



## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

**DECISIONS** to be made by the Lead Member for Transport and Environment,  
Councillor Claire Dowling

**MONDAY, 17 JULY 2023 AT 10.00 AM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

### **AGENDA**

1. Decisions made by the Lead Cabinet Member on 26 June 2023 (*Pages 3 - 4*)
2. Disclosure of Interests  
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
3. Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
4. Petition for the County Council to take steps to reduce the speed and weight of vehicles on the B2095 to address the growing problem of dangerous and inconsiderate driving (*Pages 5 - 24*)  
Report by the Director of Communities, Economy and Transport
5. Joint Waste Agreement (JWA) between East Sussex County Council and Brighton and Hove City Council (*Pages 25 - 26*)  
Report by the Director of Communities, Economy and Transport
6. Any other non-exempt items previously notified under agenda item 3
7. Exclusion of the Public and Press  
To consider excluding the public and press from the meeting for the remaining agenda item on the grounds that if the public and press were present there would be disclosure to them of exempt information as specified in paragraph 3 of Part 1 of the Local Government Act 1972 (as amended), namely information relating to the financial or business affairs of any particular person (including the authority holding that information).
8. Joint Waste Agreement (JWA) between East Sussex County Council and Brighton and Hove City Council - Exempt Information (*Pages 27 - 146*)  
Report by the Director of Communities, Economy and Transport
9. Any other exempt items previously notified under agenda item 3

PHILIP BAKER  
Assistant Chief Executive  
County Hall, St Anne's Crescent  
LEWES BN7 1UE

7 July 2023

Contact Sophie Webb, Governance and Democracy Officer,  
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## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 26 June 2023 at Committee Room, County Hall, Lewes

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Councillors Johnny Denis, Wendy Maples, Stephen Shing and Georgia Taylor spoke on item 4 (see minute 19)

### 15. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 5 JUNE 2023

15.1 The Lead Member approved as a correct record the minutes of the meeting held on 5 June 2023.

### 16. DISCLOSURE OF INTERESTS

16.1 There were none.

### 17. URGENT ITEMS

17.1 There were none.

### 18. REPORTS

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

## 19. NOTICE OF MOTION TO REVIEW AND UPDATE POLICY PS05/02 LOCAL SPEED LIMITS

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

### DECISIONS

19.2 The Lead Member RESOLVED to recommend that the County Council rejects the Motion.

### REASONS

19.3 East Sussex County Council is committed to working with all stakeholders to improve road safety across East Sussex, including our partners on the Sussex Safer Roads Partnership.

19.4 Speed limit policy PS05/02 is based on national guidance issued by the Department for Transport, best practice, local experience, the views of Sussex Police as the appropriate enforcement authority, and is reflective of what is required to produce an effective speed limit. The policy will continue to be reviewed regularly to ensure that it complies with the latest national guidance available.

19.5 The policy is not prescriptive and allows for lower speed limits to be considered for those locations deemed appropriate if the necessary traffic management or engineering measures are implemented to ensure compliance.

19.6 Following receipt of the Notice of Motion, a review was undertaken of the relevant national guidance issued by The Department for Transport (including Circular 01/2013 and the January 2022 revisions to the Highway Code) and this concluded that adopted Policy PS05/02 continues to reflect national guidance and best practice and has been found to be fit for purpose. Therefore, it is not recommended that valuable resources are diverted to undertake the review requested by the Notice of Motion.

19.7 The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the County and identify a programme for improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

# Agenda Item 4

|                         |   |
|-------------------------|---|
| <b>Report to:</b>       | <b>Lead Member for Transport and Environment</b>  |
| <b>Date of meeting:</b> | <b>17 July 2023</b>   |
| <b>By:</b>              | <b>Director of Communities, Economy and Transport</b>   |
| <b>Title:</b>           | <b>Petition for the County Council to take steps to reduce the speed and weight of vehicles on the B2095 to address the growing problem of dangerous and inconsiderate driving.</b>   |
| <b>Purpose:</b>         | <b>To consider the petition requesting that the existing national speed limit is reduced to 40mph between Hooe Village and the A259 trunk road. At the same time considering a maximum weight restriction on the B2095.</b> |

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

- (1) The B2095 has been identified as part of the Road Safety Team’s Strategic Casualty Reduction programme and a range of small scale traffic management measures will be implemented that have been shown to positively influence casualty reduction. The road will be monitored post completion of the works to ensure that the package of measures help to improve the safety record.**
  - (2) The request for a lower 40mph speed limit between Hooe Village and A259 trunk road will be assessed as part of our forthcoming Speed Management Programme.**
  - (3) The implementation of a weight restriction on the B2095 would not be in accordance with policy PS4/5 Control of Heavy Goods Vehicles.**
- 

## **1 Background Information**

1.1 At the County Council meeting on 21 March 2023, Councillor Bowdler presented a petition to the Chairman of the Council. The petition states: *“We the undersigned, strongly support the request that ESCC examine the safety of this road. That serious consideration is given to reducing the maximum speed limit to 40mph on the entire length of the road from A259 to Lower Street, particularly the stretch of road between Hooe Village and the A259, where the speed limit is currently 60mph, where there have been several accidents, including the tragic death of an 11-year-old boy. A Location Plan is included in Appendix 1.*

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

## **2 Supporting Information**

2.1 The B2095 connects the A269 at Ninfield in the north with the A259 Trunk Road in the south. There is a 30mph speed limit in the more built-up parts of Hooe Village and on Lower Street in Ninfield. Whilst the petition requests a reduced 40mph speed limit over the whole length of the B2095, it is important to note that a 40mph speed limit is in place between Lower Street and Hooe Village. The section between Hooe Village and the A259 is presently subject to the national speed limit. The extent of the existing speed limits on the B2095 are shown in Appendix 2.

2.2 As a result of the petition, five traffic surveys were carried out on the B2095. One survey was carried out within the extent of the existing 40mph speed limit, and four were carried out in the national speed limit between Hooe Village and the A259. The location of the traffic surveys, the average two-way traffic flow and speed of traffic is shown in Appendix 2. Copies of the speed surveys are available in the Members Room and can be provided on request.

2.3 Policy PS05/02 Local Speed Limits is based on national guidance issued by the Department for Transport. It recommends that 40mph speed limits can be considered in less built-up areas, with set-back properties and frontage access indicating to drivers the need to reduce their speed, with existing mean vehicle speeds below 42mph. A copy of Policy PS05/02 is included as Appendix 3. The speed surveys undertaken on the southern section of the B2095 would indicate that a 40mph speed limit may be acceptable in principle.

2.4 There have been eight personal injury crashes (PIC's) reported to the Police on the B2095 (over a length of approximately six kilometres) in the latest available three-year period to 31 March 2023. Two of the PIC's occurred within the extent of the existing 40mph speed limit, and six of the crashes occurred within the extent of the national speed limit. The location and severity of the crashes is shown in Appendix 4.

2.5 The B2095 was recently identified by the Road Safety Team as a priority for a Strategic Casualty Reduction (SCR) study. As a result, a package of safety measures were drawn up. Improvements to traffic signs and hazard marker posts have been completed. Additional work, including the introduction of coloured surfacing and improvements to the road markings, are being scheduled for implementation. The measures being introduced are in line with previous schemes introduced by the Road Safety Team. The changes aim to help drivers better understand the road alignment and hazards and adjust their behaviour accordingly. Results from previous route-based work have yielded reductions of between 50% and 60% in personal injury crashes over a three-year monitoring period.

2.6 Additional funding of £500,000 from the Capital Programme has been allocated to the Road Safety Team. This funding will allow a Speed Management Programme to commence. It is split over the next three-years with additional on-going funding identified within future Capital Programmes.

2.7 As part of the Speed Management Programme, a review will identify lengths of the main road network that would benefit from a reduced speed limit. We will also check that existing speed limits are effective and are producing the desired reductions in vehicle speeds using available speed data and new in-vehicle telematics. The review will also identify sites of greatest need where proven traffic management measures would have a positive effect and enhance the effectiveness of the speed limit.

2.8 The request for a 40mph speed limit on the B2095 between Hooe Village and the A259 Trunk Road will be assessed as part of the Speed Management Programme. If the road is identified as a priority, a full investigation will be undertaken. This will include the consideration of a lower speed limit.

2.9 If the B2095 is not identified as a priority as part of the Speed Management Programme, the Road Safety Team will contact the Parish Council to explore if they may consider progressing a scheme as part of a Community Match application.

2.10 As few roads in the County are suitable for large lorries, it has been the County Council's policy to allow heavy goods vehicles (HGVs) to disperse over the available road network, rather than concentrate them on individual roads. It is therefore important that national A and B-class roads should be available for heavy lorries. A copy of policy PS4/5 Control of Heavy Goods Vehicles is included as Appendix 5.

2.11 PS4/5 states that a more suitable alternative route for large freight vehicles should be available if an HGV restriction is to be put in place. If a restriction was applied on the B2095, there is the potential for HGVs to divert onto the C40 through Wartling Village. A restriction imposed for environmental reasons would still allow HGVs to use the B2095 for access, delivery or loading purposes.

2.12 A turning count, carried out on 21 September 2021 at the A269 / B2095 junction in Lower Street, Ninfield recorded a total of 2991 vehicles using the road, of which 107 were HGVs or buses (3.6%) The results are indicated in Appendix 6.

2.13 A turning count carried out on 14 October 2021 at the A259 / B2095 junction at The Lamb Inn recorded a total of 634 vehicles, of which 29 were HGV's or buses (4.6%). A turning count carried out

at the same time at the A259 / B2095 slip road junction recorded a total of 1038 vehicles, of which 38 were HGV's or buses (3.7%). The combined results show the total volume of traffic using the road to be 1672 vehicles, of which 67 were HGV's or buses (4.0%). The results are indicated in Appendix 7.

### **3 Conclusion and Reasons for Recommendations**

3.1 The B2095 has been identified as part of the Road Safety Team's Strategic Casualty Reduction programme. This will see a range of traffic management measures implemented that have been shown to positively influence casualty reduction. The B2095 will be monitored for a three-year period post completion of the works to ensure that the package of measures help to improve the safety record.

3.2 The request for a 40mph speed limit along the full extent of the B2095 between Hooe Village and the A259 trunk road will be assessed as part of our forthcoming Speed Management Programme.

3.3 The B2095 forms an important link within the County's road hierarchy. Roads are classified to indicate their function, with B class roads linking destinations of local importance, or to feed traffic between A roads and smaller roads on the network. It is therefore important that the B2095 remains available to all classes of traffic. It is recommended that the petitioners be advised that the introduction of a weight restriction on the B2095 would not be in accordance with our policy PS4/5 Control of Heavy Goods Vehicles.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Michael Higgs

Tel.No. 01273 482106

Email: [michael.higgs@eastsussex.gov.uk](mailto:michael.higgs@eastsussex.gov.uk)

#### **LOCAL MEMBER:**

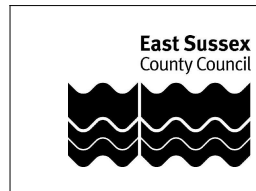
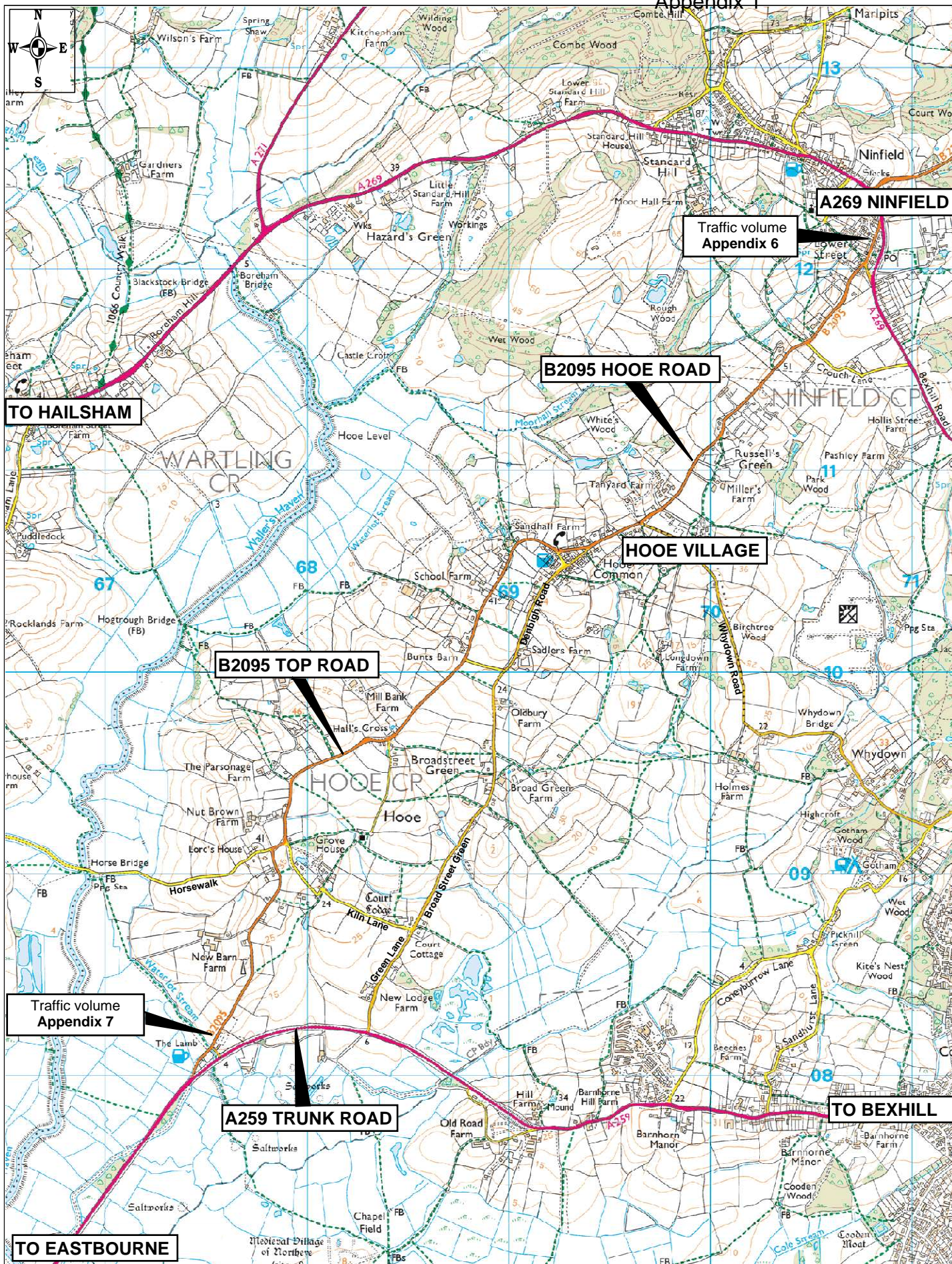
Councillor Bob Bowdler

#### **BACKGROUND DOCUMENTS:**

None

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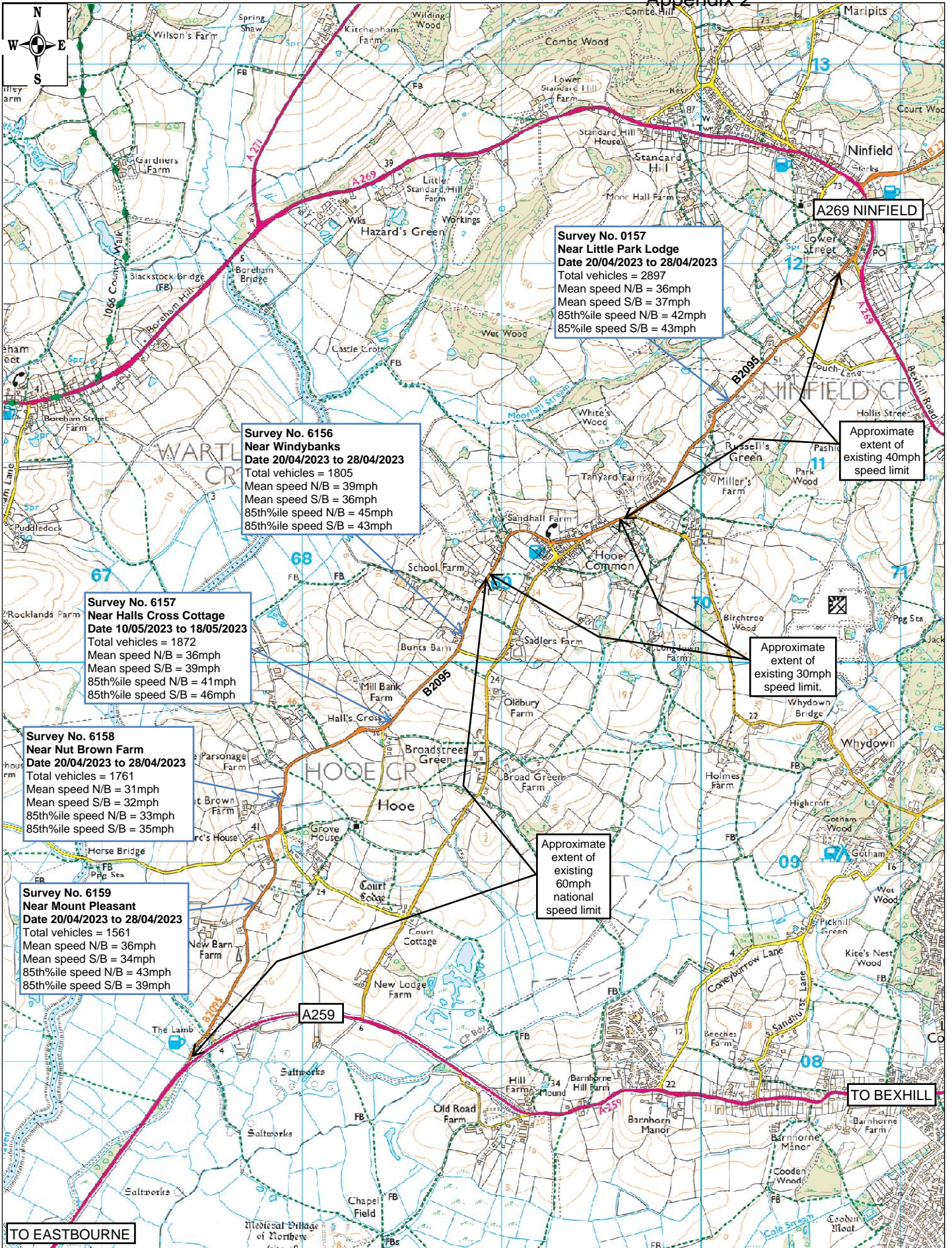
Location Plan

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East Sussex  
County Council



**B2095 Existing Speed Limits and Speed Survey Results**

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## EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY  
POLICY SUMMARY

|   |  |
|---|--|
| <b>LOCAL SPEED LIMITS</b>   | <b>PS05/02</b>   |
| <p><b>PURPOSE OF POLICY</b></p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>   |  |
| <p><b>SPECIFIC POLICIES</b></p> <ol style="list-style-type: none"> <li>1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road.</li> <li>2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections.</li> <li>3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A.</li> </ol> |  |
| <p><b>SUPPORTING STATEMENT</b></p> <p>Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.</p>  |  |
| <p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984<br/> Department for Transport – Circular Roads 01/2006<br/> Department for Transport – Circular Roads 02/2006<br/> Department for Transport – Traffic Advisor Leaflet 1/04<br/> Department for Transport – Traffic Advisory Leaflet 2/06<br/> Department for Transport- Circular Roads 01/2013<br/> H &amp; T Committee – Agenda Item 10<br/> H &amp; T Committee – Agenda Item 18<br/> Cabinet Committee – Agenda Item 5<br/> Lead Member for Transport and Environment – Agenda Item 11<br/> Lead Member for Communities &amp; Safety – Agenda Item ??</p>   | <p><u>Date of Approval</u></p> <p>17.03.1993<br/> 19.10.1994<br/> 15.11.2000<br/> 25.06.2007<br/> 16/03/2018</p> |

**Proposed Speed Limit Criteria – Route Assessment**

*Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.*

| SPEED LIMIT/<br>CHARACTER OF<br>ENVIRONMENT | CHARACTER OF ROAD | TRAFFIC COMPOSITION |
|---|-------------------|---------------------|
|---|-------------------|---------------------|

**20 mph Speed Limit**

|   |  |   |
|---|--|---|
| Town centres, residential areas, in the vicinity of schools | Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic | Mean vehicle speed below 24 mph<br><br>High proportion of vulnerable road users in direct conflict with traffic |
|---|--|---|

**30 mph Speed Limits**

|  |  |  |
|--|--|--|
| Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed | Urban streets  | Mean vehicle speed below 33mph   |
|  | Roads through villages and identified rural settlements with 20+ visible properties within a 600m length | Significant number of vulnerable road users in conflict with vehicular traffic |

**40 mph Speed Limits**

|  |   |  |
|--|---|--|
| Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed | <b>Urban</b><br>Suburban distributor roads buildings set back from the road                           | Mean vehicle speed below 42mph   |
|  | <b>Rural</b><br>Roads through villages and identified rural settlements over a minimum length of 600m | <b>Urban</b><br>Vulnerable road users segregated from road space<br><br><b>Rural</b><br>A noticeable presence of vulnerable road users |

**50 mph Speed Limits**

|                              |   |                                |
|------------------------------|---|--------------------------------|
| Limited frontage development | Higher quality urban distributors with few points of access | Mean vehicle speed below 52mph |
|                              | Low standard classified roads                               |                                |

**60 mph Speed Limits (Dual Carriageways)**

|                              |                                      |                                |
|------------------------------|--------------------------------------|--------------------------------|
| Limited frontage development | High standard rural classified roads | Mean vehicle speed below 62mph |
|------------------------------|--------------------------------------|--------------------------------|

*Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.*

## SPECIFIC POLICIES (CONTINUED)

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

| Speed Limit | Average Speed Below |
|-------------|---------------------|
| 20          | 24                  |
| 30          | 33                  |
| 40          | 42                  |
| 50          | 52                  |
| 60          | 62                  |

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either :-
- a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. If this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.
- b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

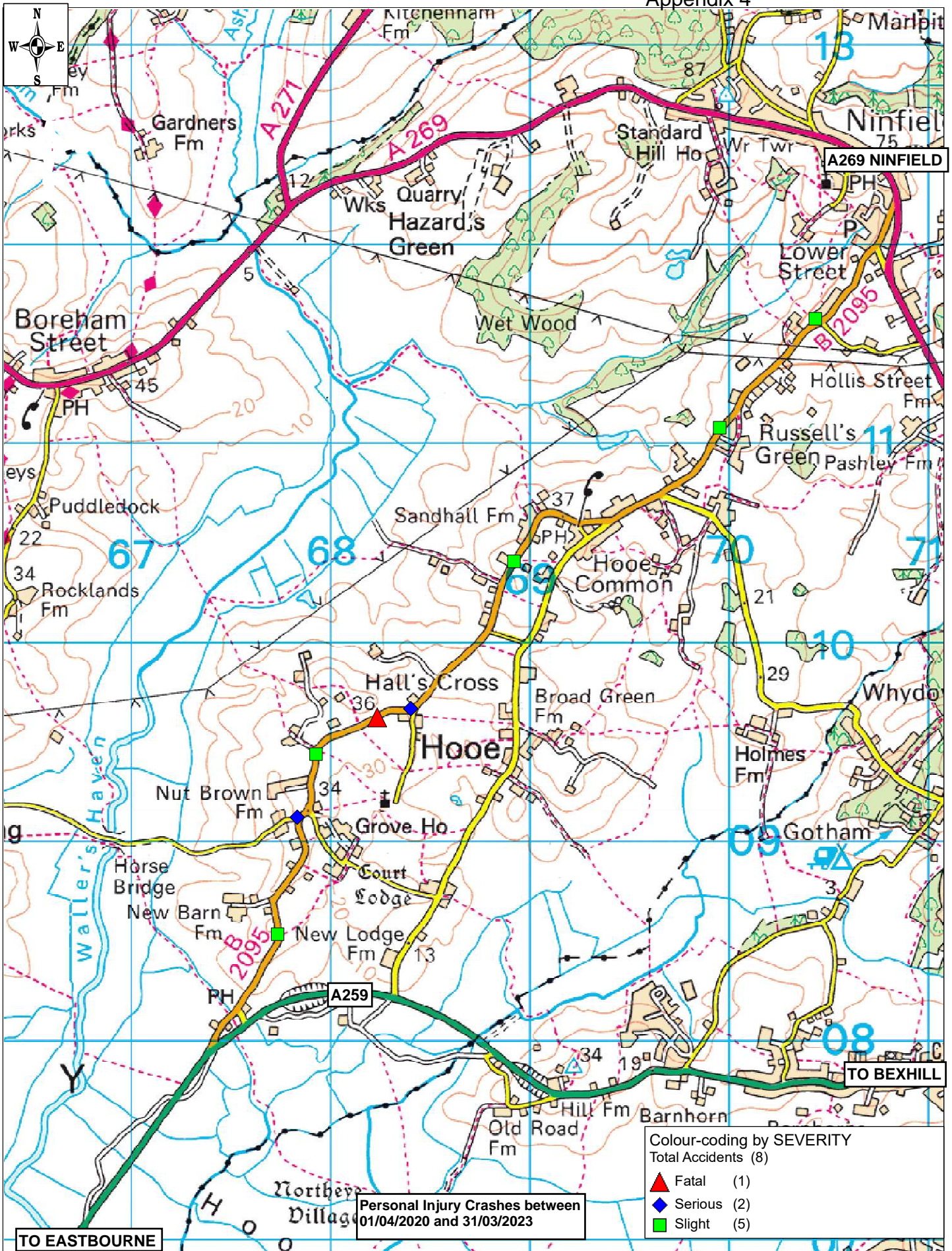
### 7. 20mph Speed Limits and Zones

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

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TO EASTBOURNE

TO BEXHILL



**B2095 Crashes A269 Ninfield to A259 Trunk Road**

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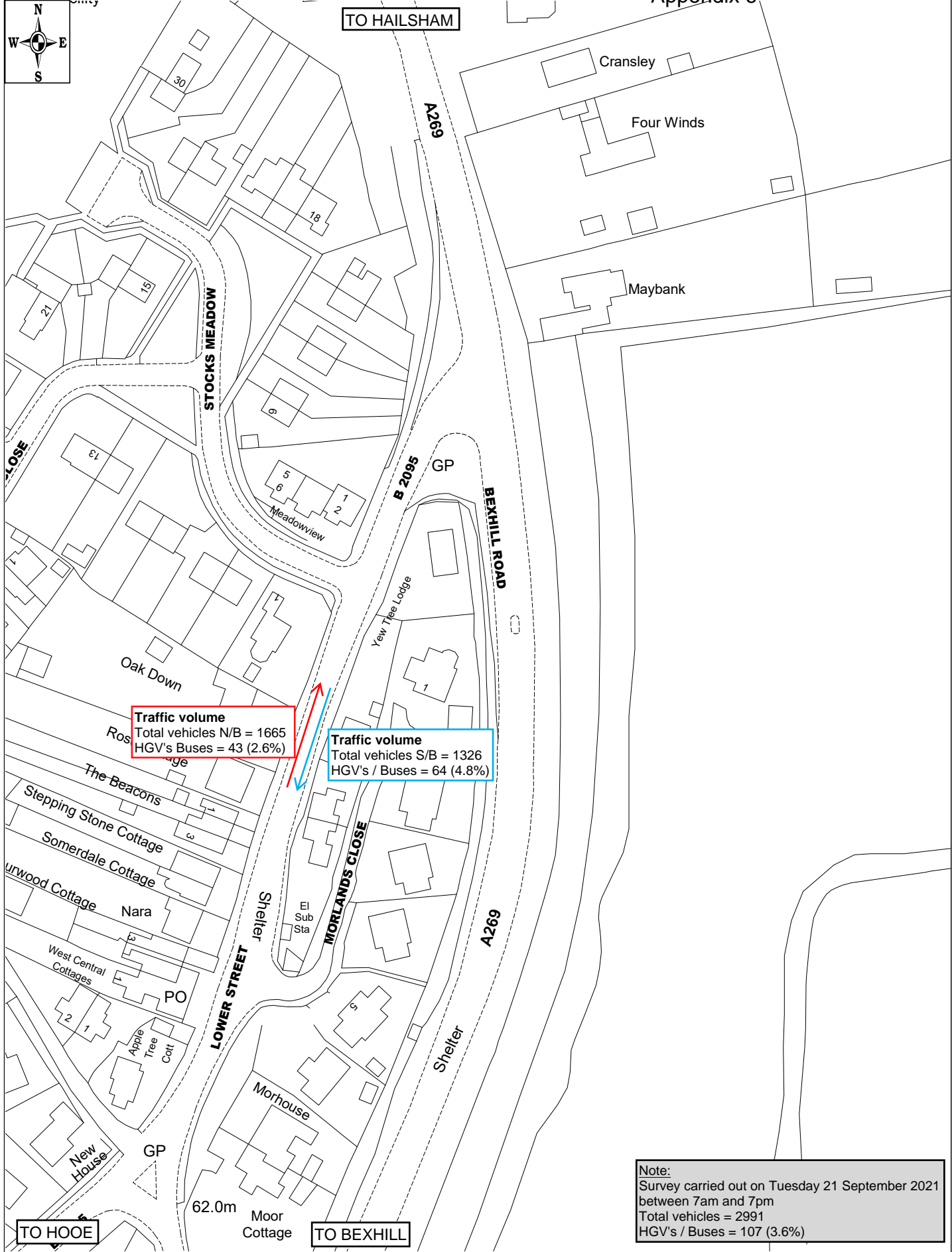
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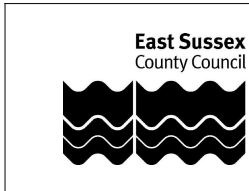
**EAST SUSSEX COUNTY COUNCIL  
LEAD MEMBER - TRANSPORT AND ENVIRONMENT  
POLICY SUMMARY**

|  |  |   |
|--|--|---|
| <b>PS 4/5</b>  | <b>Control of Heavy Goods Vehicles</b> |   |
| <p><b>Purpose of Policy</b></p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to establish a pattern of control in order to reconcile, so far as is possible, the conflicting demands of the transport of goods and the environment on the highway network. This policy relates to individual roads. Area type restrictions in towns will be dealt with individually.</p> <p>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>   |  |   |
| <p><b>Policy Statement</b></p> <p>1. A Traffic Regulation Order prohibiting goods vehicles over 7.5 tonnes gross weight*, except for loading or unloading, may be made where the following conditions are met:</p> <p>[a] The road concerned is both physically and environmentally unsuitable for lorry traffic [see Appendix for details]; and</p> <p>[b] An average of not less than one "through" lorry per hour for the peak 10 hour period in a day [as distinct from journeys by vehicles requiring access for loading/unloading purposes in the affected length]; and</p> <p>[c] A more suitable alternative route is available.</p> <p>2. An Order may also be made if, following a "deflectograph" survey, the structural condition of the road pavement is found to be unsuitable to carry the heavy vehicle loading being imposed upon it, and total failure is likely to result if action is not taken.</p> <p>3. It is axiomatic that national "A" and "B" roads should be available for heavy lorries. Such roads will be improved if economically justified or reduced in classification if a restriction is to be imposed.</p> <p>* 7.5 tonnes gross weight is the close metric equivalent of the former 3 tons unladen weight.</p> |  |   |
| <p><b>Supporting Information</b></p> <p>The Road Traffic Regulation Act 1984</p> <p>Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996</p> <p>Local Transport Plan 2011-2026</p> <p>As few roads in the County are really suitable for heavy lorries, it has been a deliberate policy to allow the lorries to disperse over the available road network rather than to concentrate them on selected roads, themselves perhaps little more suitable than the rest. At the same time, restrictions have been placed on particularly unsuitable roads, which were much used by heavy lorries perhaps as short cuts, with the aim of improving the environment for residents and other users of these roads.</p>  |  |   |
| <p><b>Version control</b></p> <p>Highways &amp; Transportation Committee – 16.12.1990 Agenda Item 11A</p> <p>Highways &amp; Transportation Committee – 31.05. 1989 Agenda Item 11</p> <p>Lead Member for Transport &amp; Environment – agenda item 5, 16.10.2017</p>   |  | <p><b>Date of last review:</b></p> <p><b>02/01/2020</b></p> |

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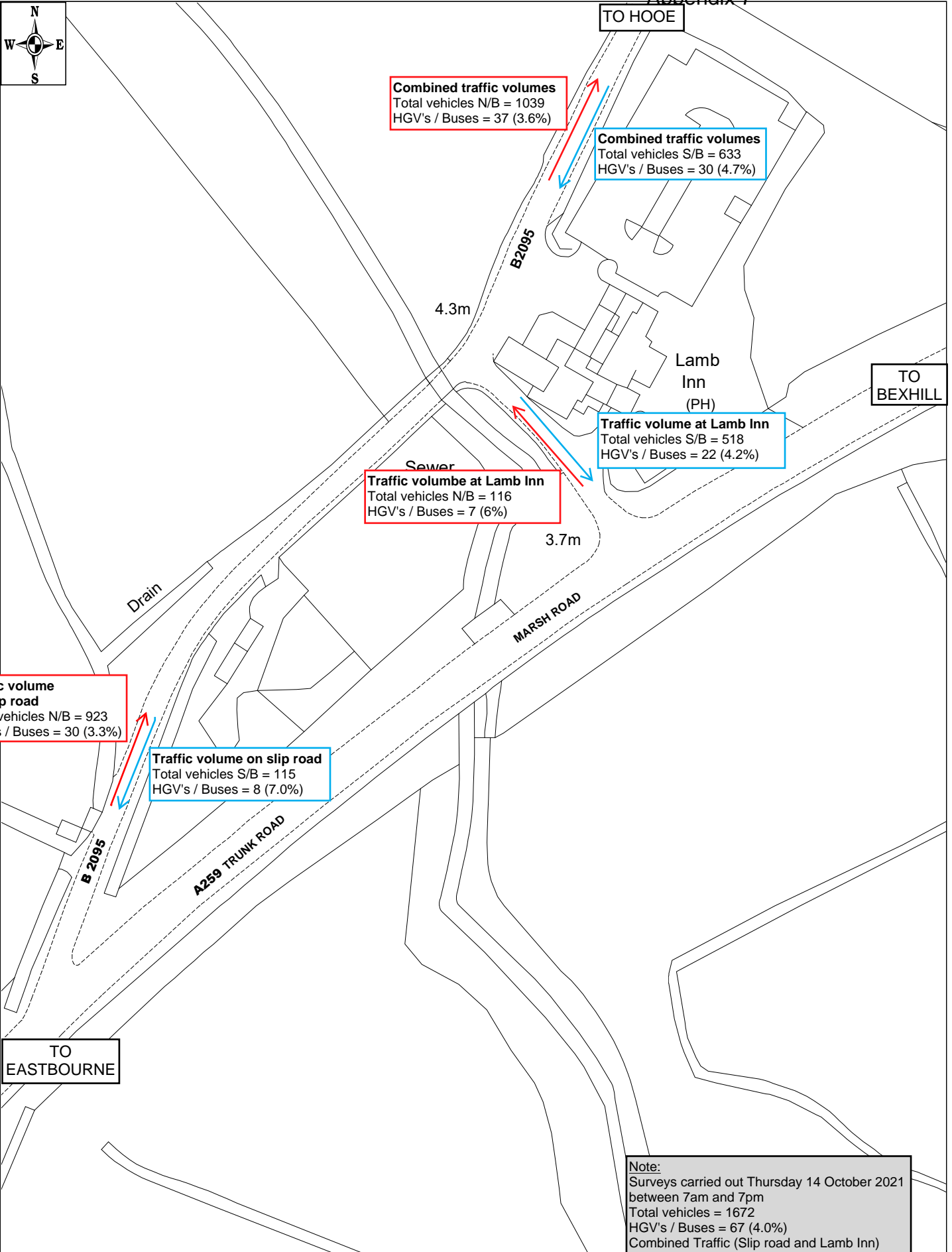
**Note:**  
 Survey carried out on Tuesday 21 September 2021  
 between 7am and 7pm  
 Total vehicles = 2991  
 HGV's / Buses = 107 (3.6%)




**B2095 Lower Street**  
**Traffic Volume**  
 AccsMap version 6.2

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|  <p>East Sussex<br/>County Council</p> | <p><b>A259 / B2095 Junctions</b></p> <p><b>Traffic Volume</b></p> <p>AccsMap version 6.2</p> | SCALE         | 1 : 1250   |
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**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 17 July 2023

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

**Title:** Waste Joint Working Agreement (JWA) between East Sussex County Council and Brighton and Hove City Council

**Purpose:** To inform the Lead Member of the changes to the Joint Working Agreement on waste between the two authorities and obtain authority to sign the revised documentation and to request that delegated authority be granted to the Director of Communities, Economy and Transport to authorise future updates

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Note the revised Joint Working Agreement.**
  - (2) Delegate authority to the Director of Communities, Economy and Transport to approve the updated Joint Working Agreement.**
  - (3) Delegate authority to the Director of Communities, Economy and Transport to approve future updates to the Joint Working Agreement.**
- 

## **1. Background Information**

1.1. In 2003 East Sussex County Council (ESCC) and Brighton and Hove City Council (the Councils) entered into an Integrated Waste Management Services Contract (IWMSC) with Veolia. The IWMSC will run until March 2033 and is worth around one billion pounds. The project delivers waste infrastructure and disposal services for both authorities.

1.2. The Joint Working Agreement (JWA) regulates the operation of the IWMSC between the two Councils, and in particular the apportionment of payments to and from Veolia as well as between the Councils.

1.3. The JWA requires review to reflect changes to the governance arrangements and working practices that have taken place since it was signed in 2003. Changes were agreed by the Lead Member for Transport and Environment (LMTE) on 15 December 2014, and an updated JWA was signed on 2 December 2015.

1.4. Since then, there have been changes made to the IWMSC which impact cost. Changes now need to be made to the JWA to reflect these and ensure that the payment section (section 7) remains fair and equitable for East Sussex and Brighton.

1.5. The updated JWA corrects situations where costs are shared on a basis that is no longer equitable and more accurate data can be used to share these costs.

## **2. Revisions to the Joint Working Agreement**

2.1. Revisions to the JWA are required due to:

- a) changes to how Waste Electronic and Electrical Equipment is paid for under the Contract;
- b) changes to how mechanical street sweepings are processed and paid for under the Contract;
- c) changes to how certain items taken to the Household Waste Recycling Sites (HWRSs) are processed;

- d) changes to how bulky items are processed and paid for under the Contract;
- e) collection of commercial recycling by Waste Collection Authorities disposed of through the Contract; and
- f) the introduction of charging for certain types of non-household waste at ESCC HWRs.

### **3. Supporting Information**

3.1. Changes that have been made to how contractual payments and incomes are shared between the Councils have been built into the Cost Affordability Model underpinning the IWMSC and risks are provided for through the Waste Risk Reserve. The proposed changes are to provide the fairest outcome and the most equitable sharing of the Contract costs.

3.2. East Sussex officers have worked closely with colleagues in Brighton to develop and finalise the necessary changes. This has included modelling of the potential impact of various scenarios to ensure that any changes or additions have the intended consequences and are fair to both Councils. The amended document has been reviewed and approved by the Joint Waste Board, which manages the implementation and operation of the waste disposal services provided under the IWMSC.

### **4. Conclusion and Reasons for Recommendations**

4.1. The JWA requires the updates to reflect the current financial practices that are being applied to the IWMSC. The document has been revised to be consistent with the joint working arrangements between the Councils. It is therefore recommended that the Lead Member notes the revised JWA and grants delegated authority to the Director of Communities, Economy and Transport to approve the updated JWA.

4.2. It is recommended that the Lead Member grants delegated authority to the Director of Communities, Economy and Transport to approve future updates to the JWA that may be required to maintain fair and equitable sharing of contract costs and income between the Councils.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

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#### **LOCAL MEMBERS**

All

#### **BACKGROUND DOCUMENTS**

None

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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