negatively impacted in terms of access and deliveries.
<i>A259 Newhaven to Rottingdean</i>	The Sustrans report for the Newhaven, Peacehaven and Seaford area identified a number of barriers to active travel on the extent of the A259 between Newhaven and Rottingdean. The high traffic flows and limited infrastructure, in particular for cyclists, serve to constrain significant modal shift from car-borne to active travel modes. It is recognised however, that this

	<p>corridor provides a strategic transport function linking key settlements and principal employment sites, and therefore any improvements need to be holistic across transport modes. For this reason, the County Council is undertaking the A259 South Coast Road corridor study focussed on the corridor between Eastbourne and Brighton. Complementing the Transport for the South East study, the study will be multi-modal and using an appropriate evidence base will seek to identify localised interventions for public transport, improvements to enable people to cycle or walk for all or part of their journeys, alongside localised road and junction capacity improvements and the potential use of smart technology along and around the hinterland of this corridor</p>
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Theme 7 - Requests for the inclusion of other areas/specific schemes within the LCWIP

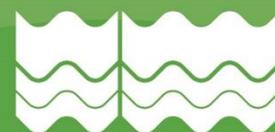
Geographic area / route	ESCC Response
Eastbourne Seafront	<ul style="list-style-type: none"> • Figure 22 in Appendix B of the LCWIP identifies an Eastbourne seafront proposed cycle route, and locations for walking interventions along the seafront are indicated in Figure 37. • A scheme to assess the feasibility of providing a continuous cycle route along Eastbourne Seafront is included in the County Council's Capital Programme for Local Transport Improvements for 2021/22.
Ore to Baldslow & Hastings	<ul style="list-style-type: none"> • HS19 is a proposed link between Ore and Baldslow that has been identified as a proposed route in Appendix B of the LCWIP (fig. 27).Baldslow and Hastings is proposed to be linked by a number of cycle routes which connect, including HS25, HS14, HS27 and HS8. • Ore to Hastings is proposed to be connected by HS11, HS6, HS5 and HS9.

Horam - Maynards Green	<ul style="list-style-type: none"> • These villages are linked by NCN21 in the proposed cycle network for Heathfield (see route HE1 on Fig. 13 in Appendix B of the LCWIP)
Lewes – Polegate	<ul style="list-style-type: none"> • As part of Highways England ‘A27 East of Lewes Improvements’ package, significant improvements to cycle route provision on this alignment will be made. This will complement the RR90 proposals for Lewes, with a combined long-term objective to provide a better long-distance route between principal employment, residential and economic locations in this part of East Sussex.
Lewes - Hamsey - Cooksbridge - South Chailey	<ul style="list-style-type: none"> • Route L13 in Fig. 20 of Appendix B shows an existing / committed scheme between Lewes and Hamsey. There are no further routes proposed to join up to Cooksbridge and South Chailey.
Ditchling Bostal	<ul style="list-style-type: none"> • No current proposals at this location. These would need to come forward in partnership with WSCC and SDNP.
Links to Beacon Academy, Crowborough	<ul style="list-style-type: none"> • A number of schemes are proposed in the LCWIP - Fig. 31 of Appx B – which improve connectivity to Beacon Academy. Whilst the routes do not extend to the Academy, they provide improved cycle links to the south of North Beeches Road (along the B2100), with further improved cycle connections from residential areas in Crowborough to this part of the proposed cycle network
Heathfield to Mayfield	<ul style="list-style-type: none"> • This could be considered in future iterations of the plan. This is not a route which has been considered as part of this LCWIP version however the current alignment of NCR21 (Avenue Verte) provides a signed route between Heathfield and Mayfield via Marklye Lane and Newick Lane.
Lewes - Newhaven (Egrets Way)	<ul style="list-style-type: none"> • We recognise the importance of a cycle route between Lewes and Newhaven. Appendix B Fig. 18 of the LCWIP identifies proposed cycle links between Lewes and Newhaven.
Laughton	<ul style="list-style-type: none"> • There are no proposals for cycle routes at Laughton in this version of the LCWIP.
Jarvis Brook - Eridge - Tunbridge Wells	<ul style="list-style-type: none"> • Any link between Eridge and Tunbridge Wells would need to involve discussions with Kent County Council. There are no plans for a

	<p>proposed link in this location at this time. A future iteration of the plan could include a link. A link between Jarvis Brook and Eridge is not proposed, however, the benefits of a link from Crowborough to Eridge station are recognised and could be considered for inclusion in a future iteration of the plan.</p>
Jarvis Brook – Rotherfield	<ul style="list-style-type: none"> • Acknowledge and appreciate support for this proposed route
A259 Seaford – Eastbourne	<ul style="list-style-type: none"> • This will be considered as part of a future review of the network for the Seaford and Eastbourne area
Barcombe	<ul style="list-style-type: none"> • Whilst there are no proposals to introduce cycle routes at Barcombe, future iterations may consider a connection within this village and linking it to other key settlements. This initial version of the LCWIP focuses mostly on improving connections within key towns.
Sovereign Harbour	<ul style="list-style-type: none"> • There is a proposed cycle route (already existing in parts) connecting Sovereign Harbour to the South Downs Way via the seafront (Route E1 in Fig. 22 in Appendix B)
Eastbourne to Forest Row	<ul style="list-style-type: none"> • There are cycle routes at certain points between these locations but not a continuous cycle route. Connections to join up these routes can be considered in future iterations of the plan
Rye - Winchelsea – Camber	<ul style="list-style-type: none"> • There is an existing cycle route between Rye and Winchelsea. Figure 34 in Appendix B of the LCWIP shows the alignment.
Eastbourne - Bexhill	<ul style="list-style-type: none"> • Currently NCR2 provides an east-west signed route between the two towns. It is acknowledged that improvements to the quality/accessibility of this would provide benefits for residents and visitors, as well as helping encourage utility journeys. As well as the County Council, both Sustrans and Highways England acknowledge the need to explore partnership opportunities to enhance this important extent of the national cycle network.
Southeast – Beddingham	<ul style="list-style-type: none"> • A route is not proposed between these two locations. The primary objective of this version of the LCWIP is to connect people with key trip attractors and services at the towns we have identified as priorities

	and Southease to Beddingham does not fall within this category. Future iterations of the plan could consider a link between these locations.
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‘Let’s get cycling & walking’

**East Sussex’s Local Cycling & Walking
Infrastructure Plan 2021 – 2031**

September 2021



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Equality Impact Assessment



Having due regard to the Equality Act 2010 has been essential in the development of the LCWIP. This will also be important during the development and delivery of identified cycling and walking infrastructure and initiatives, when measures will be subject to an Equality Impact Assessment (EQiA) at scheme level.

An EQiA has been undertaken to ensure that the LCWIP does not discriminate, but advances equality for people who are defined as having a protected characteristic.

In order to support the Department for Transport's 'Inclusive Transport Strategy' 2019, the principle of inclusiveness, i.e. to support people with both physical and hidden disabilities, alongside other groups where cycling is often underrepresented, including people of an older age, women, and Black, Asian and minority ethnic (BAME) groups, is a critical element of the plan.

The outcome of the EQiA is outlined in Appendix 3.

1. Foreword

East Sussex County Council's (ESCC) Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a proposed network of cycling and walking routes and measures in specific areas of the County. Importantly this will sit alongside our wider plans to improve mobility and transport over the next ten years, as outlined in the ESCC Local Transport Plan.

The opportunity to enable more people to walk and cycle has never been so important. The COVID-19 pandemic has had huge an impact on the way people work, socialise and, ultimately, travel. For some this has meant that they have been able to re-think about how they travel and cycling, and walking has become more of an option. We want to maintain this momentum by improving and adding to our existing network, and this LCWIP is a significant step to achieving this.

The benefits associated with more people walking and cycling are evident. We know that it can improve our physical and mental health and wellbeing, through the fun and enjoyment and will directly contribute to moving us towards net zero carbon emissions.

We must also not underestimate the importance that active travel will have in supporting the recovery of the economy. It will achieve this by improving connections and travel options for people to access education, training and employment opportunities, which will contribute to creating a healthy more reliable workforce. Individuals will benefit from financial savings arising from not having a need for vehicular travel, and supporting future clean growth through tourism and place making in housing and employment development. **Despite all of these benefits we do understand that for most people, choosing to cycle or walk is only going to be a realistic option if it is convenient and fits easily into their lives**

So, PEOPLE are at the centre of this plan. We will focus as much on understanding people's needs and the **PLACES** that they want to get to, as this will influence how we can encourage more to cycling and walking. This will also help inform us about the types of measures we need to deliver to help make this happen.

This plan is a live document. It will continue to evolve, and new schemes and different areas of the county will be considered and included where possible. **We cannot deliver this plan alone, so we will be working in partnership with** district and borough councils and the business sector alongside our local communities, to help us plan, secure future funding and deliver the measures that people need to enable them to walk and cycle more.



**Councillor
Keith Glazier**
Leader of
East Sussex
County Council



**Councillor Claire
Dowling**
Lead Member for
Transport and
Environment

2. What is an LCWIP and how has it been developed?

CYCLING & WALKING NETWORKS

The LCWIP indicates the proposed cycling and walking networks within specific areas of the County. These networks are at an early stage of feasibility and only indicate the potential alignment of a route or a measure and should not be considered as detailed proposals.

EVOLUTIONARY DOCUMENT

The LCWIP will be a 'live document' and updated regularly as opportunities to enhance the networks evolve. This will be alongside including measures, which meet with new government guidance.

FUNDING & CONSULTATION

The LCWIP is dependent on ESCC and their partners to secure funding to develop and deliver cycling and walking infrastructure improvements. Once funding is secured for specific schemes these will then be subject to local consultation.

2.1 The Department for Transport (DfT) identified LCWIP's in their Cycling & Walking Investment Plan, which was published in 2017. Whilst local authorities are not required to develop LCWIPs, these plans are helpful in making it clear where we can develop and deliver improvements to our cycling and walking networks and the funding, we require to deliver these. This will place us and our partners in a much stronger position to secure future funding.

2.2 In the current climate where a resulting impact of COVID – 19 pandemic has seen people wanting to walk and cycle more, the government is placing a greater emphasis on active travel for all or part of people's daily journeys wherever possible. In August 2020, the DfT published a new Cycling & Walking Strategy, 'Gear Change', to accelerate their ambitions to increase levels of active travel. The strategy emphasises the need to re-allocate and prioritise more space for people cycling and walking. To support this new cycle infrastructure design guidance, 'Local Transport Note (LTN) 1/20' was published in autumn 2020 which promotes the provision of more segregated routes for cyclists.

2.3 East Sussex's LCWIP sets out an ambitious network of additional cycling and walking routes and measures integrated with existing cycling and walking infrastructure. This is set alongside the wider plans for the transport network in our Local Transport Plan, and alongside the opportunities to maximise the potential to support new housing and employment space coming forward through district and borough Local Plans and Neighbourhood Plans

2.4 This LCWIP will be focussed on those areas where there are the greatest opportunities to increase levels of cycling and walking, particularly in our key towns across the coastal strip and important market towns There is an emphasis on delivering infrastructure improvements which will support those people who currently do not cycle or walk. At a national level, cycling is underrepresented in people of an older age, women, and Black, Asian and minority ethnic

(BAME) and often the barriers which prohibit them from cycling, including concerns around safety and risk, are interrelated.

2.5 Whilst the LCWIP is focussed on delivering cycling and walking routes and measures, we recognise that people will often only change how they travel if it is convenient and easy. By providing training, information and initiatives can help people make this change. Working with our key partners this plan will also develop programmes of cycling and walking training, information and initiatives that link with the infrastructure measures coming forward.

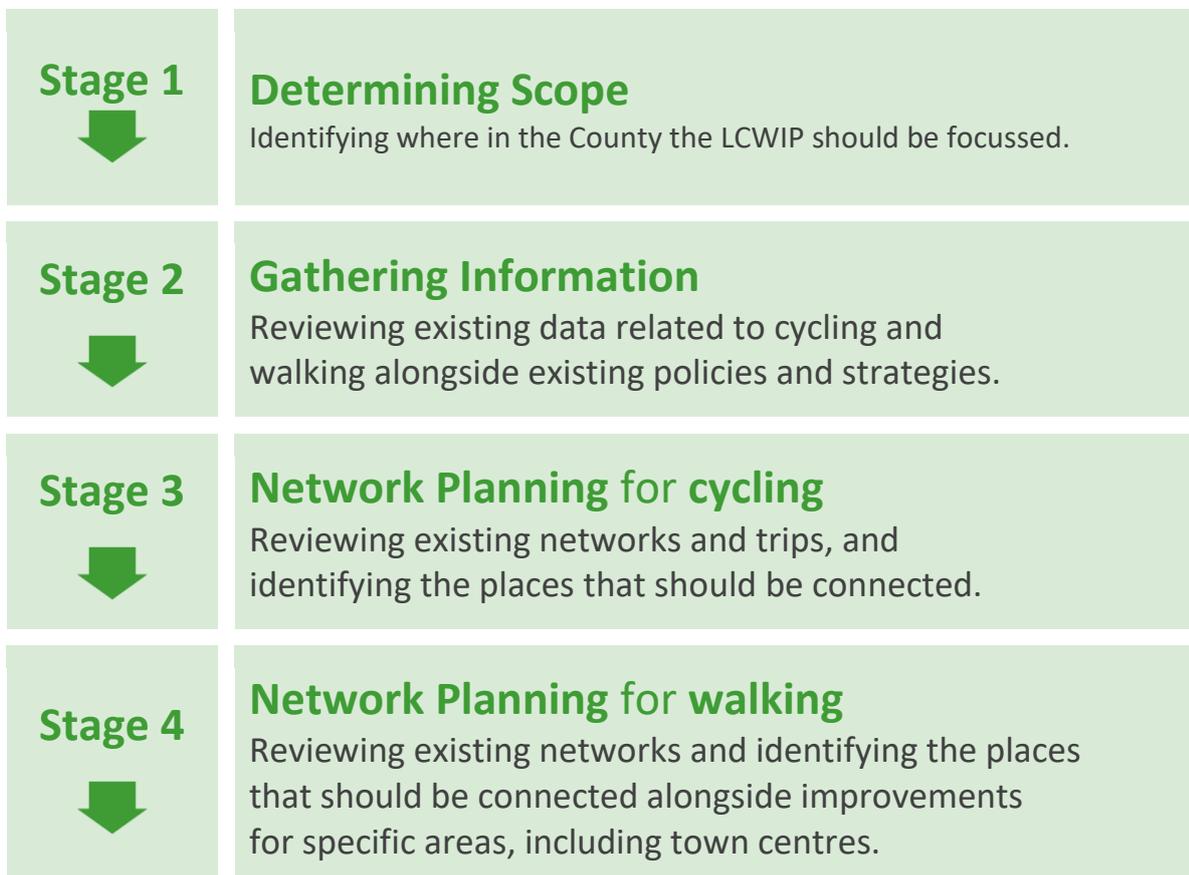
2.6 The LCWIP will be a **ten-year document**, covering the period from **2021 to 2031**, and will identify a prioritised programme of work over the following timeframes:

- **short - 0 to 3 years,**
- **medium – 3 to 5 5 years and**
- **long term - 5 to 10 years.**

2.7 It is important to note that our LCWIP document will be treated as a 'live document' and updated regularly as opportunities to enhance the cycling and networks evolve. The document we are currently consulting on is the first version. Future scheme identification and development will consider recent government guidance

2.8 DfT provided guidance on how local authorities should develop an LCWIP and recommended that several different stages of work should be undertaken. ESCC has followed these stages to develop the LCWIP. Figure 1 indicates the work that has been undertaken by ESCC at each stage and the current stage of the plan.

Figure 1 - LCWIP Development Stages





3. Why are we developing an LCWIP?

3.1 East Sussex LCWIP will be at the forefront of taking positive action to support several key challenges and opportunities which are facing us internationally, nationally and locally.

Figure 2 – Key Challenges & Opportunities



National and Local Evidence

3.2 As outlined in Figure 2 the LCWIP supports several key challenges and opportunities that we are facing at an international, national, and local level. This section provides an overview of what these are, but more information can be found in Appendix 2.

COVID-19 Pandemic

3.3 The current COVID-19 pandemic is altering the way people work, socialise and organise their daily lives with many of these changes likely to continue in the future. Its presence has had a severe impact on the physical and mental health and wellbeing of people, as well as a serious impact on the economy. However, this situation has also raised awareness of the importance of improving physical health and wellbeing, as well as the benefits of cleaner air and quieter streets through less people travelling for work or leisure purposes. The positive feeling and enjoyment people get from active travel should not be underestimated.

3.4 Active travel can help us to be more resilient to illness, and we have an opportunity to develop this plan to get more people fit and healthy by improving our walking and cycling networks, as well as improve confidence and perceptions of safety, to support those that wish to make positive changes to their travel habits.

Tackling Climate Change

3.5 The impacts of Climate Change are evident and in June 2019, the UK Government committed to a target to bring all greenhouse gas emissions to net zero by 2050, compared with the previous target of at least 80% reduction from 1990 levels. With transport accounting for over a third of all carbon dioxide emissions nationally¹ we have an important role to play in helping to reduce these emissions.

3.6 We need to act now, which is why it is important to integrate deliverable measures which align local environmental policy with wider policy agendas. This LCWIP, along with other localised walking and cycling improvement plans across the country, will be instrumental in reducing carbon emissions and supporting the declarations of a climate emergency. Lewes – Eastbourne, Rother & Hastings have set a carbon neutrality target for 2030, and the rest of the County has set it for 2050

Improving Air Quality

3.7 Exposure to poor air quality is not a lifestyle choice, and often affects the health of people who are more vulnerable, including children and people with pre-existing health conditions, as well as those people that live or work nearer to congested roads. Initiatives to encourage more active travel, particularly on the commute to work or to access education, is therefore important. Not only will this reduce congestion from vehicles on the road, thereby lowering emission levels locally, but it will improve the physical health and wellbeing of people locally. This is especially important in our air quality management areas (AQMA) within Newhaven and Lewes (both of which are managed by Lewes - Eastbourne – Council).

Improving physical and mental health

3.8 Leading an active lifestyle is proven to support both physical and mental health. East Sussex's LCWIP will align with existing Public Health programmes to improve the cycling and

¹ Cycling UK's Cycling Statistics - 2017-2019

walking environment, and initiatives to help people use active travel for everyday journeys and to access green space. The Plan will embrace Public Health England's approach of 'proactive, predictive, and personalised prevention' to reduce long term health conditions and reduce the burden on our economy. With physical inactivity costing the NHS up to £1bn per annum enabling more people to be physically active will benefit not only the individual but relieve the growing pressures on our healthcare system and the economy.

Supporting economic recovery and growth in a sustainable way

3.9 Most local journeys to work in East Sussex are at or below 5km. This enables cycling and walking for journeys of up to 2km to be an achievable option for all or part of journeys to and from work. The East Sussex LCWIP will be an integral element of economic strategic plans with overall support towards the policy of 'levelling up' local economies and reducing social inequalities in terms of supporting access to new and existing employment, boosting productivity through a healthier and more active workforce, and broadening people's horizons with access to education and training.

3.10 The provision of improved cycling and walking infrastructure will be a fundamental element of 'place making,' within our high streets, town centres, existing residential areas and as part of new developments. The plan will also look to integrate sustainable transport within regional economic planning focussed on 'promoting greater inclusion and change by harnessing economic opportunities in coastal communities'² and will focus on areas where there are the greatest opportunities to get more people cycling and walking.

Better safety for people cycling and walking

3.11 It is often the case that people will choose to not cycle (or walk) because they are concerned about safety. Therefore, better safety for people cycling and walking through the provision of well-developed infrastructure combined with training and initiative programmes is an integral element of the East Sussex LCWIP. Utilising existing multi-agency partnerships across the county will help us to support and enable more people to walk and cycle with confidence.

Integration with place making

3.12 There is increased pressure to deliver more housing and employment opportunities in the county. Currently in East Sussex over 2,000 additional homes are proposed to be built per year alongside additional employment workspace. Revisions to Local Plans are considering even higher housing targets to meet local needs, and the integration of the LCWIP networks and the review of these are being included as a fundamental element of the wider assessment of mobility and transport and the mitigation measures resulting from this.

3.13 This will ensure that cycling and walking are an achievable way to travel for all or part of journeys from people's homes to their places of work, and to other key trip attractors such as educational and leisure facilities.

Local Evidence

² Draft SE LEP Local Industrial Strategy 2020

3.14 The way that people travel is largely determined by whether it convenient and easy and can fit into a person's daily life. As part of the assessment stage of the LCWIP, with key local partners we reviewed the issues and opportunities related to some of the barriers to cycling and walking in the County alongside data related to people's health, the economy, and the environment.

Table 1 outlines a summary of this review. This information has been used to help inform the development of the cycling and walking networks. **(For further information on the evidence review for each settlement included in the LCWIP, please refer to Appendix B - East Sussex LCWIP – Infrastructure Plan section 2.7 Key Issues & Opportunities – Specific Geographic Areas.)**

Table 1 – County wide issues and opportunities

Issues
Limited cycling and walking network on key corridors of movement, within key growth areas.
Limited and inconsistent provision for cycling and walking connecting residential areas and key local trip attractors.
Inconsistent provision for cycling and walking to support inclusive access .
A lack of high-quality segregated routes and suitable (width of) highway space to be able to introduce such routes
Safety issues – volume and speed of traffic
Inconsistent provision connecting new development and the existing cycling and walking network.
Poor maintenance of existing infrastructure for cycling and walking
Town centres dominated by traffic movements , impacting on ambience, safety and air quality.
Poor legibility in key centres.
Limited cycle parking provision at key destinations.
Higher than average levels of obesity at reception and Year 6 children in certain district and boroughs.
Prevalence of mental health issues in certain district and boroughs.

Reluctance to cycle on the road due to fear of conflict with vehicular traffic and **lack of education and awareness** to help combat this perception, especially in vulnerable groups.

Opportunities

Maintain the momentum of increased active travel since the COVID-19 pandemic through improved infrastructure and training and initiatives.

Distances between residential areas - key centres / business areas - localised trip attractors **between 3 - 5km or less**, making cycling and walking feasible.

Declaration of a climate emergency – Lewes – Eastbourne, Rother & Hastings 2030, the rest of the County 2050.

Increased growth in housing and employment connected to the existing sustainable transport network.

Focus on **town centre and high street regeneration** – prioritise cycling, walking, public transport integrated with inclusive access.

Integrate active travel alongside **smart mobility measures**.

Appetite for active travel from local populations.

Untapped opportunities to **promote accessible cycling and walking** alongside cultural, leisure and tourist offer.

Continued **integration of travel behaviour change programmes** and training with the delivery of **transport infrastructure projects**.

Reduce health issues and related financial impact on the NHS through a more active population.

Cleaner streets and reduction in carbon emissions and congestion through a reduction in car dependency.

4. Where is the LCWIP focussed?

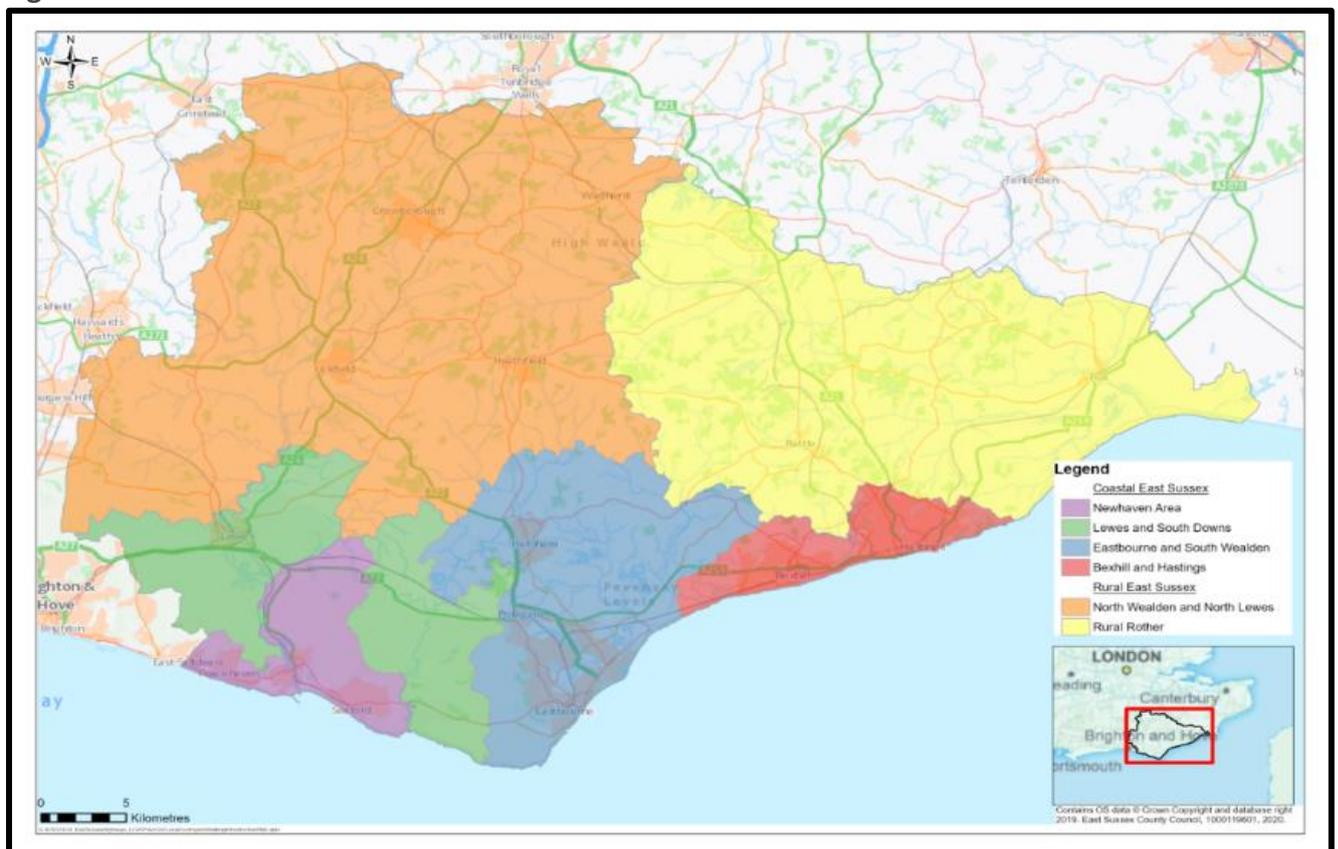
4.1 The government has asked local authorities to focus their LCWIP's on areas where there are the greatest opportunities to get as many people as possible cycling and walking. This means developing a network that enables people to cycle and walk for everyday short local journeys or as part of longer journeys, whether this be for getting to school, work, shopping trips or for leisure. With the need for housing and employment in the county, networks will also need to support the plans for these.

4.2 Our first version of the LCWIP prioritises areas largely located on the coastal strip and the larger market towns in the County. We anticipate that focussing on these areas will provide us with the greatest opportunities to secure larger scale external funding for cycling and walking infrastructure programmes, especially from central government.

4.3 Focussing on the coastal strip and larger market towns in the first version of the LCWIP does not mean that we do not recognise that there are opportunities for cycling and walking trips within rural areas. We are committed to working with our key local partners, to seek and secure funding from a variety of sources to deliver the infrastructure and measures identified in the LCWIP. Aside from Government funding, potential sources include our Local Transport Plan, District and Borough Councils Local Plans, and Neighbourhoods Plans.

4.4 The County has been subdivided into the following areas, and these are represented in Figure 3 below.

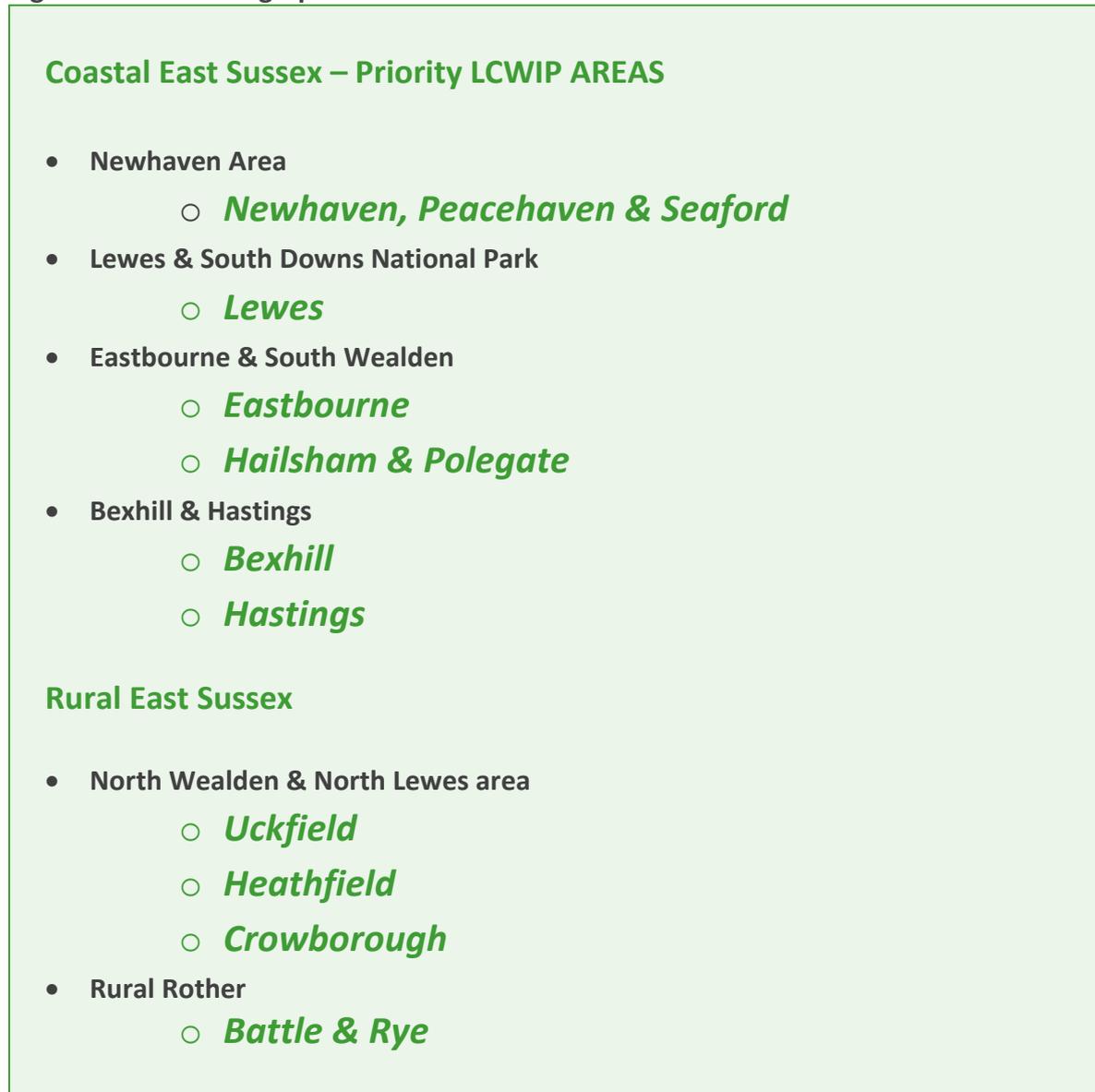
Figure 3 – LCWIP Areas



The towns where we have undertaken network development for cycling and walking are listed below in Figure 4.

4.6 Further priority has been assigned to the coastal areas within the County, as they offer the greatest opportunities to increase levels of cycling and walking.

Figure 4- LCWIP Geographic Areas



5. What is the LCWIP proposing?

This stage of the LCWIP has required:

- The development of proposed cycle network maps for each of the areas,
- The development of proposed walking network maps for Newhaven, Lewes, Eastbourne, Hailsham, Bexhill and Hastings, and
- A programme of cycling and walking infrastructure improvements.

5.2 The networks were developed using several transport assessment tools, as recommended by the DfT. (For further information on how the networks were developed and the tools which were used, please refer to Appendix B -ESCC LCWIP Infrastructure Plan – stages 3 & 4 network planning.)

Stakeholder engagement

5.3 To ensure that the initial interests of local stakeholders were considered in the preparation of the first version of the LCWIP, the district and borough councils, alongside local cycling, walking and access groups were engaged with the development of the proposed networks.

It is important to understand that the proposed cycling and walking networks in the LCWIP indicate the potential alignment of a route or measure, with an emphasis on demonstrating how they can connect people with the places they may travel for everyday journeys. They do not contain detailed proposals. Once funding is secured for specific schemes these will then be subject to local consultation.

Proposed Cycle Network Maps

5.4 A proposed cycle network map of preferred routes for each priority area has been developed. These maps outline the proposed cycle networks for each settlement, alongside a table with the name of each route that is referred to on the map.

5.5 Whilst network planning for walking has been undertaken for some of the specific geographic areas, as outlined in Appendix B, the cycling network development work also

identified improvements on these routes for pedestrians. For example, where a shared cycling and pedestrian route may be the most appropriate option, or where there is an opportunity to either improve or install new dropped kerbs, or where a toucan crossing is proposed.

Coastal East Sussex – Priority LCWIP Areas

Newhaven Area - Newhaven, Peacehaven & Seaford

5.6 In the Newhaven area the preferred network is focussed on having several key routes connecting the three towns, to support the strategic connections on the A259 corridor in the longer term. This is alongside having more localised networks in each town to support with access to schools, shops and local facilities.

Figure 5 - Newhaven area proposed cycle network



Table 2 – Proposed infrastructure

Table 2 Scheme Number	Scheme Names - Newhaven, Peacehaven & Seaford
N1	Telscombe Link
N2	South Coast Road (A259) Peacehaven
N3	Coastal Path
N4	Arundel Road NCN2
N5	Firle Road
N6	Saltdean – Peacehaven - Southease
N7	Peacehaven – Newhaven via The Highway

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N8	Newhaven East/West Corridor
N9	Gibbon Road – Court Farm Road to the Newhaven Swing bridge
N10	Seaford East/West Corridor
N11	Seaford Northern Loop
N12	Alfriston Road – Southdowns
N13	The Station – A259 via Sutton Avenue
N14	Marine – Exceat Bridge via Seaford Seafront
N15	Peacehaven Loop
N16	Piddinghoe Avenue
N17	Egrets Way
N18	A259 to Denton
N19	Railway Road
N20	Seaford Northern Loop
N21	Town Centre – Belgrave Road via Avondale Road and Blatchington Hill
N22	A259 – Alfriston Road via Walmer Road
N23	Town Centre – Seafront via Dane Road and The Causeway
N24	Southdown Road
N25	Arundel Road

(Further information on the development of this network is in Appendix 5A.)

Lewes & South Downs National Park

Lewes

5.7 It is important that the preferred routes within this area are sympathetic to the historic nature of Lewes and take into consideration the impact of infrastructure within a national park setting. With the highest levels of cycling for work and leisure within this area of the County, the routes are focussed on supporting more strategic links to the existing National Cycle Network, together with links to nearby settlements and supporting access to local facilities.

Figure 6 - Lewes proposed cycle network

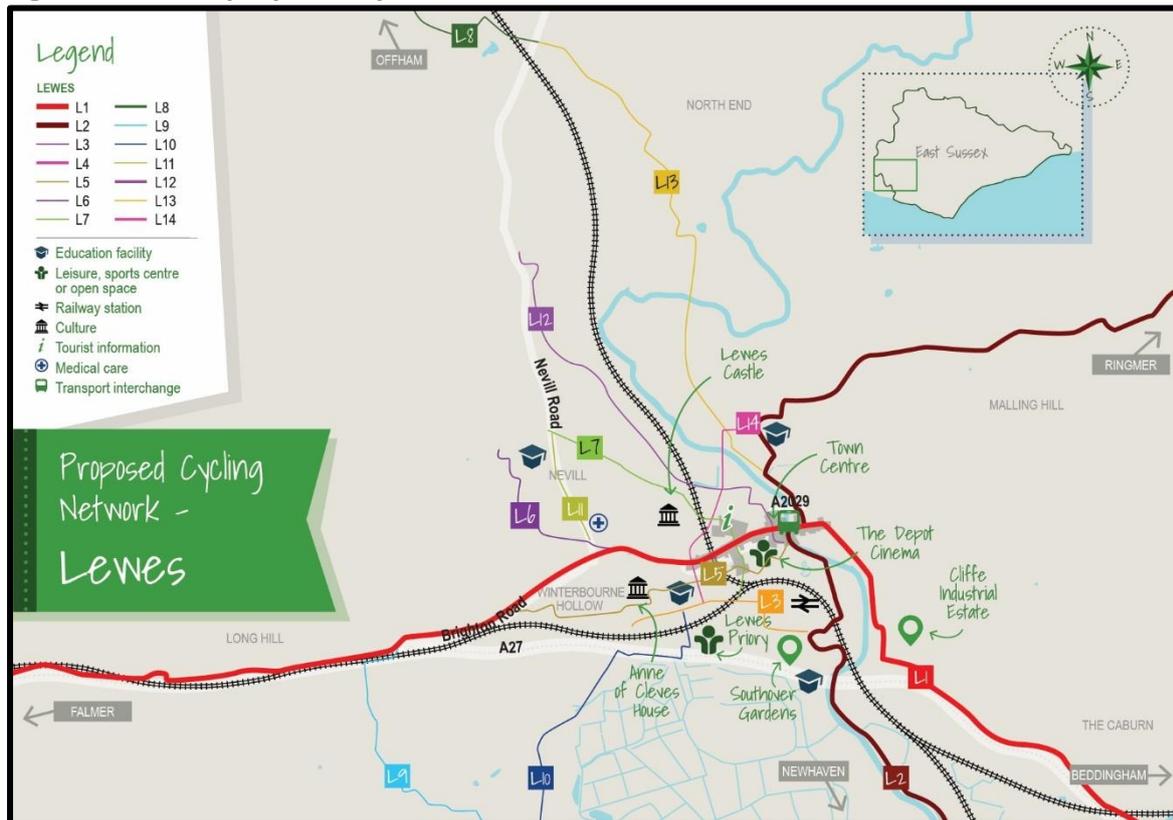


Table 3 – Proposed infrastructure

Table 3 Scheme Number	Scheme Names Lewes
L1	A27 and Lewes Town Centre
L2	Ringmer – Southease
L3	South Downs Way – Lewes
L4	Montacute Road - Town Centre
L5	South Downs - Spital Road
L6	South Downs – Station
L7	Ditchling – Cooksbridge
L8	A27 – Swanbourough
L9	Lewes – Southease
L10	Nevill - Southover Cooksbridge - Lewes Riverside

L11	Offham - Town Centre
L12	Cooksbridge - Lewes Riverside
L13	Malling - Southover

(Further information on the development of this network is in Appendix 5B.)

Eastbourne & South Wealden

Eastbourne, Hailsham & Polegate

5.8 In Eastbourne, by taking advantage of an essentially flat topography, routes will support access for localised journeys as well as to support the visitor economy. There is also an emphasis on supporting improved access to the town centre and seafront area.

5.9 With South Wealden being the only area of the county where significant growth in housing can come forward, the preferred routes will support existing local journeys to local services as well as connecting to future development.

5.10 There is also an opportunity to create a high-quality corridor linking each of these areas by utilising the Cuckoo Trail which is an existing and popular walking and cycling path.

Figure 7 - Eastbourne proposed cycle network



Table 4 - Proposed infrastructure

Table 4 Scheme Number	Scheme Names Eastbourne
E1	South Downs Way – Sovereign Harbour via Seafront
E2	University – Pevensey Bay

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E3	Hospital – Westham
E4	Polegate High Street - NCN21 and A22
E5	Polegate-Seafront
E6	Willingdon Road - Seafront
E7	Hampden Park – Sovereign Centre
E8	A22 / Dittons Road - NCN21 – Willingdon Drove
E9	Stone Cross – Royal Parade via Langney
E10	Seaside Road – Sovereign Harbour – Eastbourne Road
E11	Town Hall – Langley Roundabout
E12	Ramsay Way – Route 200 – Pacific Drive
E13	Station – Upper Avenue
E14	Horseway – Seaside
E15	Upperton – Eastbourne Park – Sevenoaks Road
E16	Victoria Drive – Hospital
E17	Willingdon Roundabout – South Shinewater Park
E18	Willingdon – The North Shinewater Park – Friday Street
E19	Lower Willingdon - Willingdon Upper
E20	Eastbourne Road - Polegate Recreation Ground - Cuckoo Trail
E21	Dittons Road - Cuckoo Trail – A22
E22	Borough Lane - King Edward's Parade
E23	Old Town-Library and Council Offices - Terminus Road - Seafront
E24	Rodmill - Eastbourne Rail Station
E25	Coopers Hill – Wish Hill
E26	Hazelwood Avenue and Hampden Park – Eastbourne Station link
E27	Polegate – New North Railway Path – Hampden Park – Ringwood Road - Seafront
E28	Stone Cross – Larkspur Drive – Sevenoaks Road, Friday Street – Pennine Way – Seafront
E29	Friday Street – Pennine Way – Seafront
E30	Netherfield Avenue – Sovereign Harbour - Seafront
E31	Pevensey – Pevensey Bay

(Further information on the development of this network is in Appendices 5C & 5D)

Figure 8 - Hailsham proposed cycle network

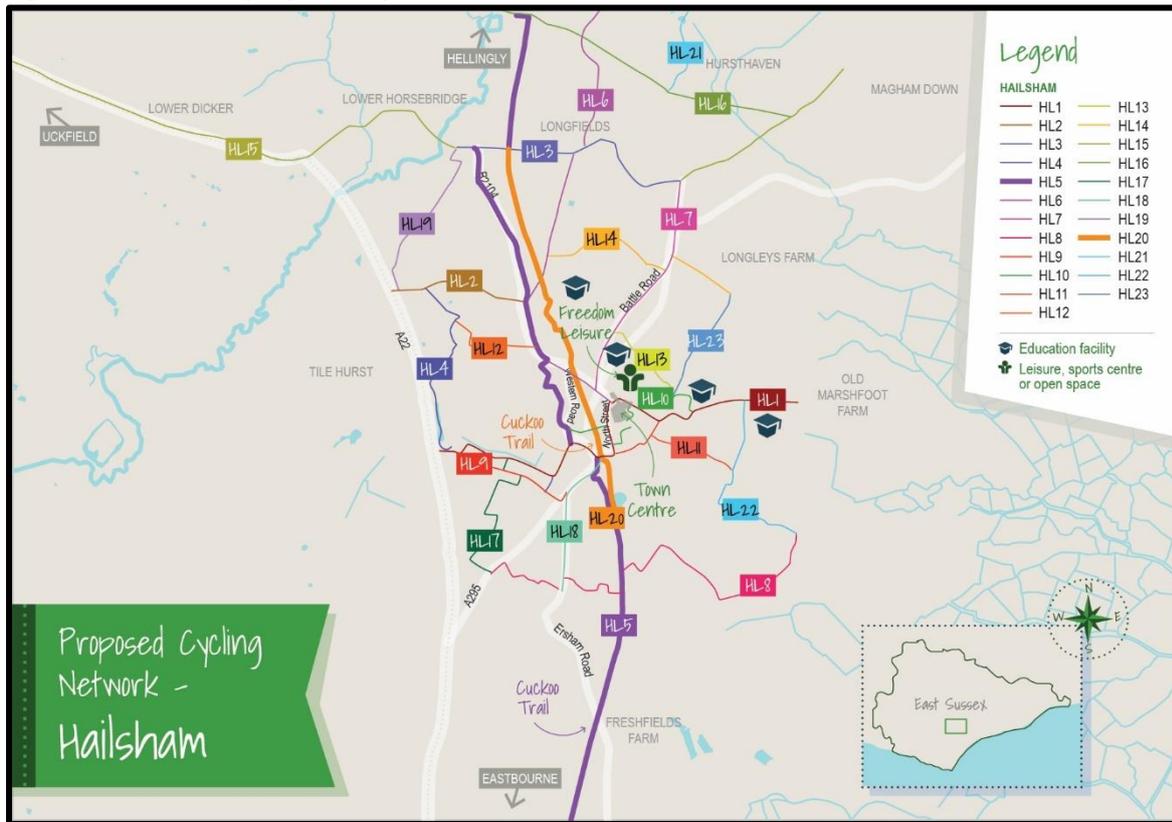


Table 5 - Proposed infrastructure

Table 5 Scheme Number	Scheme Names Hailsham
H1	Diplocks Way (A22) — Phoenix Academy
H2	Hempstead Lane
H3	Cuckmere Close — Battle Road
H4	Diplocks Way / A22 — Hempstead Lane
H5	Polegate – Hellingly
H6	High Street — Hellingly
H7	London Road — Battle Road — Hawkswood Road
H8	South Road — Mill Road
H9	A22 — Vicarage Lane
H10	Summerheath Road — High Street
H11	Vicarage Road — Hamlins Park Close
H12	Gleneagles Drive — London Road
H13	Battle Road — White House School
H14	Hawks Road — Harebeating Lane
H15	Lower Dicker — Park Gate Road

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H16	Hellingly — Park Gate
H17	Arlington Road East — Upper Horsebridge Road
H18	Ersham Road — South Road
H19	Hempstead Lane - Upper Horsebridge Road
H20	South Road Car Park — Upper Horsebridge Road
H21	New Road - The Drive
H22	Mill Lane - Marshfoot Lane
H23	White House School - Harebeating Lane

(Further information on the development of this network is in Appendices 5E & 5F)

Bexhill & Hastings

Bexhill & Hastings

5.11 With existing links in place connecting Bexhill & Hastings to the north and south, the focus of the preferred routes will be on supporting access to local services. Whilst the topography is challenging, especially in some areas of Hastings, there will be an emphasis on supporting wider projects that aid regeneration, including growth in housing and employment and support to the visitor economy.

Figure 9 - Bexhill proposed cycle network



Table 6 - Proposed infrastructure

Table 6 Scheme Number	Scheme Names Bexhill
B1	NCN2
B2	Cooden Beach, Collington, Cranstoun Avenue, Windsor Road
B3	Withyham Road, Little Common, Recreation Ground
B4	Cooden Sea Road, Broadoak Lane, Woodsgate Park
B5	NCN2/West Parade, King Offa Primary, NBDA West
B6	Collington Rail Station – Hastings Direct
B7	Bancroft, Hillside, Bankside
B8	Bexhill Railway Station to Little Common Road
B9	Bexhill Hospital, Gunters Lane
B10	Gunters Lane, Highlands
B11	Norfolk Close, NBDA
B12	Gunters Lane - Sidley
B13	Buckholt Lane - NBDA
B14	NCN2/De La Warr Parade, King Offa Way & NBDA Central
B15	NCN2/De La Warr Parade & NBDA Central
B16	NCN2/De La Warr Parade NBDA East & Central
B17	Retail Park, Pebsham Lane, NBDA East & Central
B18	NCN2/De La Warr Parade, King Offa Way & NBDA Central
B19	NCN2/De La Warr Parade NBDA East & Central
B20	NCN2/De La Warr Parade NBDA East & Central
B21	Retail Park, Pebsham Lane, NBDA East & Central
B22	NCN2/De La Warr Parade, King Offa Way & NBDA Central
B23	Bexhill – Hastings Greenway (Coombe Valley Way)

(Further information on the development of this network is in Appendix 5G.)

Figure 10 - Hastings proposed cycle network



Table 7 - Proposed infrastructure

Table 7 Scheme Number	Scheme Names Hastings
HS1	NCN2 Bulverhythe – Old Town
HS2	NCN2 Bulverhythe - Fairlight
HS3	Robertson Street – Wellington Place
HS4	West Hill
HS5	Hastings Station – St Helens Road
HS6	St Helens Road – Ore Road
HS7	Ore Station – The Ridge
HS8	Ore Station – The Ridge (Alternative)
HS9	Robsack Wood - Hastings
HS10	Silverhill – Alexandra Park
HS11	The Ridge
HS12	Wishing Tree Road – NCN2
HS13	Battle Road - Silverhill
HS14	Silverhill – St Leonards – NCN2

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HS15	A21 – The Ridgeway - Silverhill
HS16	A21 – Silverhill – Hastings Station
HS17	Conquest Hospital – Alexandra Park – Bethune Way
HS18	West St Leonards – A21
HS19	Hughenden Road – Queens Road
HS20	West St Leonards – London Road
HS21	St Leonards Warrior Square – Hastings Centre
HS22	Ashford Road
HS23	St Helens Park Road
HS24	St Helens Park Road
HS25	Tilekin – Conquest Hospital
HS26	Tile Barn Road Spur
HS27	Wishing Tree Road Sur
HS28	Briscoes Walk Friday Street – Pennine Way – Seafront
BHG	Bexhill – Hastings Greenway (Combe Valley Way) Friday Street – Pennine Way – Seafront

(Further information on the development of this network is in Appendix 5H.)

Rural East Sussex

North Wealden & North Lewes area

Uckfield, Heathfield, Crowborough

5.12 With further housing growth likely to be a considerable focus for these areas, the emphasis of the preferred routes is on supporting access to existing localised services. The preferred routes will also form the basis for further work to be undertaken by ESCC, Wealden District Council and developers in the near future, to develop a more comprehensive network which supports future growth in housing and employment.

Figure 11 - Uckfield proposed cycle network



Table 8 - Proposed infrastructure

Table 8 Scheme Number	Scheme Names Uckfield
U1	Mallard Drive
U2	Framfield Road
U3	Belfarm Road to Bell Lane
U4	Belfarm Road Greenway
U5	Belmont Road - Manor Way
U6	Batchelor Way - Rocks Park
U7	Church Street
U8	Hempstead Lane
U9	Lime Tree Avenue

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U10	Southview Drive/ Downsview Crescent
U11	Browns Lane
U12	B2102 Ringles Cross – Framfield Road
U13	New Town - Ridgewood
U14	New Town to Railway Station (via Victoria Pleasure Ground)

(Further information on the development of this network is in Appendix 5I)

Figure 12 - Heathfield proposed cycle network

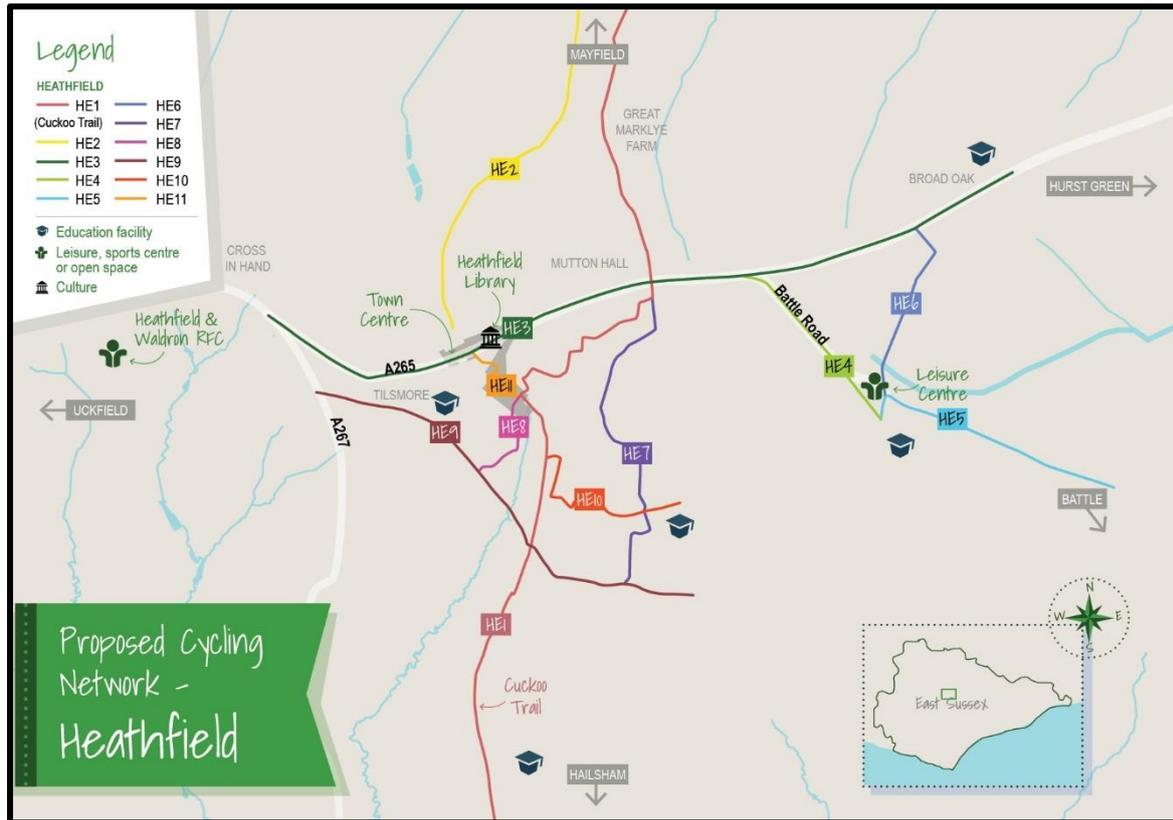


Table 9 - Proposed infrastructure

Table 9 Scheme Number	Scheme Names Heathfield
HE1	NCN Route 21
HE2	Cuckoo Trail Extension
HE3	A265 Snatchells Farm – Broad Oak
HE4	Battle Road West
HE5	Battle Road East
HE6	Halley Road
HE7	A256 – Sandy Cross Lane
HE8	Leeves Common
HE9	Sheepsetting Lane – Sandy Cross Lane
HE10	Cuckoo Drive – Green Lane

HE11	Thorny Close Link
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(Further information on the development of this network is in Appendix 5J.)

Figure 13 - Crowborough proposed cycle network

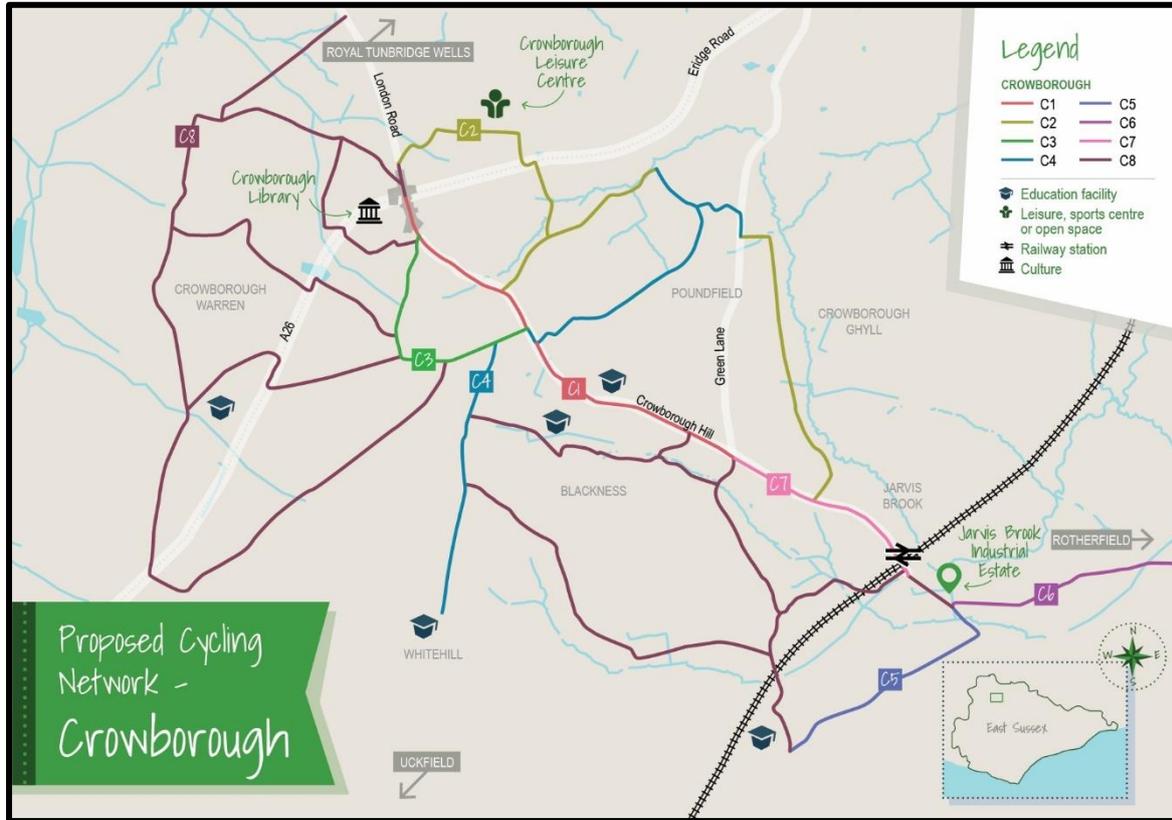


Table 10 - Proposed infrastructure

Table 10 Scheme Number	Scheme Names Crowborough
C1/C3/C7	B21 from the A27 - junction Green Lane and the Croft Road/Church Road Triangle
C2	Jarvis Brook – St Johns via Medway and Millbrook Road
C4	North/South link via Queens Road and Poundfield
C5	Jarvis Brook – Mount Pleasant – via Tubwell Lane
C6	Jarvis Brook - Rotherfield
C8	Area based improvements – residential areas

(Further information on the development of this network is in Appendix 5K.)

Rural Rother

Battle & Rye

5.13 These historic smaller settlements are set within a more rural environment which is surrounded by Areas of Outstanding Natural Beauty. Alongside the large numbers of tourists which these towns attract they also provide a role as a service centre for nearby rural villages. Therefore, the routes are focussed on supporting local access both within and to the settlements.

Figure 14 - Battle proposed cycle network

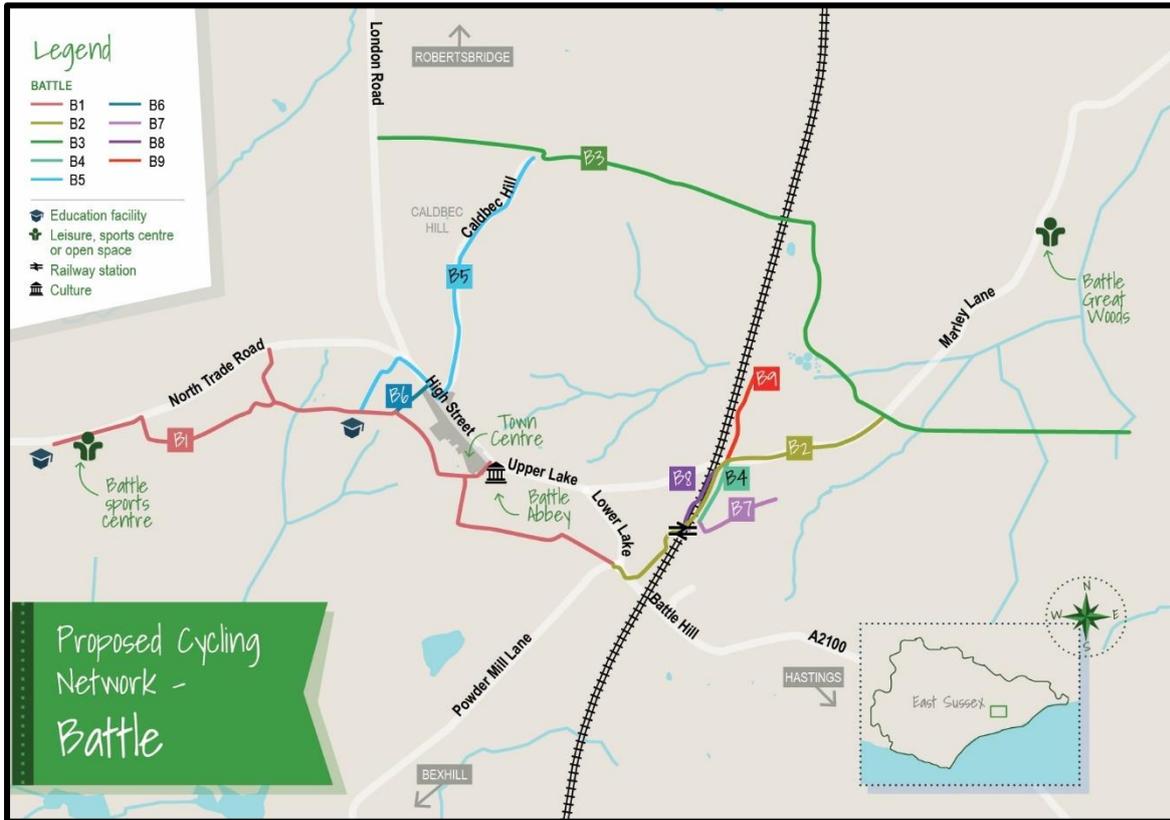


Table 11 - Proposed infrastructure

Table 11 Scheme Number	Scheme Names Battle
B1/B2	Battle Schools Greenway
B3	Uckham Lane, Marley Lane, Great Wood
B4/B7/B8/B9	Links to Blackfriars Re-development
B5	Battle North
B6	Link Automotive Estates

(Further information on the development of this network is in Appendix 5L.)

Figure 15 - Rye proposed cycle network

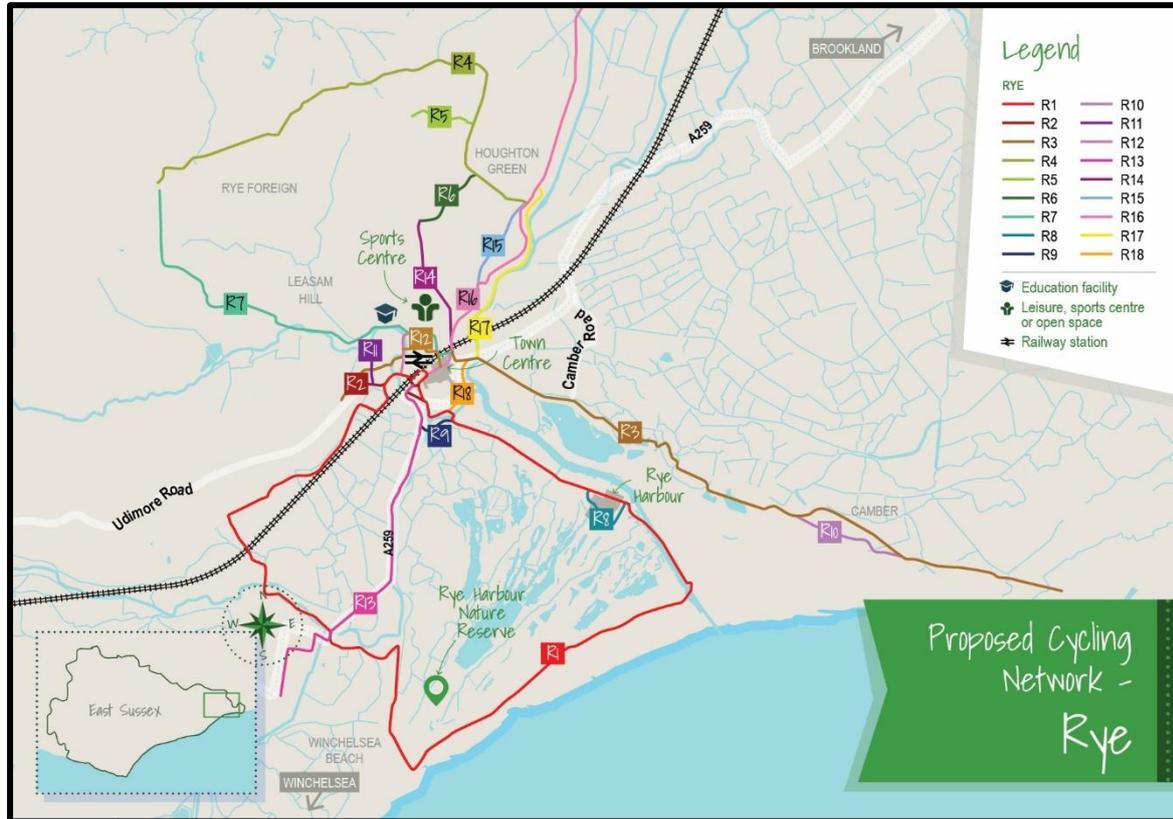


Table 12 - Proposed infrastructure

Table 12 Scheme Number	Scheme Names Rye
R1	Rye - Rye Harbour - Winchelsea Loop
R2	Valley Park - Rock Channel
R3	Valley Park - Camber - Jury's Gap
R4	Peasmarsh - Military Road
R5	Playden Lane
R6	School Lane
R7	Peasmarsh - Landgate
R8	Rye Harbour Alternative
R9	Winchelsea Road - Harbour Road
R10	Camber Alternative
R11	Mason Road
R12	Ferry Road - Love Lane
R13	Cinque Ports Street - Winchelsea
R14	Rye - Playden

R15	Military Road
R16	Rye - Iden Lock
R17	New Road - Scots Float Sluice
R18	Rock Channel

(Further information on the development of this network is in Appendix 5M.)

Proposed Walking Network Maps

5.14 A proposed walking network map of preferred routes for each priority area has been developed. Please see below a map outlining the proposed walking networks for each settlement, alongside a table with the name of each route.

5.15 The aim is to improve the existing walking network and core walking zones (such as town centres) or, where feasible, to extend the walking network. These maps will be adopted as strategic planning documents.

Coastal East Sussex

Newhaven Area - Newhaven

5.16 Whilst the quality of the existing infrastructure for pedestrians is generally good in some locations, there are some specific issues related to accessibility. This includes the height of kerbing, severance issues caused by limited step free access on the most direct routes, lack of pedestrian crossings, and poor quality of footway surfacing.

Figure 16 - Newhaven proposed walking network

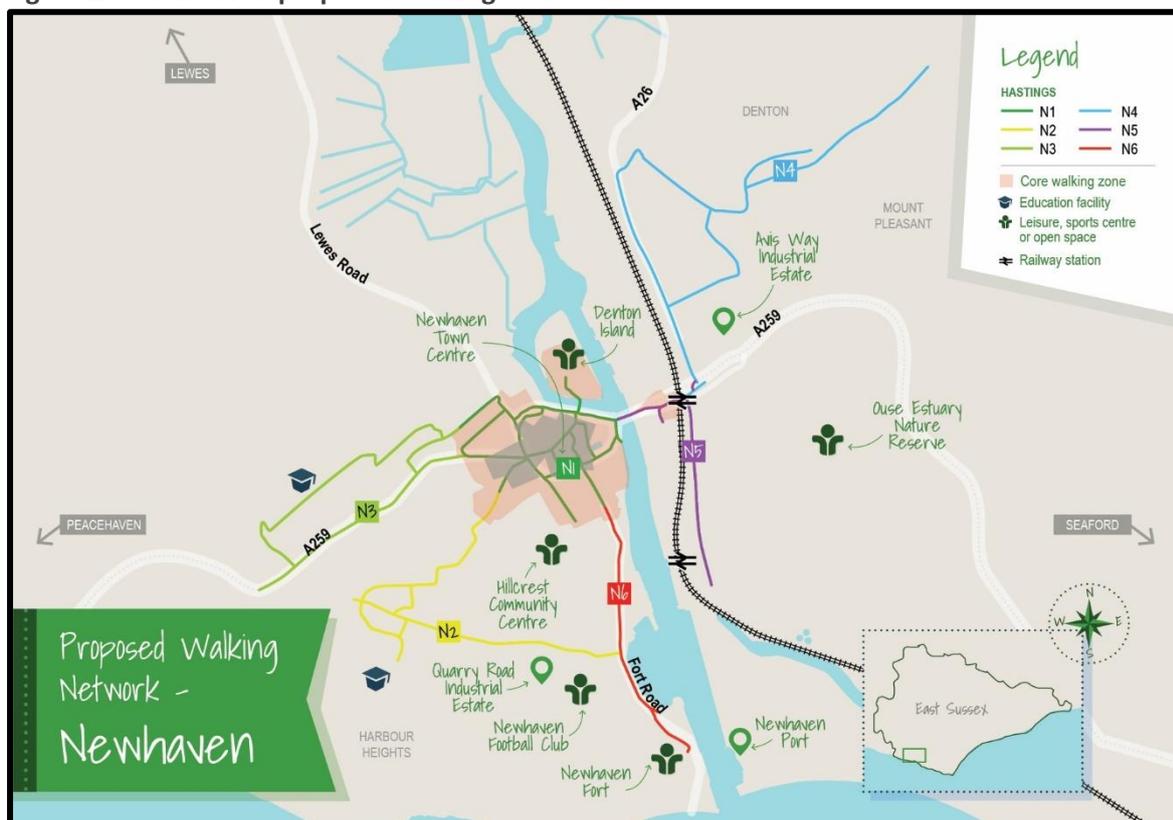


Table 13 - Proposed infrastructure

Table 13 Scheme Number	Scheme Name
N1	Core Walking Zone
N2	Church Hill to Southdown Rd
N3	Eveyn Ave to Brighton Rd
N4	Drove Rd to Denton Rd
N5	North Way to Beach Rd
N6	South Rd to Fort Rise

(Further information on the development of this network is in Appendix 50.)

Lewes & South Downs National Park - Lewes

5.17 Lewes is a historic town and therefore the current pedestrian environment is reflective of this. Key issues include narrow footway widths, quality of footway surfacing, and the need for increased footway provision.

Figure 17 - Lewes proposed walking network



Table 14 - Proposed infrastructure

Table 14 Scheme Number	Scheme Name
L1	Core Walking Zone
L2	Cockshut Road to The Drove
L3	Wellgreen Lane to Whitfield Lane
L4	Elm Grove to Brighton Rd
L5	Brighton Road to Southerham Lane
L6	Phoenix Causeway to Mill Road

(Further information on the development of this network is in Appendix 50.)

Eastbourne & South Wealden – Eastbourne

5.18 ESCC and LDC-EBC are currently undertaking a number of projects to prioritise people accessing the town centre using more active travel. Specific issues identified include the need for more pedestrian crossing points between destinations to improve the directness of routes, reduction of traffic speeds, footway resurfacing, and provision of footways where there are gaps.

Figure 18 - Eastbourne proposed walking network

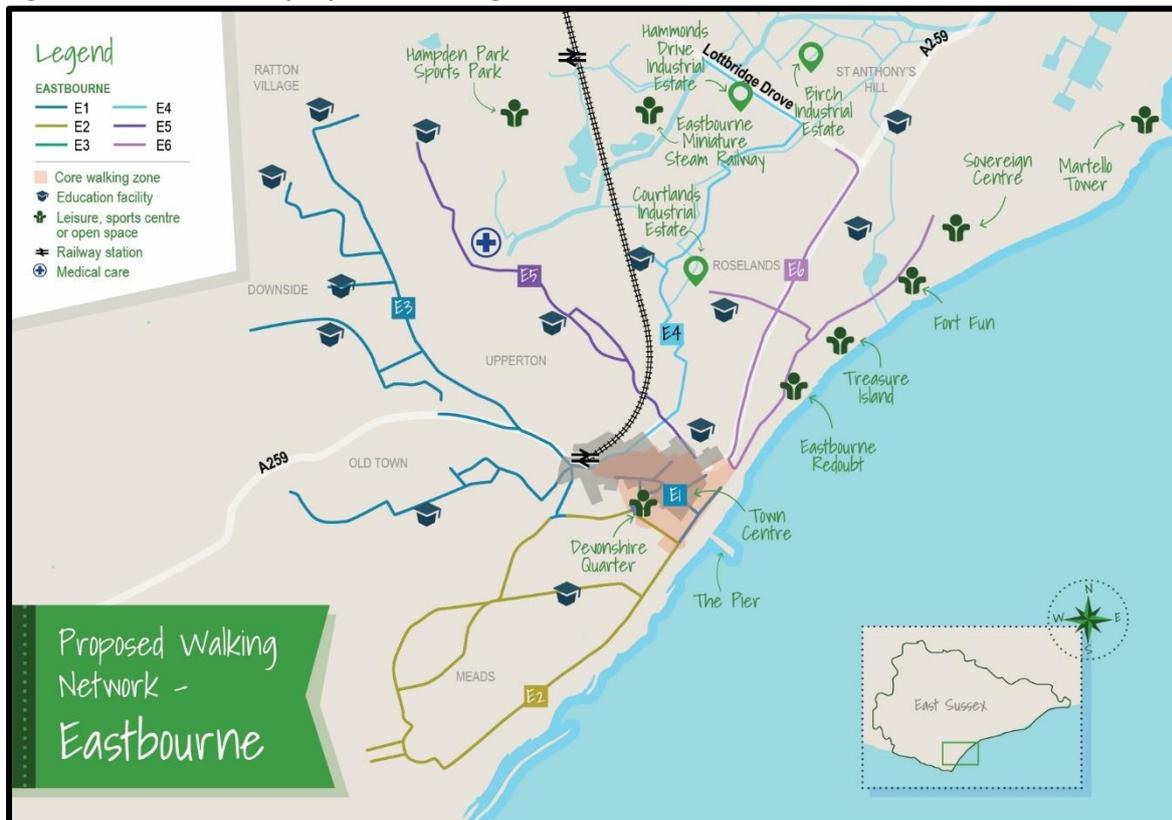


Table 15 - Proposed infrastructure

Table 15 Scheme Number	Scheme Name
E1	Core Walking Zone
E2	Devonshire Place to Wellcombe Crescent
E3	Terminus Road to Park Avenue
E4	Ashford Road to Lottbridge Drive
E5	Cavendish Place to King's Drive
E6	Marine Parade Rd to Birch Roundabout

(Further information on the development of this network is in Appendix 50.)

5.19 With the ambition to be a '10-minute town' where people can access the local services, they need using active travel, pedestrian accessibility in Hailsham is crucial. Key improvements identified for this town include the need to provide greater access to the Cuckoo Trail, increased dropped kerb provision, improved footway widths at certain locations, and the provision of crossing facilities on busier roads.

Figure 19 - Hailsham proposed walking network

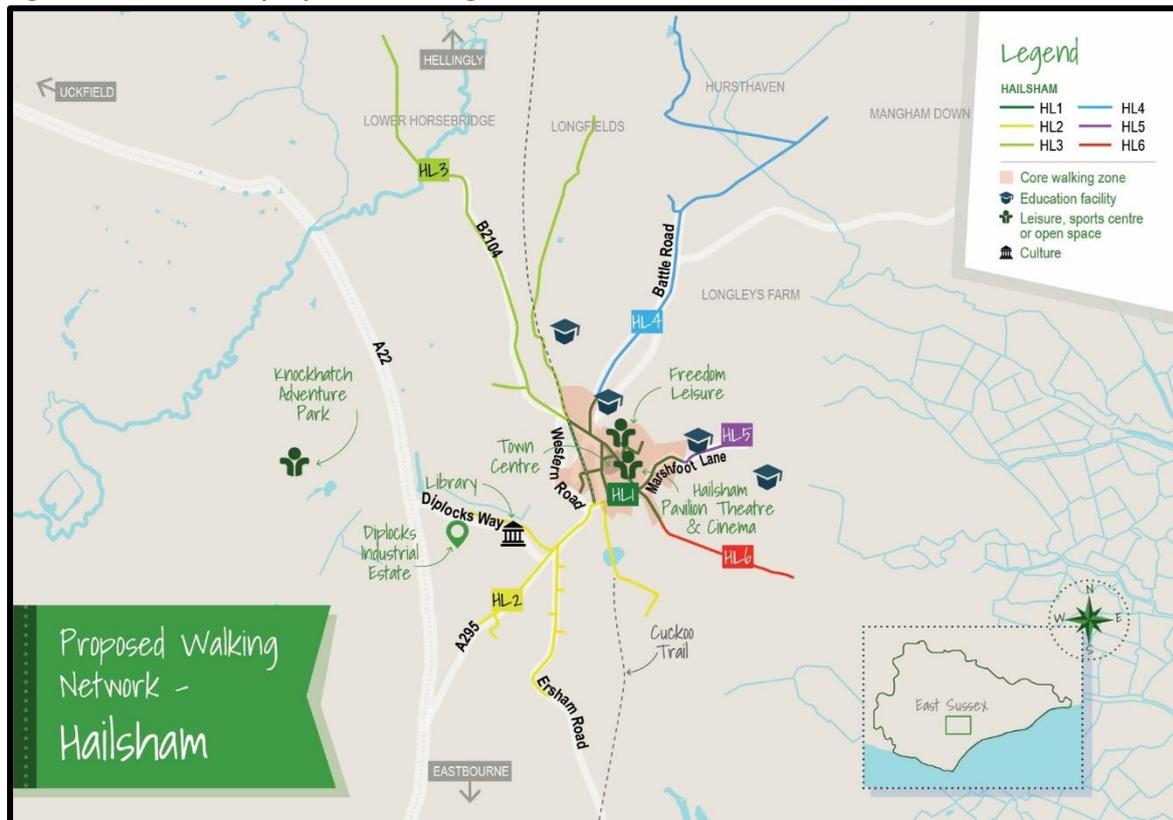


Table 16 - Proposed infrastructure

Table 16 Scheme Number	Scheme Name
H1	Core Walking Zone
H2	South Rd to Arlington Road East
H3	London Road to Church Road
H4	Battle Road New Road
H5	Marshfoot Lane
H6	Mill Road

(Further information on the development of this network is in Appendix 50.)

Bexhill & Hastings – Bexhill

5.20 With generally an older population living in Bexhill compared to other areas of the county, accessibility is essential. A key issue identified is the need for enforcement to limit parking on existing footways. In both Hastings and Bexhill, it was identified that there was a need for the resurfacing of footways, increased footway widths, increasing pedestrian crossing points and expansion of dropped kerb provision. This would help both Rother District Council and Hastings Borough Council in the regeneration of their town centre areas, and the enhancement of the public realm.

Figure 20 - Bexhill proposed walking network

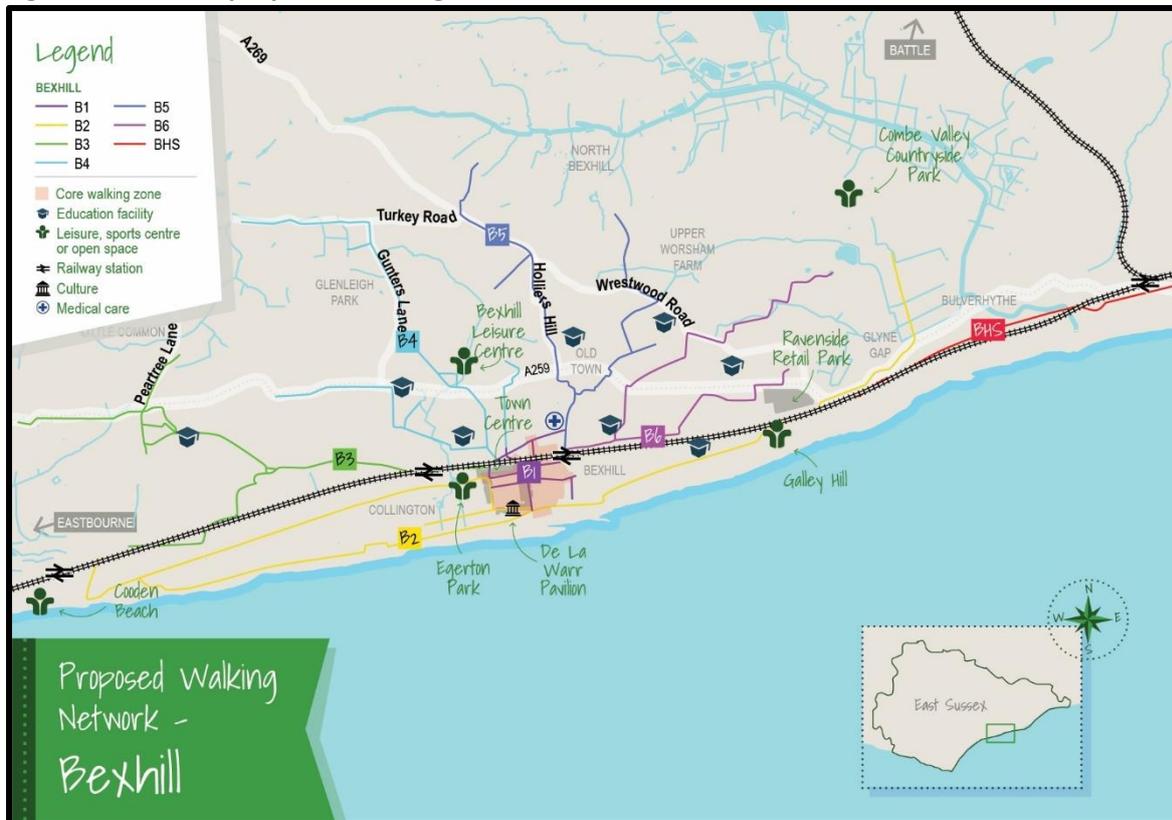


Table 17 - Proposed infrastructure

Table 17 Scheme Number	Scheme Name
B1	Core Walking Zone
B2	Cooden Sea Road to Freshfields
B3	Station Road to Barnhorn Road
B4	Buckhurst Place to Turkey Road
B5	Sea Road to Watermill Lane
B6	Upper Sea Road to Pebsham Lane

(Further information on the development of this network is in Appendix 50.)

Bexhill & Hastings – *Hastings*

Figure 21 - Hastings proposed walking network



Table 18 - Proposed infrastructure

Table 18 Scheme Number	Scheme Name
H1	Core Walking Zone
H2	White Rock to Harley Shute Road
H3	Cornwallis Gardens to Hollington Old Lane
H4	Queens Rd to The Ridge

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H5	Milward Road to Ivyhouse Lane
H6	The Bourne to Rye Road
H7	Pelham Place to Barley Lane
BHS:	Bexhill-Hastings Seafront

(Further information on the development of this network is in Appendix 50.)

Future Walking Network Development Work – Other Areas

5.21 As outlined above the LCWIP network development for cycling also identified improvements for pedestrians where possible, but the walking network development work has been more focussed on urban centres. ESCC and their partners will review the opportunities to undertake more detailed walking network development assessments in Peacehaven, Seaford, Uckfield, Heathfield, Crowborough, Battle and Rye in the future.

Cycling & Walking Training, Information & Initiatives

5.22 To maximise the use of the potential infrastructure projects listed above, ESCC and their partners will look to continue delivering a programme of cycling and walking training, information and initiatives. This will be subject to funding being secured. (Further details in regards to this is in Appendix 2 East Sussex LCWIP Part 2 Infrastructure Plan Stage 6.)

6. How will the LCWIP be delivered?

6.1 As we have previously stated the LCWIP is dependent on the ability of ESCC and their partners to secure funding. However, to place us in a stronger position to secure the funding necessary to deliver the LCWIP, the plan is underpinned by the following **four** key factors.

1. Embed within strategy and policy documents

6.2 To help ESCC and their partners deliver the LCWIP the first step will be to ensure that it is referenced in other County council and partner strategy and policy documents. When making the case for funding there is a requirement to demonstrate the wider impacts that cycling and walking can support, especially in relation to the environment, health and wellbeing, the economy and planning. So, it is important that it is referenced in documents that cover these key policy areas. For example, we will work with district and borough councils to ensure that the cycle and walking network maps are adopted as part of their Local Plans. (For further information about the specific documents that the LCWIP links to, are included in Appendix 2.)

2. High Quality Infrastructure Design & Engagement

6.3 Ensuring that we deliver high quality schemes that are inclusive for all users alongside being safe, attractive and convenient is essential, so that people regardless of their ability or age feel comfortable in using it.

6.4 The government has recently published new design guidance for cycling infrastructure referred to as LTN 1/20. This has a greater emphasis on providing routes that are of a higher quality and are physically separated (e.g. by a kerb or barrier) from the highway or footway. ESCC is already reviewing all programmed new cycle infrastructure schemes against LTN 1/20 and integrating the design guidance where this is feasible. LTN 1/20 will also be utilised as part of the development of new schemes. ESCC will look to follow this guidance where it is feasible or where there are opportunities to adapt the approaches.

6.5 Early engagement with key stakeholders and the general public, especially those people that will be the key beneficiaries of a scheme, will remain as a high priority. We will also seek to look at more innovative ways of engaging with people to obtain their views, to ensure acceptability and most importantly to ensure the future use of schemes.

3. Targeted cycling and walking initiatives

6.6 Installing new infrastructure, particularly cycling and walking infrastructure, is not always enough to help encourage more people to cycle or walk. How someone chooses to travel is determined by a person's personal circumstances (i.e. their type of employment, how far they need to travel, the need to undertake multiple trips) and importantly how convenient new infrastructure is in enabling them to make those every day journeys.

6.7 So we are committed to provide people with walking and cycling initiatives, information and skills to give people the right opportunities to give cycling and walking a try and to move people to changing their travel behaviour towards more active travel for short local journeys or as part of longer journeys. This will build upon existing work, which has been undertaken through previous programmes outlined in section 5.22 above.

4. Partnership working will ensure the delivery of East Sussex's LCWIP

6.8 Partnership working is fundamental in determining the success of ESCC and their partners in securing funding from a range of sources, to enable the delivery of the LCWIP. ESCC is leading on the LCWIP to support an increase in cycling and walking, but significant change will only occur by collaborative working with our key internal and external partners, including the public, commercial and voluntary sector along with embracing any new future partnerships.

Prioritising Schemes

6.9 To help us meet DfT guidance the plan will need to include an indication of those schemes which are of a higher priority over others, particularly for ESCC when applying for national funding. The current prioritised list of schemes is as outlined in figure 22, page 41. **However, whilst this prioritisation process is important, it is also recognised that the schemes may not always come forward according to this prioritisation. It is essential that there is a degree of flexibility in the delivery of the plan. This because the plan is dependent on:**

- **the types of funding which come forward in the future** (capital/revenue),
- **the purpose and criteria of these funds** (i.e. aligned to policies, themes etc.), and
- **the process associated with accessing the funding and who can access these** (ESCC, District & Boroughs, SDNPA, voluntary sector)

Types of funding

6.10 With ESCC and their partners working collaboratively, this will enable a greater range of funding sources to be secured for cycling and walking infrastructure and initiatives.

National Funding

6.11 This will include direct applications for funding from the government and larger or smaller scale national or local funding organisations. Examples of potential funding sources include the DfT's Active Travel Fund; the Ministry of Housing, Communities & Local Government - High Streets Fund; Highways England's Designated Funds; the Energy Savings Trust, and British Cycling.

6.12 To support the delivery of its 'Gear Change' strategy, with LCWIP's being a key element of this, the Government has allocated £2bn of 'Active Travel Funding' (both revenue and capital) over the next four years.

6.13 Revenue funding from the Active Travel Fund, to support the development of LCWIP's and to deliver cycling and walking initiatives in 2021/22, has been allocated to all local authorities. Following the submission of an application earlier this year, ESCC has secured £219,774 of revenue funding to deliver a programme of cycling and walking initiatives and LCWIP development in 2021/22. This includes active steps with workplaces and communities, cycle/electric cycle hire, 'walk once a week' programme' with schools and further development to the ESCC Cycle Hubs at Eastbourne & Peacehaven.

6.14 A key element of an LCWIP is the prioritised programme of infrastructure improvements (outlined in 6.9) for future investment. The DfT advise that this should inform cycling and walking capital funding applications to the Active Travel Fund. ESCC has been invited to bid for capital funding in 2021/22 for spend by end March 2023. For East Sussex an application was submitted to Government in August 2021 to use these monies to support the delivery of Phase 1 of the Hailsham – Polegate – Eastbourne Movement & Access Corridor Scheme and Eastbourne Town Centre Movement & Access Package Phase 2a, both of which are prioritised schemes within the Eastbourne & South Wealden area of the LCWIP, with a bid request for £1.8m. The outcome of the application is expected in autumn 2021. It is expected that further applications to Government will need to be developed and submitted to Government to unlock the further three years of revenue and capital Active Travel Fund monies.

Local Plans - Community Infrastructure Levy & Section 106 Funding

6.15 Funding will also be sought through the planning process for new development by securing development contributions. To enable this to happen, the networks will need to be included as part of the district and borough Local Plans and potential schemes included in the accompanying Infrastructure Development Plans, which list the infrastructure required to support future development. This will enable ESCC to specifically request potential schemes included in the LCWIP, as appropriate, when providing responses to planning applications from the district and boroughs. This will be alongside any potential opportunities for communities to allocate Community Infrastructure Levy (CIL) funding they receive, to support the delivery of cycling and walking infrastructure, identified within their Neighbourhood Plans.

6.16 To support the collaborative nature of the plan ESCC and their partners will be supportive of local organisations in securing and delivering more localised measures and initiatives to support more cycling and walking in the county.

Governance

6.17 The plan will be monitored on an annual basis through the governance arrangements as outlined in Appendix 4; progress and future projects will be reported through ESCC's Capital Programme of Local Transport Improvements.

Figure 22 – Initial scheme prioritisation

Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Coastal East Sussex – Priority LCWIP AREAS						
Eastbourne & South Wealden						
Eastbourne Walking and Cycle Network - Horsey Way Phase 1B (Cavendish Place to Ringwood Road)	Cycle Route	1,825m	£1.3m	1-4	Yes	Local Growth Funding - Secured
Eastbourne Walking and Cycle Network - Langney Rise cycle route	Cycle Route	1,600m	£900k	1-4	Yes	Local Growth Funding - Secured
Eastbourne Walking and Cycle Network- Willingdon Drove cycle route	Cycle Route	800m	£350k	1-4	Yes	Local Growth Funding - Secured
Eastbourne / South Wealden cycling and walking improvements - Stone Cross-Royal Parade via Langney	Cycle Route	3,500m	£3.8m	1-4	Yes	Local Growth Funding - Secured
Eastbourne / South Wealden cycling and walking improvements - Eastbourne town centre cycle routes	Cycle Route	1,300	£500k	1-4	Yes	Local Growth Funding - Secured
Hailsham – Polegate – Eastbourne Movement & Access Corridor Scheme (HPE MAC – PHASE 2 Victoria Drive bus lane	Multi Modal – Bus/Cycle/Pedestrian improvements	Unknown at this stage	-	4	Yes	Active Travel Funding BSIP Funding Other national funding ESCC Capital Programme Development Contributions

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HPE MAC – PHASE 3 Ersham Road roundabout, Hailsham	Multi Modal – Bus/Cycle/Pedestrian improvements	Unknown at this stage	-	4	Yes	Active Travel Funding BSIP Funding Other national funding ESCC Capital Programme Development Contributions
Eastbourne Town Centre (Liveable Towns) Phase 2b: Terminus Road – Langney Road to Grand Parade	Pedestrian/Bus/Cycling improvements – re-allocation of road space Pedestrian/bus/cycling improvements – re-allocation of road space	Approx. 5,500sqm	£5.3m £6m	4 4	Yes	Active Travel Funding ESCC Capital Programme Other National Funding - LUF Development Contributions
HPE MAC – PHASE 4 A2021 Kings Drive/Rodmill Roundabout	Multi Modal – Bus/Cycle/Pedestrian improvements	Unknown at this stage	-	4 & 10	Yes	Active Travel Funding BSIP Funding Other national funding ESCC Capital Programme Development Contributions
Eastbourne Town Centre (Liveable Towns) Little Chelsea (Grove Road) South Street corridor, Memorial roundabout pedestrian improvements	Pedestrian/Bus/Cycling improvements – re-allocation of road space	Approx. 3,000 sqm	Memorial Roundabout £1.8m	4 (Memorial) 10 (Little Chelsea South St)	Yes	Active Travel Funding ESCC Capital Programme Other National Funding Development Contributions
Eastbourne Seafront Cycle Route	Cycle Route	Unknown at this stage	£2m	4 and 10	Yes	Active Travel Funding ESCC Capital Programme Other National Funding Development Contributions
HPE MAC – PHASE 5 – Rodmill roundabout to town centre	Multi Modal – Bus/Cycle/Pedestrian improvements	Unknown at this stage	-	10	Yes	Active Travel Funding BSIP Funding Other national funding ESCC Capital Programme Development Contributions
Newhaven Area						

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Avis Road – Newhaven	Cycle Route/Toucan crossing/bus stop improvements	825m cycle route	£500k	4	Yes	Active Travel Funding ESCC Capital Programme Development Contributions
A259 – Newhaven – Pevensey	Multi Modal – Bus/Cycle/Pedestrian improvements	Unknown at this stage	£2m	4 and 10	Yes	Active Travel Funding BSIP Funding Other national funding including (MRN) ESCC Capital Programme Development Contributions
Hastings & Bexhill						
Hastings Walking and Cycle Network - Queensway to Silverhill (western) route	Cycle Route	2.7 miles	£500k	1	Yes	Local Growth Funding - Secured
Hastings Movement & Access Route Schemes (MARS) – Seafont Connectivity	Pedestrian improvements at junction and widened footway	Footway widening scheme approx. 90m	£790K	1	Yes	Local Growth Funding - Secured
Hastings Movement & Access Route Schemes (MARS) – Station to Seafont	Pedestrian improvement and cycle parking	Realigned pedestrian crossings and upgraded footway approx. 275m eastern side and 175m western side. Cycle parking provision for up to 10 bicycles.	£1.1m	1	Yes	Local Growth Funding - £774k Secured, DC's/CIL – £51k Secured
Bexhill Walking and Cycling Network: Collington Avenue/Sutherland Avenue junction pedestrian crossing	Pedestrian refuge scheme	1 no. pedestrian refuge	£80k	1		Local Growth Funding - Secured
Bexhill Walking and Cycle Network - Cycle Routes 1 - 9 (East & North Bexhill)	Cycle Routes	6.3km, 3.9m	£1.5m	1 – 4	Yes	Local Growth Funding - Secured

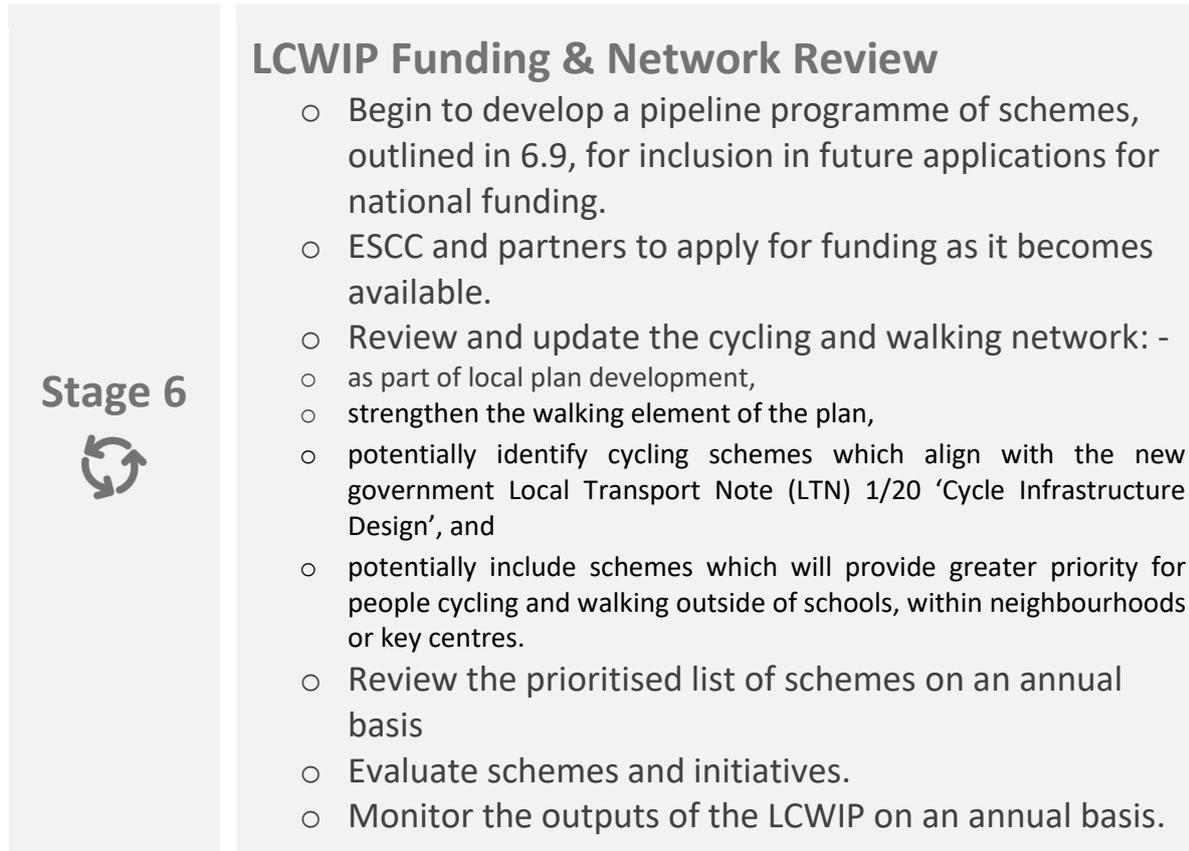
'Let's get cycling & walking'

Alexandra Park – Conquest Hospital – Hastings	Cycle Route	5km in length. 3.1 miles No of cycle racks yet to be determined	£2m	4 and 10	Yes	Active Travel Funding ESCC Capital Programme Development Contributions
Lewes & South Downs National Park						
Regional Route 90 - Lewes	Cycle Route	3.5kms, 2.1 miles	£1.8m	4 and 10	Yes	Active Travel Funding ESCC Capital Programme
A27 – Falmer - Ashcombe	Shared cycling/walking route	Unknown at this stage	-	4 and 10	Yes	Active Travel Funding HE Designated Funding
Lewes Wayfinding	Pedestrian Improvement	Unknown at this stage	£250k	4	Yes	Active Travel Funding ESCC Capital Programme
County Wide						
School Streets County Wide Programme	Pedestrian/cycling – re-allocation of road space	Unknown at this stage	£500k	4	To be included in subsequent updates in 2021.	Active Travel Funding Other national funding – public health ESCC Capital Programme

7. What next?

7.1 In section 2, figure 1, the stages that have been undertaken to help develop the plan were outlined, so that the plan is in accordance with the DfT guidance. Figure 23 indicates the next stages which will be undertaken by ESCC and their partners to ensure that the LCWIP is managed accordingly to be a 'live' document and utilised to support applications for funding and to ensure that schemes are developed, consulted upon, delivered and monitored.

Figure 23 – Ongoing LCWIP Development



Active Travel England

7.2 In July 2020 the DfT published a new cycling and walking strategy, referred to a 'Gear Change'. **The strategy is focussed on providing more space for people cycling and walking by reallocating more road space for either fully segregated cycle routes or closing roads to traffic to create low traffic neighbourhoods.** To help support this the DfT is establishing a national funding body and inspectorate referred to as 'Active Travel England'.

7.3 The role of this will be to:

- provide expert advice regarding scheme design and stakeholder consultation,
- administer funding & review funding applications,
- enforce scheme design standards and time limits on scheme delivery, and
- publish annual reports on highway authority's performance in relation to cycling and walking infrastructure.

7.4 To respond to this ESCC will be commissioning a study to review the opportunities for delivering these types of schemes in the County. This will commence in 2021/22.

East Sussex Local Transport Plan 2020 Review

7.5 ESCC will commence a review of their Local Transport Plan 2011 – 2026 during 2021/22 to reflect the changes in policy and the likely impacts of the Covid – 19 Pandemic, which will change future travel patterns in the short and longer term. The LCWIP will be subject to further updates, to reflect this document.